

Report of the Head of Planning, Sport and Green Spaces

Address ASTRAL HOUSE THE RUNWAY RUISLIP

Development: Change of use from Use Class B1 (Office) to either Community or Adult Education Facility, Play Centre or Community Centre within Use Class D1 (Non-residential Institutions)

LBH Ref Nos: 42570/APP/2012/2734

Drawing Nos: Design and Access Statement
PL29283-01
PL29283-02
190-001 Rev. P1
190 SK02 Rev. P1
Planning Statement (Parts 1 and 2)
Report on Marketing History
Transport Statement (Ref:12/044) Received 27th November 2012
E-mail from Agent dated 4th June 2013 amending application

Date Plans Received: 05/11/2012 **Date(s) of Amendment(s):** 05/11/2012
Date Application Valid: 14/11/2012 27/11/2012
09/11/2012
13/06/2013

DEFERRED ON 12th February 2013 FOR FURTHER INFORMATION .

The application was deferred from the Central and South Planning Committee on the 12th February 2013 in order to:

- (a) enable for a wider consultation
- (b) clarification on the potential use of the application site
- (c) concerns regarding the potential traffic implications.

In relation to point (a) the Local Planning Authority has now undertaken a wider consultation which has covered 57 nearby properties and residents associations. This consultation has been undertaken on the revised proposal (discussed under (b) below) and was commenced on the 08th July 2013 and expires on the 29th July 2013, any additional responses will be reported within the addendum.

In relation to point (b) the applicant has submitted correspondence seeking to clarify the use of the premises and amending the description of the application. The applicant has confirmed that there is no intention for the premises to be used as a Place of Worship and has removed this from the proposed development. A condition is recommended to ensure that the premises can only be used for the purposes sought within the description and for no other purpose within Use Class D1. (E.g. the condition would prevent the premises from being used as a Place of Worship).

In relation to point (c) it is noted that the highways and parking concerns of concern were principally related to the potential impact of the premises being utilised as a Place of Worship and the particular traffic and parking impacts associated with this use. The application no longer seeks this use, which would mean that the impact on the highway and parking would be substantially reduced from the situation previously considered by the Council's Highways

Engineer. Accordingly, it is considered that the proposal will have no unacceptable impact on the operation of the public highway.

1. **SUMMARY**

The application is for the change of use of the two-storey Astral House from B1 Office to a restricted D1 use. There is no in principle objection to the proposals. The application has addressed the highway and parking concerns and impact on neighbours from the previous refused application. As such, the proposals comply with relevant planning policies and it is recommended the application be approved.

2. **RECOMMENDATION**

APPROVAL subject to the following:

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 HO2 **Accordance with approved**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers PL29283-01, PL29283-02, 190-001 Rev.P1, 190 SK02 Rev.P1 and Transport Statement (Including any plans/drawings contained therein) (dated 27.11.2012).

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (July 2011).

3 RES9 **Landscaping (including refuse/cycle storage)**

No development shall take place until the following details have been submitted to and approved in writing by the Local Planning Authority:

Details of

1.a Refuse Storage

1.b Cycle Storage

1.c External Lighting

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

REASON

To ensure that the proposed development will provide adequate facilities in compliance with policies BE13 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan.

4 NONSC **Non Standard Condition**

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 shall follow the current Travel Plan 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; and
- (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.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (July 2011) Policies 6.1 and 6.3

5 NONSC Non Standard Condition

The proposed toilet cubicle size should be a minimum of 1500mm wide by 2200mm.

REASON

To ensure that facilities are provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

6 NONSC Non Standard Condition

The development shall not begin until a sound insulation scheme for the control of noise transmission to nearby premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON:

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

7 NONSC Non Standard Condition

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 Two - Saved UDP Policies (November 2012).

8 COM12 Use Within Same Use Class

The premises shall only be used as a Community or Adult Education Facility, Play Centre or Community Centre and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended.

REASON

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

9 COM22 Operating Hours

The premises shall not be used except between 0800 and 2200 hours.

REASON

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

10 NONSC Non Standard Condition

No unit hereby approved shall be occupied until a parking allocation scheme showing a minimum of 10% parking bays marked as disabled, 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 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

Delivery and Servicing to/from the site (including for refuse & recycling) shall only be undertaken between the hours of

08:00 - 18:00 Mondays to Fridays

08:00 - 13:00 on Saturdays

And not at all on Sundays, Public or Bank Holidays.

REASON

To protect the amenity of nearby occupiers in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

INFORMATIVES

1

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from 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 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).

3 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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM7	Consideration of traffic generated by proposed developments.
AM10	Incorporation in new developments of additions to the proposed cycle network
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
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
R9	Proposals for the use of buildings for religious and cultural purposes
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R12	Use of premises to provide child care facilities
R15	Use of residential accommodation for medical/health care facilities
R16	Accessibility for elderly people, people with disabilities, women and children
LPP 2.7	(2011) Outer London: economy
LPP 3.16	(2011) Protection and enhancement of social infrastructure
LPP 3.17	(2011) Health and social care facilities
LPP 3.18	(2011) Education Facilities
NPPF	

4 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan:

Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

3. CONSIDERATIONS

3.1 Site and Locality

Astral House is a two storey building comprising B1 offices, located on the north east side of The Runway, Ruislip. The property has a car park to the rear and side of the building for 36 cars. To the north lies the railway line and to the north west lies B1 office building, which is currently vacant. To the south east lies a B1 office building. The street scene is industrial/commercial in character and appearance and the application site lies within the the South Ruislip Local Centre, as designated in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

3.2 Proposed Scheme

The application is for a change of use of Astral House from offices (Class B1) to D1 (Non-residential institutions) use. The proposal is to retain the envelope of the existing building essentially as it is and any alterations would be internal only. The proposal would include 30 car parking spaces, including 2 disabled spaces and cycle parking within the site for 24 cycles, which would be secured and undercover. The application site would be restricted to the following uses:

- Community or Adult Education Facility
- Play Centre
- Community Centre

3.3 Relevant Planning History

42570/88/2207 - The Runway Ruislip
Demolition of light industrial building & erection of a two-storey office block.

Decision: 08-02-1989 Approved

42570/APP/2003/2634 Astral House The Runway Ruislip
INSTALLATION OF TWO ENTRANCE DOORS FACING WINDMILL HILL, ASSISTING ACCESS RAMPS AND WITH STEEL COATED HANDRAILS (CONSULTATION UNDER CIRCULAR 18/84 PROCEDURE)

Decision: 22-12-2003 NO

42570/APP/2004/125 Astral House The Runway Ruislip
CHANGE OF USE OF BUILDING FROM CLASS B1 (OFFICE) TO CLASS A2 (JOB CENTRE) (CONSULTATION UNDER CIRCULAR 18/84 PROCEDURE)

Decision: 09-03-2004 NO

42570/APP/2009/2016 Astral House The Runway Ruislip

Change of use from Class B1 (Office) to Class D1 (Non-residential institutions) for use as college and alterations to parking provision.

Decision: 26-11-2009 Withdrawn

42570/APP/2012/1830 Astral House The Runway Ruislip

Change of use from Use Class B1 (Office) to Use Class D1 (Non-residential Institutions) or D2 (Assembly and Leisure)

Decision: 27-09-2012 Refused

Comment on Relevant Planning History

Planning permission (Ref: 42570/APP/2009/2016) was submitted for a change of use from B1 (office) to D1 (non-residential institution) for use as a college and alterations to parking provision. This application was subsequently withdrawn.

The most recent application was Ref: 42570/APP/2012/1830 for a Change of use from Use Class B1 (Office) to Use Class D1 (Non-residential Institutions) or D2 (Assembly and Leisure), which was refused for the following reasons:

1. The application fails to demonstrate the scheme would not have an adverse impact upon the adjacent highway network, including the existing on-street car parking capacity, compared to the demands associated with the existing B1 use at the site. The applicant has failed to provide accurate information in relation to the site, detailing the level of parking (within the site and on street), parking restrictions in proximity of sample sites, the availability and level of public transport facilities that serve individual sites and the details of associated catchment areas. A scatter graph is also required showing the comparability of sample site trips. As such the proposal is considered to be contrary to the Policies AM7 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (2011).

2. The applicant has failed to demonstrate through not providing sufficient details of the proposed use, including hours of operation, number of visitors and the frequency of visitors, that the proposed change of use would not result in an un-neighbourly form of development. Therefore, an accurate assessment cannot be made as to the impact on the neighbouring properties. The proposal is therefore contrary to Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

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

Part 2 Policies:

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM7	Consideration of traffic generated by proposed developments.
AM10	Incorporation in new developments of additions to the proposed cycle network
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
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
R9	Proposals for the use of buildings for religious and cultural purposes
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R12	Use of premises to provide child care facilities
R15	Use of residential accommodation for medical/health care facilities
R16	Accessibility for elderly people, people with disabilities, women and children
LPP 2.7	(2011) Outer London: economy
LPP 3.16	(2011) Protection and enhancement of social infrastructure
LPP 3.17	(2011) Health and social care facilities
LPP 3.18	(2011) Education Facilities
NPPF	

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Within the initial consultation 8 neighbouring properties were consulted in regards to the proposals. A site notice was displayed on 20th November 2012. No objections were received.

A wider consultation which covered 57 nearby properties and residents associations was undertaken on the 8th July 2013 in relation to the revised description. To date 2 objections have been received raising concerns regarding parking, highways impact and noise on nearby flats.

These issues are all considered within the body of this report.

his consultation has been undertaken on the revised proposal (discussed under (b) below) and was commenced on the 08th July 2013 and expires on the 29th July 2013, any additional responses will be reported within the addendum.

South Ruislip Residents Association: No comments received.

MOD: No objections.

Internal Consultees

HIGHWAY ENGINEER

Further to undertaking a site inspection and reviewing the Transport Statement (TS) submitted in relation to the above, I would comment as follows.

The development proposals are for the change of use from B1 Office use to provide either Community or Adult Education facilities, a Play Centre or a Community Centre under the D1 and D2 Use Class. As part of the proposals 30 car parking spaces, including 2 disabled spaces will be provided, which is a reduction of 2 parking spaces provided for the existing office use. Cycle parking will be provided within the site for 24 cycles, which will be secured and undercover.

When considering the development, it is noted that the local area adjacent to the site is a mixed of residential and commercial uses. As a result, the surrounding highway network is designated as a Controlled Parking Zone between 0900 and 1700, Monday to Friday, with the exception of The Runway, which is controlled by separate traffic orders. Additionally, the development site is located within the South Ruislip Local Centre.

When undertaking assessment of the existing and proposed traffic generation at the site, it is noted that there will be a slight increase in the number of two way vehicle trips that will be generated by the proposed Community or Adult Education facility, during the weekday AM and PM peak hours. All other proposed uses have been assessed to provide lower levels of traffic within the highway peak hours than that of the existing office use. As a result, an assessment of the junction of The Runway and Station Approach has been undertaken with additional trips assigned to the highway network. This has demonstrated that there will be no material impact in terms of capacity or queuing at the junction during the AM and PM peak hours.

In terms of the likely parking demand, an assessment has been undertaken in relation to overspill parking that would occur as a result of the proposed change of use. This has demonstrated that during the weekday, overspill parking will take place under the proposed Community or Adult Education facility and the Play Centre of 4 and 6 vehicles respectively. However, when comparing this to overspill parking associated with the existing office use, this represents a reduction in the demand for parking at the site.

When assessing the proposed Community Centre, it has been demonstrated that the Community Centre will not generate overspill parking. It should be noted that trip data for 4 mosques across London was looked at as part of the Transport Statement. It has been demonstrated that overspill parking for a place of worship will not take place and the parking demand will be accommodated

within the site.

In order to assess the impact from overspill parking, a parking beat survey has been undertaken along the adjacent highway, which has demonstrated that at weekends, there is available kerbside parking capacity that can accommodate the increased demand generated by the proposed Place of Worship. During the weekday period, it has been demonstrated that overspill parking would be less than that of the existing office use at the site.

When considering the PTAL index within the area of the site it is noted that this is classified as 2/3, which is poor to moderate. Nevertheless, the site is located within the recommended walking distances to bus and rail facilities as specified by Transport for London. Additionally, there is a public car located approximately 300m from the site, which has available capacity at weekends and during the weekday evenings.

In terms of highway safety, an analysis of accidents along the highway network within a 400m radius of the site has been undertaken within the TS for a 3 year period up to December 2011.

The analysis has identified that 32 accidents occurred, which were all classified as slight, except for 1, which has been classified as serious. Out of the 32 recorded accidents, 5 included pedestrians, 4 classified as slight and 1 classified as serious. Only 1 accident was recorded along The Runway, which involved a vehicle.

Despite the moderately high accident rate, most accidents occurred at junctions away from the site and all related to driver behaviour. As a result, it has been demonstrated that there are no established patterns identifying specific road safety issues adjacent to the site.

Therefore, it is considered that the development proposals would not be contrary to Part 2 of the adopted Hillingdon Local Plan, and an objection in relation to the highway or transportation aspect of the development is not raised. However, a suitable planning condition/S106 Agreement should be imposed on the planning consent, requiring a Travel Plan to be provided and approved in writing by the LPA prior to first occupation at the site and thereafter, regularly reviewed and kept up to date.

EPU:

With reference to the above planning application I have concerns that if it is converted for religious use without adequate noise mitigation measures there is likely to be disturbance caused to nearby residential dwellings. As such I recommend the following conditions:

1. The development shall not begin until a sound insulation scheme for the control of noise transmission to nearby premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other 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 occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

2. 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 Unitary Development Plan.

Officer Comment - While use of the premises as a Place of Worship is no longer sought it is considered that some of the other uses sought by the application may still have noise impacts, accordingly it is recommended that the aforementioned conditions be imposed.

TREES AND LANDSCAPE:

LANDSCAPE CONTEXT: The site is occupied by a modern two-storey industrial building within a small industrial estate behind South Ruislip Station. There are small trees to the rear of the site along the railway boundary. Integral raised planters containing ornamental shrubs are situated in front of the building, which provide colour and visual interest in an otherwise urban environment. There are no trees or other landscape features of merit protected, or otherwise, which might constrain development.

RECOMMENDATIONS: No objection, subject to the above considerations and conditions COM9 (parts 1,4 and5).

ACCESS OFFICER

The proposed change of use would involve minor alterations to the internal layout, including the conversion of an existing kitchen area to form a new accessible toilet proposed on the 1st floor.

1. It is considered that the proposed cubicle size would result in toilet facilities that would be unusable by disabled people. The cubicle should be a minimum of 1500mm wide by 2200mm and fitted to comply with Part M to the Building Regulations 2000 (2004) Edition.

Given the proposed usage, the following informative should be attached to any grant of planning permission:

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from 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.

Conclusion: Acceptable, subject to a condition to secure the provision as detailed in point 1 above.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed site is located in the South Ruislip Local Centre. Policy LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states:

"PROPOSALS WHICH INVOLVE THE LOSS OF EXISTING INDUSTRIAL FLOORSPACE OR LAND OUTSIDE DESIGNATED INDUSTRIAL AND BUSINESS AREAS WILL NORMALLY ONLY BE PERMITTED IF:

(i) THE EXISTING USE SERIOUSLY AFFECTS AMENITY, THROUGH DISTURBANCE TO NEIGHBOURS, VISUAL INTRUSION OR AN ADVERSE IMPACT IN THE CHARACTER OF AN AREA; OR

(ii) THE SITE IS UNSUITABLE FOR INDUSTRIAL REDEVELOPMENT BECAUSE OF THE SIZE, SHAPE, LOCATION OR LACK OF VEHICULAR ACCESS; OR

(iii) THERE IS NO REALISTIC PROSPECT OF THE LAND BEING USED FOR INDUSTRIAL AND WAREHOUSING PURPOSES IN THE FUTURE; OR

(iv) THEY ARE IN ACCORDANCE WITH THE COUNCIL'S REGENERATION POLICIES FOR AN AREA.

Whilst the use of the site for industrial/office use would not impact on residential amenity and the site is not unsuitable for redevelopment, the applicants have provided evidence of extensive marketing of the site as follows:

"Astral House was occupied by Abbey National from its construction in 1997 until June 2006, when it was vacated as part of Abbey National's rationalisation programme.

In July 2006 Astral House was placed on the open market via Lambert Smith Hampton (LSH), a leading firm of agents based in Central London with a National network of offices. The company acted on behalf of Mapeley Columbus II Limited, in the capacity as letting agents, until March 2012 when Chamberlain Commercial were appointed.

In the 6 year period between July 2006 and March 2012, LSH conducted a full and comprehensive marketing campaign. Despite every effort made to find a tenant, the property remained vacant and available to let when the instruction passed to Chamberlain Commercial this year. The marketing undertaken by LSH comprised as follows:

In 2006 LSH produced in-house particulars which were regularly mailed to their extensive list of office applicants, together with all Central London and Middlesex based commercial agents. We understand the particulars were mailed every 3 months throughout the course of 2006 and 2007, reaching over 1,120 parties on each occasion. Astral House featured on the LSH website from early 2007.

By 2008 the marketing efforts had failed to attract any firm interest and it was decided that the property should be fully refurbished internally. The refurbishment works included new suspended ceilings, category II lighting, new decorations and new fitted carpets throughout. The marketing campaign was intensified in late 2008 to coincide with the completion of the refurbishment works. The building was professionally photographed and a full colour 2 page brochure was produced. The brochure was used for extensive blanket mailing throughout 2008 and 2009. Individual brochures were mailed to the following parties:

All Central London & Middlesex Commercial Agents (760 firms mailed on 4 occasions).

All office occupiers within a 3 mile radius with 50 or more employees.

All office occupiers within a 5 mile radius with a break clause, rent review or lease renewal.

All commercial occupiers within the immediate vicinity.

By late 2010, the marketing campaign had failed to generate any firm interest. LSH produced a further brochure detailing 4 available buildings. The brochure was again sent to the above parties but to no positive effect.

As previously mentioned, the developer of Astral House also carried out another office scheme in The Runway, known as The Eagle Office Centre. The development was

completed in 2003 and was pre-let to GP Direct and Harmony GP Services. The occupiers vacated the development in 2009 and the space has been available via David Charles Commercial for over 3 years."

Given that the building has remained vacant despite the extensive marketing campaign, it is clear that there is no realistic prospect of the site being used for industrial/office use in the near future. This being the case, the principle of the loss of the office use is considered acceptable.

Paragraph 70 of the National Planning Policy Framework states:

"To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

. plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments"

The NPPF and London Plan Policies 3.16, 3.17 and 3.18 all support the provision of social, recreational and cultural facilities in appropriate and sustainable locations. The proposed uses within Class D1 are thus acceptable in this location, subject to the planning considerations identified elsewhere in this report.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

This is a well designed modern office building. The proposal is to retain the envelope of the existing building essentially as it is with internal alterations only. This being the case it is considered that the proposed development would be not impact on the character and appearance of the surrounding area and that its visual impact is acceptable, in accordance with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

The proposal is for the change of use of the existing building. No additional windows or openings or any other alterations are proposed. Therefore the proposal would not result in any increase of over looking over and above that which already exists with the existing B1 Office Use.

The applicant has not provided detail of each proposed use in terms of hours of operation, number of people visiting, how frequently, and so forth mainly due to the fact that an end user has not been identified. However, the site is located some 75m from the nearest

residential properties, on Station Approach. Given this distance it is considered that conditions relating to hours of use and noise mitigation measures would prevent noise and disturbance to nearby properties. As such the proposal would not result in a significant loss of amenity to neighbouring properties, over and above the existing situation, in compliance with Policies BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

As part of the proposals 30 car parking spaces, including 2 disabled spaces would be provided, which would be a reduction of 2 parking spaces from that provided for the existing office use. Cycle parking would be provided within the site for 24 cycles, which would be secured and undercover.

An assessment of the junction of The Runway and Station Approach has been undertaken with additional trips assigned to the highway network. This has demonstrated that there will be no material impact in terms of capacity or queuing at the junction during the AM and PM peak hours.

In terms of the likely parking demand, an assessment has been undertaken in relation to overspill parking that would occur as a result of the proposed change of use. This has demonstrated that the proposals would either represent a reduction in the demand for parking at the site, that overspill parking would not take place and the parking demand would be accommodated within the site or would be less than that of the existing office use at the site.

The site is located within the recommended walking distances to bus and rail facilities as specified by Transport for London. Additionally, there is a public car park located approximately 300m from the site, which has available capacity at weekends and during the weekday evenings.

It has been demonstrated that there are no established patterns identifying specific road safety issues adjacent to the site.

Therefore, it is considered that the development proposals would be in compliance with Policies AM7, AM14, T4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), and an objection in relation to the highway or transportation aspect of the development has not been raised.

7.11 Urban design, access and security

Should the application be approved a condition is recommended to ensure that the scheme meets all Secure By Design Criteria.

7.12 Disabled access

The scheme would not alter the existing access to site application site. The Council's Access Officer has reviewed the plans and raises no objection. The scheme is in accordance with Policies AM13 and R16 of the Unitary Development Plan.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

The Trees and Landscaping Officer has no objections to the scheme, subject to condition.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

None received.

7.20 Planning Obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

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

Not applicable to this application.

10. CONCLUSION

It is considered that the principle of the proposed uses on this site is acceptable. The

application has addressed the highway and parking concerns and impact on neighbours from the previous refused application. The application accords with the Council's planning policies and is therefore recommended for approval, subject to appropriate conditions.

11. Reference Documents

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

London Plan (July 2011)

National Planning Policy Framework

Council's Supplementary Planning Guidance - Community Safety by Design

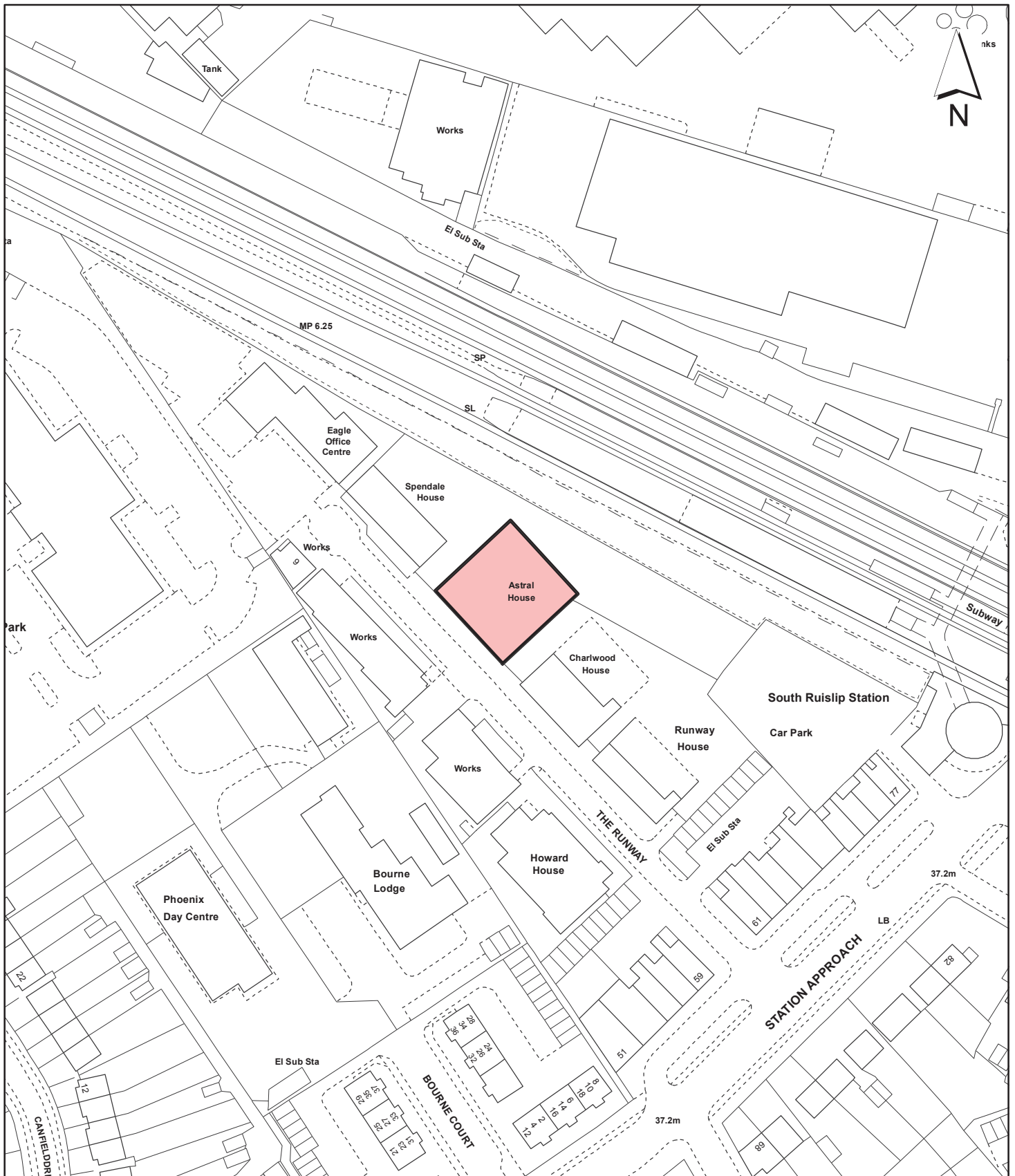
Council's Supplementary Planning Guidance - Noise

Council's Supplementary Planning Guidance - Air Quality

Supplementary Planning Document - Accessible Hillingdon

Contact Officer: Mandeep Chaggar

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Notes

 Site boundary

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 Residents Services**

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Planning Application Ref:
42570/APP/2012/2734

Scale
1:1,250

Planning Committee
North

Date
**January
 2013**



HILLINGDON
 LONDON