

Report of the Head of Planning, Sport and Green Spaces

Address SENATOR COURT BELMONT ROAD UXBRIDGE

Development: Part demolition, part extension and refurbishment of existing building to provide modern office accommodation (Class B1) totalling 20,267sqm GEA (including car park and plant areas) of which 516sqm GIA floorspace to be used interchangeably for Class A1, A2, A3, B1 uses, and associated works.

LBH Ref Nos: 68385/APP/2013/902

Drawing Nos: PICADY Results with 2018
Highway Consultatnt's email dated 3/6/13
Traffic Modelling Summary Results
Traffic Consultant's covering email dated 29/5/13
Traffic Count Data
F 10050 Rev. P1
F 10980 Rev. P1
F 10990 Rev. P1
F 11000 Rev. P2
F 11010 Rev. P1
F 11020 Rev. P1
F 11030 Rev. P1
F 11040 Rev. P1
F 11050 Rev. P1
F 12000 Rev. P1
F 12010 Rev. P1
F 13000 Rev. P1
F 13010 Rev. P1
D 10980 Rev. P1
D 10990 Rev. P2
D 11000 Rev. P1
D 11010 Rev. P1
D 11020 Rev. P1
D 11030 Rev. P1
D 11040 Rev. P1
D 11050 Rev. P1
D 11060 Rev. P1
D 12000 Rev. P1
D 12010 Rev. P1
D 12100 Rev. P1
D 12110 Rev. P1
D 12120 Rev. P1
D 12130 Rev. P1
D 12310 Rev. P1
D 13000 Rev. P1
D 13010 Rev. P1
D 14000 Rev. P1
D 14001 Rev. P1
ST12890-101
Planning, Design & Access Statement, April 2013
Transport Statement, April 2013
Arboricultural Implications Assessment, May 2012

Date Plans Received: 11/04/2013 **Date(s) of Amendment(s):**
Date Application Valid: 18/04/2013

1. SUMMARY

This scheme is for the refurbishment, alteration and extension of Belmont House, a Class B1 office building which has basement parking and is located within the Uxbridge Town Centre. The proposal involves a 4,861sqm increase in the gross internal floor area of the building from 14,648sqm to 19,509sqm, mainly within extensions that would square-off the building, together with a new floor provided on the north eastern wing of the building. The scheme proposes an interchangeable Class A1/A2/A3/B1 use on the lower ground floor. The refurbishment works involve a new entrance and access arrangements from Belmont Road, which would involve the existing vehicular access onto Belmont Road being closed, with sole use being made of the existing ramped access on Baker's Road. This would involve a re-configuration of the two basement parking levels, and includes enhanced provision being made for disabled parking, cycling and motorcycling spaces and facilities, with a reduction in the overall number of parking spaces from 187 to 171. The building would also be re-clad, landscaping would be re-configured and an area of brown roof provided.

This scheme is a re-submission of an earlier application (68385/APP/2012/2398 refers), which was refused on highway grounds and also due to the lack of a S106 Agreement to mitigate the impacts of the development.

The extensions to the building are considered acceptable and they would not adversely affect neighbouring properties. Other alteration and refurbishment works would modernise and improve the appearance of the building. Adequate provision has also been made for the trees which surround the site, including a protected Walnut and access arrangements to the building would also be improved. Furthermore, the scheme is also considered to make an adequate contribution towards energy efficiency and carbon reduction.

The Highways Engineer advises that following the submission of further information with this application, the scheme is now acceptable. The scheme is recommended for approval, subject to a S106 Agreement.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Sport and Green Spaces to grant planning permission, subject to the following:

a) That the Council enter into a legal agreement with the applicants under Section

106/Unilateral Undertaking of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:

1. Highways:

1(a) Carry out a PERS Audit and implement and measures identified by the Audit as being necessary.

1(b) Undertake any and all off site highways required by the Council's Highways Engineer, not limited to but including:

- reinstating existing access as a footway;
- alter existing on street parking bays, as per approved plans.

2. 10 Year Green Travel Plan in accordance with TfL guidance.

3. Public Realm: a contribution of £50,000 for the Uxbridge Town Centre to improve the town centre environment and accessibility to and from the development site.

4. Construction Training: An in-kind training scheme or a financial contribution secured equal to £2,500 for every £1m build cost incurred. In either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost + $6,244m^2/7$, $500m^2 \times £71,675$ = total contribution.

5. Project Management and Monitoring Fee : A financial contribution equal to 5% of the total cash contributions should be secured to enable the management and monitoring of the resulting agreement.

b) That the applicant meets the Council's reasonable costs in the preparation of the S106 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.

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 by the 17th July 2013, or any other period deemed appropriate by the Head of Planning, Sport and Green Spaces then delegated authority be granted to the Head of Planning, Sport and Green Spaces to refuse the application for the following reason:

'The development has failed to secure obligations relating to transport, public realm enhancements and construction and employment training. Accordingly, the proposal is contrary to policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policy EM6 of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) and Policy 5.12 of the London Plan (July 2011) and the NPPF.

e) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers D 10980 Rev. P1, D 10990 Rev. P2, D 11000 Rev. P1, D 11010 Rev. P1, D 11020 Rev. P1, D 11030 Rev. P1, D 11040 Rev. P1, D 11050 Rev. P1, D 11060 Rev. P1, D 12000 Rev. P1, D 12010 Rev. P1, D 12100 Rev. P1, D 12110 Rev. P1, D 12120 Rev. P1, D 12130 Rev. P1, D 12310 Rev. P1, D 13000 Rev. P1, D 13010 Rev. P1, D 14000 Rev. P1, D 14001 Rev. P1, F 10001 Rev. P1, F 10050 Rev. P1, F 10980 Rev. P1, F 10990 Rev. P1, F 11000 Rev. P2, F 11010 Rev. P1, F 11020 Rev. P1, F 11030 Rev. P1, F 11040 Rev. P1, F 11050 Rev. P1, F 12000 Rev. P1, F 12010 Rev. P1, F 13000 Rev. P1, F 13010 Rev. P1 and D 10980 Rev. P1 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 (July 2011).

3 COM6 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 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 BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 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 Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

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 surfacing/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 of the 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 (July 2011).

7 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 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 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) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall be used only for purposes within Use Class A1, A2, A3 and B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

In order to ensure that the uses are appropriate within the town centre and are not detrimental to the character and amenity of surrounding properties, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9 NONSC Non Standard Condition

Prior to commencement, a scheme for the provision of sustainable water management has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- a) provide details of how the surface water strategy will control surface water to the Greenfield runoff rate.
- b) provide details of how the surface water strategy will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- c) provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime.
- d) provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water, and will:

- d) incorporate water saving measures and equipment.
- e) provide details of water collection facilities to capture excess rainwater;
- f) provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies 5.12 and 5.13 of the London Plan (July 2011) and the NPPF (March 2012) and to conserve water supplies in accordance with Policy 5.15 of the London Plan (July 2011).

10 COM27 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

11 NONSC Non Standard Condition

Details of the proposed loading bay and associated works including reconfiguration of existing car parking bays along Belmont Road shall be submitted and agreed in writing by the LPA before commencement of works at the site. Thereafter, the loading bay and associated works shall be undertaken and completed before first occupation of the site.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

12 NONSC Non Standard Condition

Prior to the commencement of works on site, a Delivery Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the Delivery Servicing Plan for so long as the development remains in existence.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.14 of the London Plan (July 2011).

13 NONSC Non Standard Condition

Prior to the commencement of works on site, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the plan.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.14 of the London Plan (July 2011).

14 NONSC Non Standard Condition

Notwithstanding the details shown on Drw. Nos. F 10980 Rev. P1, F 10990 Rev. P1 and F11000 Rev. P2, revised details of the provision to be made for cyclists shower and locker facilities shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details that shall thereafter be maintained.

REASON

To ensure that adequate facilities are provided for cyclists, in accordance with Policy 6.9 of the London Plan (July 2011).

15 NONSC Non Standard Condition

No contaminated soils shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

16 NONSC Non Standard Condition

The rating level of the noise at any neighbouring residential property and emitted from plant and machinery at the development hereby approved shall be at least 5 dB lower than the existing background noise level. The noise 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 protect the amenity of neighbouring properties in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

17 NONSC Non Standard Condition

Prior to the commencement of a development, an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall reflect the London Plan Energy Hierarchy and include:

1. The calculation of the energy demand and carbon dioxide emissions covered by Building Regulations and, separately;
2. Proposals to reduce carbon dioxide emissions through the energy efficient design of the site, buildings and services. (Lean)
3. Proposals to further reduce carbon dioxide emissions through the use of decentralised energy where feasible, such as district heating and cooling and combined heat and power (CHP) (Clean)
4. Proposals to further reduce carbon dioxide emissions through the use of on-site renewable energy technologies (clearly shown on plans and elevations where appropriate) (Green)

The assessment shall demonstrate that the measures proposed to meet steps 2 -3 above will reduce the CO2 emissions by a minimum of 25% from the baseline (step 1). All measures to reduce CO2 emissions shall be clearly detailed, shown on relevant plans and clearly related to the baseline carbon footprint. The development shall then proceed in accordance with the approved assessment.

REASON

To ensure the development reduces its impact on climate change in accordance with Policy 5.2 of the London Plan (July 2011).

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 (July 2011) and national guidance.

NPPF1	
NPPF2	
NPPF4	
NPPF7	
NPPF10	
NPPF12	
LPP 2.5	(2011) London's Sub-Regions
LPP 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
LPP 4.7	(2011) Retail and town centre development
LPP 4.12	(2011) Improving opportunities for all
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting
LPP 5.7	(2011) Renewable energy
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.21	(2011) Trees and woodland
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
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.
BE26	Town centres - design, layout and landscaping of new buildings
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
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R7	Provision of facilities which support arts, cultural and entertainment activities
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
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
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
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

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 Councils 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

The applicant is advised that as regards condition 4, it is recommended that the bricks should be a traditional London stock.

5

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

6

Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

7

Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

8

Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

3. CONSIDERATIONS

3.1 Site and Locality

Belmont House (also known as Senator Court) is located towards the northern end of the

Uxbridge town centre and forms a corner plot on the south east side of Belmont Road, to the north east of its junction with Bakers Road which provides access to the Uxbridge Bus and Underground Stations. The site comprises a predominantly four storey office building with roof top plant on a 0.4ha, L-shaped site. The building essentially comprises two buildings either side of a central entrance on Belmont Road. Although the north eastern wing is a storey taller than the southern wing, the site slopes by the equivalent of a floor height from the north east to the south west so that the building maintains the overall impression of a 4 storey block. The building also provides basement parking on two levels with two vehicular accesses, one within the centre of the building on Belmont Road and the other on the south western side elevation of the building, accessed from Bakers Road. The office building has most recently been occupied by two main users, the north eastern wing of the building by the Allied Irish Bank and the south eastern wing by Herbalife on the upper floors and an employment centre on the lower ground floor. There are raised planters containing trees in front of the building on Belmont Road and within the southern corner of the site is a protected Walnut Tree which forms a prominent feature in this part of the town centre.

Immediately adjoining part of the site to the north east is a footpath, beyond which is the Grade II listed Society of Friends Meeting House and a small landscaped garden area. Separating these is Friends Walk, which continues the footpath through to York Road to the north. On the south eastern frontage, the site is also adjoined by a footpath. Beyond this at the eastern end of the site are offices associated with the bus station, while at the western end is an access road, beyond which is a three storey building known as Norwich Union House, which is currently vacant, although previously in use as retail on the ground floor and offices above.

The primary retail area of the town centre adjoins the site to the south west, on the south western side of Bakers Road and the south eastern side of Belmont Road. Secondary retail frontage is located on the opposite side of Belmont Road, to the south west of Redford Way. The edge of the secondary area also corresponds to the eastern edge of the Old Uxbridge/Windsor Street Conservation Area. The site also forms part of an Archaeological Priority Area and the north western part of the site is covered by TPO 189. The site has a PTAL score of 6a.

3.2 Proposed Scheme

This application is a re-submission of the 2012 application. It seeks permission for the refurbishment, alteration and extension of the existing office building. The proposal involves a 4,861sqm increase in the gross internal floor area of the building from 14,648sqm to 19,509sqm (4,901sqm increase in the gross external area of the building from 15,366sqm to 20,267sqm, including car park and plant areas). The main increase would be to the main Class B1 office use, accounting for 4,954sqm, increasing from 8,196sqm to 13,150sqm on the ground and upper floors, with a small increase in the lower ground floor B1/A1/A2/A3 floor space (461sqm to 516sqm) and a small reduction in the size of the plant area (314sqm to 166sqm).

The proposed extensions would mainly square off the existing building and add a new floor to each of the wings of the building. The main areas of extension would be to the recessed office building entrance on Belmont Road, with the building extended out to the back edge of pavement line, which would maintain a staggering of the elevation along Belmont Road. The cut away south eastern corner of the building on Bakers Yard over one of the vehicular access would be infilled and the north western end of the building which currently progressively steps in on the second floor and above would be squared off, with only the new floor set in from the rest of the straightened elevation. The only

other main extension to the building would be the infilling of the recessed frontage of the employment centre.

Internal works to the office space involve the rationalisation of the building and its central core area, making it more compact, together with the provision of a new reception area.

The existing vehicular access onto Belmont Road would be closed to enable an improved pedestrian access and entrance to be created. The existing stepped entrance would be re-placed with a DDA compliant street level access. The re-modelling would involve a re-configuration of the parking on the two basement parking levels, and together with enhanced provision being made for disabled parking spaces, cycling and motorcycle spaces and associated facilities, the overall number of spaces would reduce from 187 to 171. The existing ramped access from Bakers Yard would be retained.

The building facade would be replaced, mainly using brickwork and glazing.

New landscaping would be provided along Belmont Road and a 748sqm brown ecology roofing system would be installed on the roof top.

The application is supported by the following documents:-

Planning, Design and Access Statement, April 2013

This provides an introduction to the development. It advises that the building is showing its age and the development would modernise and extend the office building to attract good quality employment to this prominent Uxbridge Town Centre location. The lower ground floor level fronting Belmont Road would be used interchangeably for Class A1, A2, A3 and B1 uses. The report then advises of the changes that have been made to the scheme since the previous refusal. The site and its surroundings are then described and a site analysis undertaken. From this analysis, constraints and opportunities are identified. Planning policy is then assessed. The Statement then discusses the design process, including energy considerations. Key views are depicted and assessed and the statement goes on to consider access, cycle storage, noise and an energy strategy and concludes that the development represents an appropriate form of development in this location.

Transport Statement, April 2013

This provides a non-technical summary, describes the planning policy context, site and its surroundings. An audit of the existing travel infrastructure is presented and the proposed development described. Travel demand is then assessed, together with development impacts and mitigation. A summary of the conclusions is presented.

Arboricultural Implications Assessment, May 2012

This provides the background to the report and describes relevant legislation. Protected species are then considered, namely bats and nesting birds, with only a feral pigeon nest found. Survey methodology is then described, with 6 trees being surveyed and tree categories identified. The constraints of trees upon the development are assessed.

Acoustic Planning Report, May 2012

The background to the study is provided and the noise survey undertaken described. Results are presented and assessed and conclusions drawn.

Energy Statement, May 2012

This provides an energy assessment of the proposals. It advises that a highly efficient condensing boiler will replace existing boilers, together with a new efficient cooling system. Solar panels would also be installed. Overall, it is estimated that there would be a 45% reduction in carbon dioxide emissions as compared with those from the existing building.

3.3 Relevant Planning History

Comment on Relevant Planning History

This application is a re-submission of an earlier identical scheme (68385/APP/2012/2398) which was refused on 7/12/13 for the following reasons:-

1. The application fails to provide an accurate and robust assessment of the highways impacts that would be associated with the development, including servicing, trip generation, and car park, leading to conditions detrimental to highway and pedestrian safety, and free flow of traffic, as such the proposals are considered to be contrary to the Council's Policy AM7(ii) of the Hillingdon Local Plan: Part 2.

2. The applicant has failed to provide obligations to secure improvements to local transport/highway infrastructure, construction training and the public realm/town centre which are required in association with the development. The proposal therefore conflicts with Policies AM2, AM7 and LE7 of the Hillingdon Local Plan Part 2, the Council's Planning Obligations Supplementary Planning Document and the National Planning Policy Framework.

The only other relevant recent history on this site is the planning permission granted on 20/06/2012 for the 570sqm (GEA) of additional floorspace to be provided on the ground, first and second floor levels, infilling the southern corner of the building above the ramped access on the lower ground level (32891/APP/2012/911).

The recent grant of planning permission on the adjoining site at Norwich Union House is also relevant as this re-development scheme was for a nine storey, primarily residential block (8218/APP/2011/1853).

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.E4 (2012) Uxbridge
- PT1.E5 (2012) Town and Local Centres
- PT1.HE1 (2012) Heritage
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation

- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations
- PT1.C11 (2012) Community Infrastructure Provision
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- NPPF1
- NPPF2
- NPPF4
- NPPF7
- NPPF10
- NPPF12
- LPP 2.5 (2011) London's Sub-Regions
- LPP 4.2 (2011) Offices
- LPP 4.3 (2011) Mixed use development and offices
- LPP 4.7 (2011) Retail and town centre development
- LPP 4.12 (2011) Improving opportunities for all
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.4 (2011) Retrofitting
- LPP 5.7 (2011) Renewable energy
- LPP 5.11 (2011) Green roofs and development site environs
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.14 (2011) Water quality and wastewater infrastructure
- LPP 6.3 (2011) Assessing effects of development on transport capacity
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2011) Cycling
- LPP 6.10 (2011) Walking
- LPP 6.13 (2011) Parking
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.2 (2011) An inclusive environment

LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.21	(2011) Trees and woodland
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
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.
BE26	Town centres - design, layout and landscaping of new buildings
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
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R7	Provision of facilities which support arts, cultural and entertainment activities
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
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
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
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **17th May 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

62 neighbouring properties have been consulted, the application has been advertised in the local press and 3 notices have been displayed on site. No responses have been received.

TfL:

TfL is concerned with any application which could have an impact on the transport networks. Having reviewed the information, TfL have no problems in principle with this application but have comments to make, namely:-

- 1) The trip rate calculation should have followed TfL Best Practice Guidance and used TRAVL for calculating the trip rates. However, TfL is of the opinion that the conclusions would not be different
- 2) A Travel Plan should have been submitted as part of the application. The Travel Plan would need to be assessed through ATTrBuTE. TfL is content for the Travel Plan to be conditioned if the Borough deems to approve the application.
- 3) Cycling parking will need to be provided at 1 space per 150sqm and controlled storage and showers will need to be provided.
- 4) TfL would recommend that electric vehicle charging points to London Plan Standards be included in the car park
- 5) A Delivery and Servicing Plan will need to be submitted however, TfL is content for the this to be conditioned if the Borough deems to approve the application.
- 6) Due to the proximity of the Bus Station, TfL requests that a Construction Logistic Plan is submitted to the Borough and TfL for approval. TfL is content for the this to be conditioned if the Borough deems to approve the application
- 7) TfL would have expected a Pedestrian Environment Research Survey (PERS) to be undertaken to assess the state of the pedestrian routes to the nearest bus stops. Any improvements included in the conclusions should be delivered under a s106 agreement with the Borough.
- 8) In accordance with London Plan policy 8.3 Community Infrastructure Levy , the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. It will be paid by most new development in Greater London. Boroughs are arranged into three charging bands with rates of £50 / £35 / £20 per square metre of net increase in floorspace respectively. The proposed development is in the Borough of Hillingdon, where the charge is £35 per square metre.

If the above are included, TfL would have no objection to the application.

LONDON UNDERGROUND LIMITED:

London Underground Infrastructure Protection has no comment to make on this planning application.

Internal Consultees

URBAN DESIGN/CONSERVATION OFFICER:

BACKGROUND: This is large corner building at a prominent location adjacent to the Uxbridge Town Centre Conservation Area and the Friend Meeting House, listed at grade II. Built in the 1980s, the building's facade varies in materials with a mix of glazed panelling, granite stone panels and red brick. The building has a very prominent presence at the entrance of the conservation area and any changes to the facade will have an impact on the setting of the listed building as well as the conservation area.

COMMENTS: The previous application was refused on grounds of incomplete Highways information and Section 106 obligations. These are not conservation matters and should be, therefore, assessed by the appropriate teams.

From a conservation point of view, the comments remain as before:

There have been pre-app discussions re this site. The current scheme is a slight improvement and has considered the concerns raised during the previous discussions.

The scheme is an improvement to the overall appearance of the site in that it creates a focal point to the main elevation facing Belmont Road, thus addressing the street scene appropriately. The proposed materials, i.e. buff coloured bricks, white render and glazing will blend with the street scene and as such would be considered to enhance the appearance of the conservation area and is, therefore, acceptable.

The scheme also proposes extensions, including an increase in height to the elevation facing the listed building. From a conservation point of view, the increase in bulk would be considered marginal and whilst not an improvement, would not be considered detrimental either. The existing landscape buffer between the two sites would also help mitigate the impact of the increase in height. It is, therefore, acceptable.

RECOMMENDATIONS: It is suggested that the bricks should be traditional London stock and a sample of the same should be submitted before works commence on site.

Conclusion: Acceptable. Materials to be conditioned.

HIGHWAY ENGINEER:

The development proposals are for the refurbishment and extension of the existing building to provide up to date office accommodation and interchangeable uses, including A1, A2, A3 and B1 Use Classes at the site. As part of the proposals the existing vehicular access along Belmont Road will be stopped up and access to the car park at the site will be provided (via the existing access) from Baker's Road, which will be controlled by a barrier and number plate recognition system.

Under the proposals the existing car parking provision at the site will be reduced from 187 to 171 parking spaces and will include the provision of 10 disabled parking bays and charging facilities for 12 electric vehicles. In addition, a total of 121 cycle and 4 motor cycle parking spaces will be

provided, secured and under cover. Servicing of the site will be undertaken along Belmont Road with the provision of a loading bay along the highway.

In order to assess the development a Transport Statement (TS) has been submitted, which has reviewed the parking provision within the site and the impact associated with stopping up the existing access along Belmont Road. The TS has demonstrated that based on the existing use at the site, the proposed level of car and cycle parking is acceptable to serve the proposed development.

When considering the traffic impact of the development, a capacity assessment has been undertaken of the priority junction of Belmont Road and Baker's Road. While it is noted that there are errors within the traffic flows provided, it is considered that this will not have a material effect in relation to the assessment. As a result, it has been demonstrated that the junction will operate within capacity in the design year - 2018 in both the AM and PM peak hours.

When considering servicing of the site, it is noted that a loading bay is proposed along Belmont Road. The loading bay will be located adjacent to the site and as a result, will require the reconfiguration of existing parking bays. It is noted that the proposed loading bay will not result in a loss of on street parking.

Therefore, it is considered that the proposals would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, provided that the details below are secured under a suitable planning condition/S106 Agreement.

1 Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time.

2 Details of the proposed loading bay and associated works including reconfiguration of existing car parking bays along Belmont Road shall be submitted and agreed in writing by the LPA before commencement of works at the site. Thereafter, the loading bay and associated works shall be undertaken and completed before first occupation of the site.

3 Prior to the commencement of the development hereby permitted a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements
 - (2) effective measures for the ongoing monitoring of the Travel Plan
 - (3) a commitment to delivering the Travel Plan objectives
 - (4) effective mechanisms to achieve the objectives of the Travel Plan
- by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

TREES/LANDSCAPE OFFICER:

Landscape Character/Context:

The site is occupied by a 1980's office block, at the junction of Belmont Road and Bakers Yard.

Situated within Uxbridge Town Centre, the site features a number of trees with shrub understorey, some in raised planters, along the front (north-west facing) facade. To the north the visual setting of the building is set off (and partly screened) by the mature trees and shrubs in the small gardens / pocket parks associated with the nearby Friends Meeting House. Selected trees on the site and within Friends Walk Gardens are afforded protection by Tree Preservation Order No. 189. The trees on and close to the site make a significant contribution to the landscape character and visual amenity of this commercial / town centre site. Trees on, and close to, the site should be safeguarded where their quality, value and useful life expectancy merit retention. An arboricultural survey and impact assessment, by Wardell Armstrong has been submitted in support of this application.

Landscape Considerations:

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

·The Wardell Armstrong Tree Survey identifies and assesses the quality and value of seven trees on, or close to, the site. Their locations are plotted on the accompanying drawing No. ST12890-004 Tree Location and Constraints Plan.

·The only 'A' category (good, with long useful life expectancy) tree is an off-site Sycamore (T7) situated to the north-east of the existing building. This tree will not be directly affected by the proposed development. However, the report notes that it may require pre-emptive pruning to prevent mechanical damage related to the installation of the new cladding (and removal of the old?). (This tree is T9 on the schedule of TPO No. 189).

·The other six trees are situated within the red line of the development, on the Belmont Road frontage. These include 4No. 'B' grade (moderate / medium life expectancy) trees, T1, T2, T3 and T6 and 2No. 'C' grade (poor / short life expectancy) specimens, T4 and T5. (Section 2.2).

·The report notes that trees 2-5 are contemporary with the building and are planted in large raised planters with an under-storey of ornamental shrubs. T6, the protected Walnut, pre-dates the existing building.

·Wardell Armstrong drawing No. ST12890-005 confirms that 3No. 'B' category trees (T1, and 3) and 2No. 'C' grade trees (T4 and 5) will be removed in order to facilitate the proposed development.

·T6, the Walnut (T16 on the TPO), will be retained and safeguarded. The removal and replacement of hard surfacing near the tree (and potential aerial damage) will be undertaken in accordance with an Arboricultural Method Statement which should be conditioned.

·The off-site Sycamore, T7, may require 'access facilitation pruning' which should also be undertaken in accordance with an approved Specification / Method Statement.

·The Design & Access Statement describes the local tree and landscape features in section 3.5 and acknowledges the significance of selected trees and the presence of the tree Preservation Order.

·The site analysis assesses key views in section 3.12, most of which include individual trees or groups. Consideration of the key constraints includes the presence of the TPO and the opportunity to enhance the landscape and the public realm is also acknowledged. The landscape design objectives are set out in section 7.0 of the D&AS.

·Two new semi-mature (30-35cm girth) Lime trees are proposed planted in pits at pavement level. However, the Wardell Armstrong Landscape Masterplan proposes 4No. new trees, in addition to the retained Black Walnut (south-west corner) and the off-site Sycamore, in the Friends Garden to the north-east of the building. Landscape considerations are summarised in section 8.7.

·The application is supported by Wardell Armstrong's Landscape Masterplan, drawing ref. ST12890-101 with indicative planting including 3No. *Tilia cordata* 'Green Spire', and 1No *Prunus avium* 'Plena', on the Belmont Road frontage. Existing planters will be managed and / or replaced with *Buxus sempervirens* or *Symphoricarpos x chenaultii* 'Hancock'. It is recommended that a substitute species is found for the *Symphoricarpos* which is not considered to be suitable in this location.

- Indicative hard materials have been specified. Samples should be submitted.
- Landscape conditions will be necessary to preserve and enhance the visual amenities of the locality and to ensure that adequate facilities are provided.

Recommendations:

- The tree report was undertaken in April 2012 and issued in May 2012. At 4.1.9 it is noted that an update walkover survey should be undertaken prior to the commencement of works, if more than 12 months have elapsed since the date of the survey. The survey should be updated, prior to commencement.
- An Arboricultural Method Statement and Tree Protection details are required to safeguard retained trees T6 and T7.
- The proposed large specimen trees require the best possible planting conditions in order to establish satisfactorily and thrive. The tree pits should be made as large as possible utilising an underground tree root cell system and urban tree soil.
- An alternative (more attractive and sophisticated) ground cover plant should be specified in place of the Symphoricarpos.
- Samples of the hard landscape materials should be submitted.
- A landscape management and maintenance plan is required to ensure that soft works area established and maintained in accordance with the design objectives.

No objection subject to the above details and conditions COM6, COM7, COM8, COM9 (parts 1,2,4,5 and 6) and COM10.

ENVIRONMENTAL PROTECTION OFFICER:

Whilst it appears that there is to be little landscaping carried out, and therefore a limited amount of exposed soil accessible to receptors of the site once it is in use, it could have an implication for the construction of the site.

I would advise as a minimum that a condition to ensure garden landscaping soils are not contaminated is included in any permission. The condition should not be discharged until the relevant information, bearing the former use in mind, has been submitted to demonstrate the site is suitable for use.

The following conditions are relevant for this development:

- 1) No contaminated soils shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

Reason

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

- 2) The rating level of the noise at any neighbouring residential property and emitted from plant and machinery at the development hereby approved shall be at least 5 dB lower than the existing background noise level. The noise 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 protect the amenity of neighbouring residential properties

Informative:

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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228:1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

SUSTAINABILITY OFFICER:

The submitted energy assessment is lacking sufficient detail and the conclusions of a 45% energy reduction is not possible to validate. It suggests that green measures will achieve a 7% reduction and renewable technologies will achieve 1%. The rest comes from clean measures, which are not set against a baseline, and do not clearly relate to building regulations. As a consequence, the methodology for the reduction is not compliant with Policy 5.2 of the London Plan.

The following condition is therefore necessary:

Condition

Prior to the commencement of a development, an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall reflect the London Plan Energy Hierarchy and include:

1 - the calculation of the energy demand and carbon dioxide emissions covered by Building Regulations and, separately;

2 - proposals to reduce carbon dioxide emissions through the energy efficient design of the site, buildings and services. (Lean)

3 - proposals to further reduce carbon dioxide emissions through the use of decentralised energy where feasible, such as district heating and cooling and combined heat and power (CHP) (Clean)

4 - proposals to further reduce carbon dioxide emissions through the use of on-site renewable energy technologies (clearly shown on plans and elevations where appropriate) (Green)

The assessment shall demonstrate that the measures proposed to meet steps 2 -3 above will reduce the CO2 emissions by a minimum of 25% from the baseline (step 1). All measures to reduce CO2 emissions shall be clearly detailed, shown on relevant plans and clearly related to the baseline carbon footprint. The development shall then proceed in accordance with the approved assessment.

Reason

To ensure the development reduces its impact on climate change in accordance with Policy 5.2 of the London Plan.

ACCESS OFFICER:

Senator Court is a 1980s office block in the heart of Uxbridge Town Centre. The proposal seeks substantial refurbishment of the existing office block, which also proposes 4901 m² of additional floor space, and a new external facade.

A new reception lobby would form level access directly from Belmont Road and revolving doors would be provided with an adjacent pass door which could be used by wheelchair users. A new lift lobby comprising four cars is shown to provide access from a new reception lobby up to the existing ground floor level; this new arrangement would replace the external ramped access from the existing Belmont Road facade.

The basement car park would provide 187 car parking spaces of which 9 would be accessible, which accords with UDP saved policy AM15. All floors, with the exception of the fourth, would feature toilet facilities accessible to wheelchair users.

Recommended Informatives

1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.
2. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
3. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
4. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

Conclusion: Acceptable

PRINCIPAL FLOOD AND WATER OFFICER:

The site lies in Flood Zone 1 and is mainly a refurbishment of an existing building. However it is important that all developments contribute to reducing the local flood risk from surface water in the area by managing their drainage through the use of Sustainable drainage

The development should also demonstrate the use of methods to minimise the use of potable water, including water saving measures and equipment, water collection facilities to capture excess rainwater.

Recommendations:

I request the following condition:

Prior to commencement, a scheme for the provision of sustainable water management has been submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- a) provide details of how the surface water strategy will control surface water to the Greenfield runoff rate.
- b) provide details of how the surface water strategy will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- c) provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime.
- d) provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water, and will:

- d) incorporate water saving measures and equipment.
- e) provide details of water collection facilities to capture excess rainwater;
- f) provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

S106 OFFICER:

Proposed Heads of Terms:

1. Highways: in line with the SPD a s 278/38 agreement may be required to address any and all highways works associated with this proposal. Please liaise with highways in the first instance.
2. Travel Plan: in line with the SPD and given the scale of the proposal it is likely that a Travel Plan should be required.
3. Public Realm: in line with the SPD and given the location and scale of the proposal it is considered that a contribution in the sum of £50,000 is secured for the Uxbridge Town Centre to improve the town centre environment and accessibility to and from the development site.
4. Construction Training: in line with the SPD either a financial contribution or an in-kind scheme delivered during the construction phase of the development should be secured. In either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost
+ 6,244m²/7, 500m² x £71,675 = total contribution.
5. Project Management and Monitoring Fee : in line with the SPD a financial contribution equal to 5% of the total cash contributions should be secured to enable the management and monitoring of the resulting agreement.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This proposal mainly involves refurbishing and extending an office building with a small area of interchangeable town centre uses sited within a town centre location. As such, there is no objection in principle to the development, subject to normal development control criteria.

7.02 Density of the proposed development

Not applicable to the proposed development.

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

The proposal is located within an Archaeological Priority Area. English Heritage (Archaeology) have been consulted and no comments have been received. Given the built-up nature of the site, with existing basement levels and the limited extent of the underground works proposed, it is unlikely that any archaeological remains would be affected.

As regards the Old Uxbridge Conservation Area which adjoins the site on the opposite side of Belmont Road, diagonally opposite its junction with Bakers Yard, it is considered that the proposed extensions would not significantly increase the overall bulk of the building and would not appear unduly conspicuous within the street scene, extending beyond the existing elevations of the building. The other alterations to the building, including the new brickwork would modernise and improve the building's appearance.

In terms of the Grade II listed Society of Friends Meeting House building and a small landscaped garden area in the front of the building which adds to the building's setting, the proposal would infill the recessed upper floors of the building and add a new top floor (albeit this would be set in), with an overall increase in the buildings height on this boundary. There is landscaping along this boundary which helps to mitigate the impact and the Council's Urban Design/Conservation Officer advises that the new relationship is acceptable.

On this basis, the Council's Urban Design/Conservation Officer raises no objections to the scheme, subject to materials being conditioned.

7.04 Airport safeguarding

No safeguarding objections have been raised.

7.05 Impact on the green belt

The application site does not lie within nor is it sited close to the Green Belt.

7.07 Impact on the character & appearance of the area

This is a town centre location which is characterised by many tall commercial buildings, including the 9 storey Travelodge building and adjacent office buildings of similar height. This site is located towards the edge of the town centre, close to traditional residential areas and the two to four storey buildings on the opposite side of Belmont Road.

The proposal mainly involves infill extensions to the existing bulk of the building and the new top floors of the building would mainly be recessed from the sides of the building, with the new plant level above being stepped in again. The resultant building would not appear unduly conspicuous within the street scene and respect the general massing and height of town centre buildings, following the pattern whereby the taller buildings within the middle of the town centre step down towards the edges. The use of materials would assist in this process, with the the main built elements of the re-clad building being in brickwork with the recessed upper floors being mainly glazed to re-enforce their subordinancy. The new entrance on Belmont Road would also assist with the breaking up of the mass of the building by being finished in contrasting light coloured panels and glazing.

The new extension to the entrance on Belmont Road would maintain the existing staggering of the building elevation along this road frontage and provide more of a focal feature. The scheme would improve and modernise the appearance of this building which now does appear somewhat dated. The Council's Urban Design/Conservation Officer does not raise any objection to the scheme, subject to materials being conditioned.

The proposal is therefore considered to comply with Policies BE13 and BE15 of the Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012).

7.08 Impact on neighbours

The vast majority of the upper floors of the two to four storied properties on the opposite side of Belmont Road are in commercial use. However, there are one or two residential flats which are currently the nearest residential properties to Belmont House. However, as the proposed works would not result in the building being sited any closer to these units than the existing building, it is considered that the impact of the proposal on these units would be acceptable in terms of dominance and loss of privacy.

As regards loss of sunlight, it is only the listed Society of Friends Meeting House building to the north of the site that would experience additional overshadowing during the afternoon. However, this building provides a community use and it is likely that existing vegetation along the shared boundary would already account for much of the overshadowing. As such, the scheme is considered acceptable.

Permission has been approved to redevelop the adjoining Norwich Union House to provide a nine storey, primarily residential block (8218/APP/2011/1853). Whilst the existing building on the adjoining site does not constrain development at Belmont House, the proposed scheme would introduce residential flats with habitable rooms facing the application site. This proposal would also bring the corner of Belmont House closer to the proposed residential units. However, the relationship with the proposed adjoining redevelopment at Norwich Union House is considered acceptable and this relationship was also previously approved last year with the granting of permission for the three storey extension on this corner of the building (32891/APP/2012/911).

As such, the scheme complies with Policies BE20, BE21 and BE24 of the adopted Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012).

7.09 Living conditions for future occupiers

Not applicable to this proposal.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The development would involve an overall 4,861sqm increase in the gross internal floor area of the building from 14,648sqm to 19,509sqm, and a reduction in basement parking from 187 to 171 spaces.

The existing building currently has an excess of off-street parking. For the existing floor space, the Mayor's car parking standards stipulate a maximum total car parking provision of 96 car parking spaces, whereas 187 spaces are provided, an excess of 91 spaces. This compares to cycle parking whereby 182 spaces are required but no cycle parking spaces are currently provided on site. As regards the proposal, the Mayor's maximum car parking standards range from 142 to 153 spaces being required, dependent upon the final floor space usage, which still equates to an over provision ranging from 18 to 29 spaces. As regards cycle parking, the Mayor's standards require between 162 and 193 spaces

whereas 121 spaces are proposed. The proposal would therefore reduce the amount of over provision of car parking at the site and with 121 cycle spaces being proposed, would significantly improve upon the current situation. Furthermore, cycle parking would be monitored as part of the Travel Plan. On this basis, no objections are raised to the proposal.

The Council's Highway Engineer advises that the Transport Statement submitted with the application demonstrates that the proposed level of car and cycle parking is acceptable to serve the proposed development. Further, a capacity assessment has been submitted to assess the junction of Belmont Road and Baker's Road, given that the the basement parking would now only be served from the access from Baker's Yard. Although TfL advise that the modelling was not carried out in accordance with TfL Best Practice Guidance, they do not raise object to the results. The Council's Highway Engineer advises that the junction will operate within capacity until at least 2018 in both the AM and PM peak hours.

A loading bay is also proposed on Belmont Road adjacent to the site to service the proposal. This will require the reconfiguration of the existing parking bays, but no on street parking spaces would be lost.

TfL also advise of the need for a Travel Plan, controlled cycle storage and showers, electric vehicle charging points to London Plan Standards, a Delivery and Servicing Plan, a Construction Logistic Plan and a Pedestrian Environment Research Survey (PERS). These have been condition or form a heads of term within the S106 Agreement with the exception of the Pedestrian Environment Research Survey (PERS). It is considered that this is not justified as the scheme already improves the pedestrian environment.

Therefore, it is considered that the proposals would not be contrary to the policies of the adopted Hillingdon Local Plan, 2012, Part 2, provided that the details are secured under a suitable planning condition/S106 Agreement.

7.11 Urban design, access and security

Relevant planning considerations have been dealt with elsewhere in this report. As regards security, it is considered that this could be dealt with by condition.

7.12 Disabled access

This proposal would include a new reception lobby that would provide level access directly from Belmont Road. Revolving doors would be provided with an adjacent pass door shown on the plan. A new lift lobby comprising four cars is shown to provide access from a new reception lobby up to the existing ground floor level, replacing the external ramped access from the existing Belmont Road facade. Furthermore, 12 accessible parking bays are shown in the basement level plan, which is considered to be acceptable given the use class of the building. All floors, with the exception of the fourth, would feature toilet facilities accessible to wheelchair users.

The Council's Access Officer advises that the proposal would afford significantly improved accessibility and is acceptable, subject to the incorporation of informatives.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

Policy BE38 of the adopted Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012) seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it

is appropriate.

The Council's Tree/Landscape Officer advises that there are a number of trees along the Belmont Road frontage, including those in raised planters which are under-planted with shrubs. To the north the visual setting of the building is set off and also partly screened by the mature trees and shrubs in the small gardens / pocket parks associated with the adjoining Society of Friends Meeting House. The trees on and close to the site make a significant contribution to the landscape character and visual amenity of this commercial town centre site and should be safeguarded where their quality, value and useful life expectancy merit retention. The tree most valued for its amenity value is a Common Walnut on the corner of Belmont Road and Bakers Road. This tree is protected by TPO No. 189 (T16 on the schedule).

The Council's Tree Officer advises that the proposal is generally acceptable, including the proposed alterations to the building in the north-west corner close to the Walnut tree, which with suitable protection, would not be harmful to the tree. The area of brown roof is also welcomed. The Officer does make a number of recommendations, including the need to up-date the tree report with a walkover survey as it was originally undertaken in April 2012, an Arboricultural Method Statement and Tree Protection details are also required to safeguard retained trees T6 and T7, the proposed large specimen trees require the best possible planting conditions in order to establish satisfactorily and thrive, an alternative ground cover plant should be specified in place of the Symphoricarpos, samples of the hard landscape materials should be submitted and a landscape management and maintenance plan is required.

The Tree /Landscape Officer advises that subject to conditions, the scheme is acceptable and accords with Policy BE38 of the adopted Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012).

7.15 Sustainable waste management

The proposals would not alter the existing bin collection strategy. A new 15sqm refuse and recycling store would be created at lower ground floor level to the rear of the A1/A2/A3/B1 floor space which would accommodate 4 x 1100l waste and 4 x 1,100l mixed recycling eurobins. This would have level access from the adjoining floor space. Bins would be placed at the pavement edge on collection days. No objections have been raised to this arrangement.

7.16 Renewable energy / Sustainability

An energy assessment has been submitted which advises that a modern high efficiency boiler and new cooling systems would be provided, together with solar panels and it is estimated that these measures would provide a 45% reduction in carbon emissions as compared to the existing building.

The Council's Sustainability Officer advises that the assessment is not sufficiently robust to demonstrate that these efficiencies would be achievable, so that any permission should be conditioned to ensure that a revised energy assessment is submitted. The recommended condition has been added.

7.17 Flooding or Drainage Issues

The Council's Flood and Drainage Officer advises that although the site comprises of existing hardstanding that will not change with the expansion of the building, the refurbishment and extension work will involve alterations to the drainage of the site and any opportunities should be taken to control surface water, particularly from a site of this size. Also, this is a water stressed area, and has a particularly high water consumption rate. Opportunities should also be taken to re-use water and further reduce flood risk. A

condition is recommended.

7.18 Noise or Air Quality Issues

A noise report has been submitted with the application. The Council's Environmental Protection Officer advises of the need for a condition restricting the noise level from plant at the site. This has been conditioned.

7.19 Comments on Public Consultations

No responses to the public consultation on this application have been received.

7.20 Planning obligations

Policy LE7 of the adopted Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012) is concerned with securing planning benefits related to the scale and type of commercial development. The policy is supported by more specific supplementary planning guidance.

The Council's S106 Officer advises that the following would be required to mitigate the impact of the development:

1. Highways: in line with the SPD a s 278/38 agreement may be required to address any and all highways works associated with this proposal. Please liaise with highways in the first instance.
2. Travel Plan: in line with the SPD and given the scale of the proposal it is likely that a Travel Plan should be required.
3. Public Realm: in line with the SPD and given the location and scale of the proposal it is considered that a contribution in the sum of £50,000 is secured for the Uxbridge Town Centre to improve the town centre environment and accessibility to and from the development site.
4. Construction Training: in line with the SPD either a financial contribution or an in-kind scheme delivered during the construction phase of the development should be secured. In either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost
+ 6,244m²/7, 500m² x £71,675 = total contribution.
5. Project Management and Monitoring Fee : in line with the SPD a financial contribution equal to 5% of the total cash contributions should be secured to enable the management and monitoring of the resulting agreement.

7.21 Expediency of enforcement action

The site does not raise any enforcement issues.

7.22 Other Issues

The Council's Environmental Protection Officer advises that soil brought onto the site in connection with the landscaping should be free from contamination to safeguard future employees at the site. This has been conditioned.

There are no other material planning considerations raised by this application.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware

of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

The extensions to the building are considered acceptable and they would not adversely affect neighbouring property. Other alteration and refurbishment works would modernise and improve the appearance of the building. The Highway Engineer advises that the scheme is now acceptable in terms of highway safety. Adequate provision has also been made for the trees which surround the site, including a protected Walnut and access arrangements to the building would be improved. Furthermore, the scheme is also considered to make an adequate contribution towards energy efficiency and carbon reduction and a commensurate package of S106 contributions would mitigate the impacts of the development.

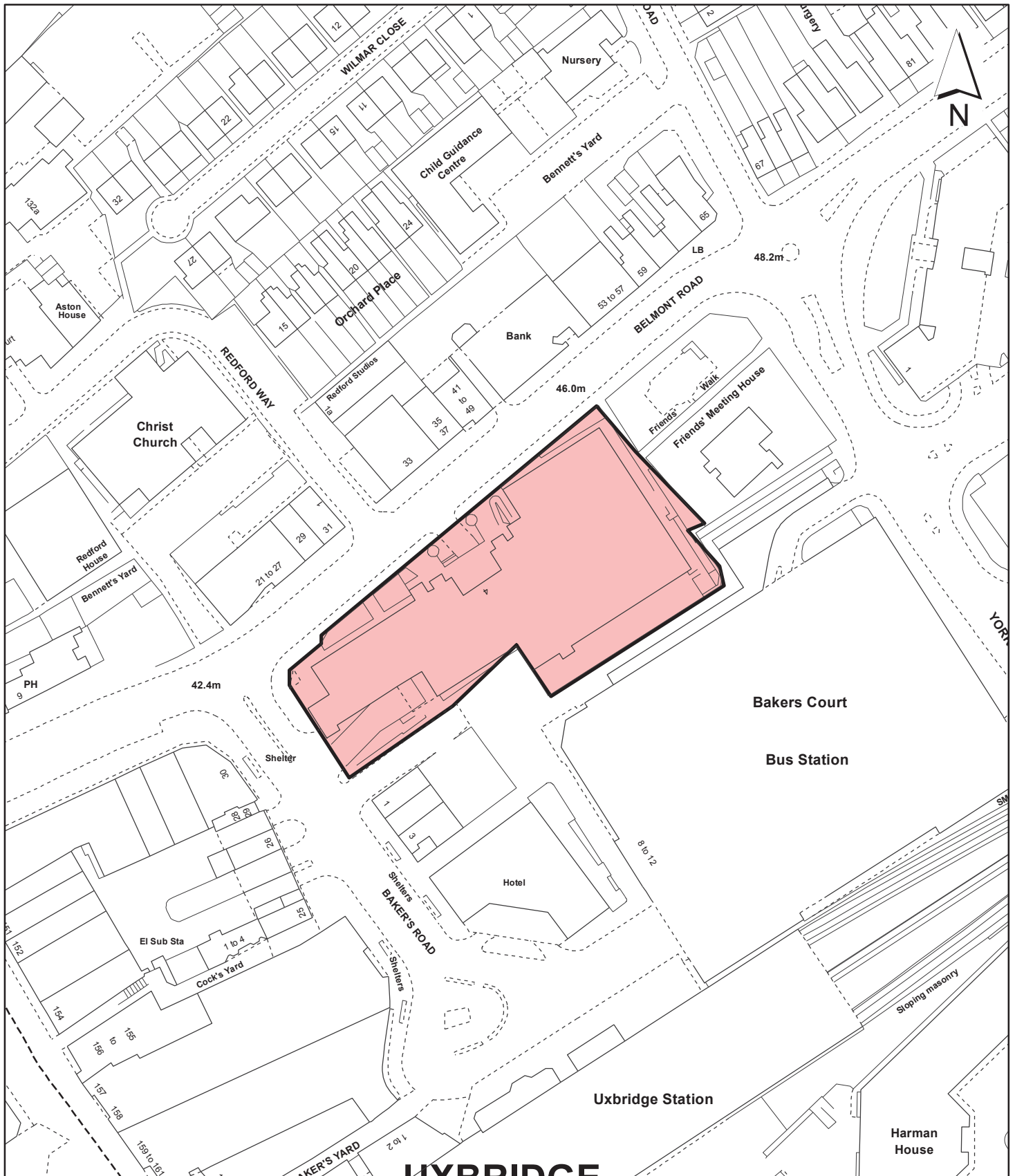
The scheme is recommended for approval.



11. Reference Documents

National Planning Policy Framework (March 2012)
London Plan (July 2011)
Hillingdon Local Plan (November 2012)
HDAS: 'Accessible Hillingdon'
Consultation responses

Contact Officer: Richard Phillips

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">Senator Court Belmont Road Uxbridge</p>		<p align="center">LONDON BOROUGH OF HILLINGDON</p> <p align="center">Residents Services</p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">68385/APP/2013/902</p>	<p>Scale</p> <p align="center">1:1,250</p>	 <p align="center">HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p align="center">Major Applications</p>	<p>Date</p> <p align="center">May 2013</p>	