

Report of the Head of Planning, Sport and Green Spaces

Address CHARTER PLACE VINE STREET UXBRIDGE

Development: Refurbishment and extension of existing office building (Class B1a) with up to 1000sqm of ancillary Class A1, A3, D2 uses, including a 6-storey extension to the Vine Street elevation, a 3-storey extension to the Windsor Street elevation, and an extension at roof level, together with revised parking and servicing arrangements, enhanced landscaping and associated public realm improvements.

LBH Ref Nos: 30675/APP/2014/1345

Drawing Nos:

- 1189-PL-3016
- 1189-PL-3017
- Sun Path Analysis - 23/06/2014
- 1189-PL-1000
- Archaeological Assessment - April 2014
- 1189-PL-1002 Rev A
- 1189-PL-1100 Rev A
- 1189-PL-1101 Rev A
- 1189-PL-1102
- 1189-PL-1103
- 1189-PL-1104
- 1189-PL-1105
- 1189-PL-1106
- 1189-PL-1107
- 1189-PL-1108
- 1189-PL-1109
- 1189-PL-1110
- 1189-PL-2100 Rev D
- 1189-PL-2101 Rev D
- 1189-PL-2102
- 1189-PL-2103
- 1189-PL-2104
- 1189-PL-2105 Rev A
- 1189-PL-2106 Rev B
- 1189-PL-2107 Rev B
- 1189-PL-2108 Rev B
- 1189-PL-2109 Rev C
- 1189-PL-2110 Rev B
- 1189-PL-2111
- 1189-PL-3000
- 1189-PL-3001 Rev A
- 1189-PL-3002 Rev A
- 1189-PL-3003 Rev A
- 1189-PL-3004 Rev A
- 1189-PL-3005
- 1189-PL-3006
- 1189-PL-3007
- 1189-PL-3008
- 1189-PL-3009 Rev A
- 1189-PL-3011

1189-PL-3012
 1189-PL-3013
 1189-PL-3014
 1189-PL-3015
 155-L01 Rev D
 155-L02
 155-L03 Rev B
 155-L04
 Design & Access Statement - 17/04/2014
 Design & Access - Supplementary Statement - 30/04/2014
 Flood Risk Assessment - Issue 2 (April 2014)
 Addendum to Flood Risk Assessment - 15/05/2014
 Transport Statement - Rev. 1.1 (April 2014)
 Travel Plan - Rev. 1.1 (April 2014)
 Highways Technical Note - 28/05/2014
 Wing Elevation Details - 28/05/14
 1189-PL-1001
 Planning Statement - April 2014
 Noise Assessment - 17/04/2014
 Air Quality Planning Statement - Revision A (15/04/14)
 Energy Strategy and Sustainability Statement - 16/04/2014
 Landscape Strategy - April 2014
 Landscape Management and Maintenance Plan - Charter Place
 Arboricultural Impact Assessment and Tree Protection Plan - March 2014
 Planting Specification - April 2014

Date Plans Received:	17/04/2014	Date(s) of Amendment(s):	23/06/2014
Date Application Valid:	17/04/2014		17/04/2014
			29/05/2014
			02/07/2014
			03/07/2014
			09/06/2014
			01/05/2014
			16/05/2014

1. SUMMARY

The application seeks planning permission for the refurbishment and extension of existing office building (Class B1a) with up to 1000sqm of ancillary Class A1, A3, D2 uses, including a 6-storey extension to the Vine Street elevation, a 3-storey extension to the Windsor Street elevation, and an extension at roof level, together with revised parking and servicing arrangements, enhanced landscaping and associated public realm improvements.

It is not considered that the proposed development would result in an unacceptable visual impact on the visual amenities of the site, the wider town centre area, the adjacent conservation area, or the nearby listed and locally listed buildings. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring units and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds. The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is

recommended subject to the completion of a S106 Legal Agreement.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the relevant conditions set out below:

EITHER:

A)(1) That prior to the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

- 1. Highways: To secure all necessary highways works as required.**
- 2. Travel Plan: Securing a Travel Plan, including a £20,000 bond.**
- 3. Public Realm: A scheme of works to the Windsor Street / Charter Place area to be agreed between the Developer and the Council, to be carried out at the applicant's expense.**
- 4. Construction Training: 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 + $14/160 \times £71,675$ = total contribution).**
- 5. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.**

OR:

A)(2) That following the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

- 1. Highways: To secure all necessary highways works as required.**
- 2. Travel Plan: Securing a Travel Plan, including a £20,000 bond.**
- 3. Public Realm: A scheme of works to the Windsor Street / Charter Place area to be agreed between the Developer and the Council, to be carried out at the applicant's expense.**
- 4. Construction Training: 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 + $14/160 \times £71,675$ = total contribution).**

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 31/10/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of highways, sustainable transport, public realm, and construction training). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

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

F) That should the application be approved following the Council's Community Infrastructure Levy coming into force, the applicant shall pay the required levy on the additional floorspace created.

G) 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 1189-PL-1000; 1189-PL-1001; 1189-PL-1002 Rev A; 1189-PL-1100 Rev A; 1189-PL-1101 Rev A; 1189-PL-1102; 1189-PL-1103; 1189-PL-1104; 1189-PL-1105; 1189-PL-1106; 1189-PL-1107; 1189-PL-1108; 1189-PL-1109; 1189-PL-1110; 1189-PL-2100 Rev D; 1189-PL-2101 Rev D; 1189-PL-2102; 1189-PL-2103; 1189-PL-2104; 1189-PL-2105 Rev A; 1189-PL-2106 Rev B; 1189-PL-2107 Rev B; 1189-PL-2108 Rev B; 1189-PL-2109 Rev C; 1189-PL-2110 Rev B; 1189-PL-2111; 1189-PL-3000; 1189-PL-3001 Rev A; 1189-PL-3002 Rev A; 1189-PL-3003 Rev A; 1189-PL-3004 Rev A; 1189-PL-3005; 1189-PL-3006; 1189-PL-3007; 1189-PL-3008; 1189-PL-3009 Rev A; 1189-PL-3011; 1189-PL-3012; 1189-PL-3013; 1189-PL-3014; 1189-PL-3015; 1189-PL-3016; 1189-PL-3017; 155-L01 Rev D; 155-L02; 155-L03 Rev B; 155-L04, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

3 COM5 General compliance with supporting documentation

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

Design & Access Statement - 17/04/2014
Design & Access - Supplementary Statement - 30/04/2014
Flood Risk Assessment - Issue 2 (April 2014)
Addendum to Flood Risk Assessment - 15/05/2014
Transport Statement - Rev. 1.1 (April 2014)
Travel Plan - Rev. 1.1 (April 2014)
Highways Technical Note - 28/05/2014
Wing Elevation Details - 28/05/14
Planning Statement - April 2014
Noise Assessment - 17/04/2014
Air Quality Planning Statement - Revision A (15/04/14)
Energy Strategy and Sustainability Statement - 16/04/2014
Landscape Strategy - April 2014
Landscape Management and Maintenance Plan - Charter Place
Arboricultural Impact Assessment and Tree Protection Plan - March 2014
Planting Specification - April 2014
Sun Path Analysis - 23/06/2014
Archaeological Assessment - April 2014

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

4 COM7 Materials

No installation of external materials or construction of extensions hereby approved shall take place until details of all materials and external surfaces, including the colour of the cladding and glazing, 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 NONSC Living Screens

Prior to the occupation of the development, a scheme for the inclusion of living screens at ground floor level shall be submitted to and approved in writing by the Local Planning

Authority. The scheme shall provide details of the types of living material to be used, the locations of screens as well as the methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

REASON

To ensure the development contributes to a number of sustainability objectives in compliance with policy EM1 of the Hillingdon Local Plan: Part One (November 2012), and policy 5.11 of the London Plan (July 2011).

6 COM9 Landscaping

Prior to the commencement of the landscaping works hereby approved, the following landscape details shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

1. Plant selection
2. Climbing plant supports
3. Site perimeter treatments (where walls are to be removed)
4. Tree pit detailing

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

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

REASON

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

8 NONSC Air Quality

Prior to the installation of any plant, boilers or machinery for energy provision, full details of any plant, machinery or fuel burnt as part of the energy provision, together with the location and height of the flue for the development, shall be submitted to and approved by the Local Planning Authority. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark for this type of development.

REASON

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

9 NONSC Imported Soils

All imported soils used for landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the users 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).

10 COM17 Control of site noise rating level

The LAeq,T noise level of any plant and/or machinery hereby approved and determined at the site boundary shall be at least 5 dB below the background noise level LA90,TT. The reference time T shall be 1 hour at any time during the day, evening or night.

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).

11 NONSC Electric Vehicles

Prior to the occupation of the development, 32 (16 active and 16 passive) car parking spaces shall be provided with electrical charging points.

REASON

To ensure the development contributes to a number of sustainability objectives in compliance with policy EM1 of the Hillingdon Local Plan: Part One (November 2012), and policy 5.11 of the London Plan (July 2011).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below,

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
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.
LE1	Proposals for industry, warehousing and business development
LE6	Major office and other business proposals in town centres
LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

LPP 2.15	(2011) Town Centres
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
LPP 4.7	(2011) Retail and town centre development
LPP 5.1	(2011) Climate Change Mitigation
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 5.9	(2011) Overheating and cooling
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.13	(2011) Sustainable drainage
LPP 6.1	(2011) Strategic Approach
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 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
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 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.21	(2011) Trees and woodland
LPP 8.1	(2011) Implementation
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

3 11 Building to Approved Drawing

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

4 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5 118 Storage and Collection of Refuse

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

6 133 Tree(s) Protected by a Tree Preservation Order

Within the application site there is a tree that is / there are trees that are subject of a Tree Preservation Order (TPO). You are advised that no tree that is the subject of a TPO may be lopped, topped, felled or uprooted without the permission of the Local Planning Authority. Please contact the Trees and Landscapes Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

7 134 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their

disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

8 160 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

3. CONSIDERATIONS

3.1 Site and Locality

Charter Place occupies a significant central site, some 1.24 Ha in Uxbridge town centre, adjoining the Old Uxbridge / Windsor Street Conservation Area and adjacent to the Grade II* Listed St. Margaret's Church and listed and locally listed buildings in the High Street and Windsor Street. The building itself is also locally listed.

The main entrance of the building is located behind the old Market Hall via a triangular court off Windsor Street. A service road called Charter Place runs around the building, ramping down under the main entrance. A secondary entrance faces Vine Street and Hillingdon Road, which bypasses the old High Street. The south facade is highly visible, but offers little in the way of active frontages to Vine Street.

The complex is a large, low rise office building designed in 1985. The building plan is set around a square courtyard rising to 5 storeys with arms extending out east and west at 4 storeys, and two further arms extending north at 3 storeys. The total existing floor area of the building is some 21,436sqm. The building was designed with full blue/black glass curtain walling with a skeleton of white steel brise-soleil and access gantries defining the structural grid and storey heights. The whole building sits on a reddish brick plinth which

houses 4 split levels of car parking, totalling some 383 spaces, which rises to a complete storey along the southern boundaries.

3.2 Proposed Scheme

The application seeks planning permission for the refurbishment and extension of existing office building (Class B1a) with up to 1000sqm of ancillary Class A1, A3, D2 uses, including a 6-storey extension to the Vine Street elevation, a 3-storey extension to the Windsor Street elevation, and an extension at roof level, together with revised parking and servicing arrangements, enhanced landscaping and associated public realm improvements. The re-configuration and renewal of Charter Place will increase the floor area by 8,497sqm of predominantly for office use (Class B1a) with ancillary class A1, A3, D2 uses.

To the Windsor Street frontage, the proposals seeks to clear away the clutter of gates, barriers and outbuildings to create a new public square and main entrance facade for the building. This will increase permeability and ensure the new Charter Place is fully integrated into the surrounding public setting. The existing entrance is set back between two disconnected wings of accommodation. The removal of the gates and sentry out buildings allows an extension between the front wings allowing the front entrance to be drawn forward and address the newly created public square. This allows the new front entrance to be highly visible and visitors to the building are no longer presented with an un-welcoming gated and gloomy entrance. The new northern elevational treatment will compliment the conservation area.

On the Vine Street elevation, the proposal is to extend the central six bays of the Vine Street elevation forward on the footprint created by the original design intentions. These central bays are then extended to match the existing roof height of the building giving a total of six storeys. The existing extensive elevation is articulated using a horizontal proportion that relates to the proportions of all the other existing facades.

The internal office space created will flow around the existing cores and lifts to provide the flexibility demanded by modern tenants. To define this elevation and to address its future importance as a major entrance we propose a double storey order vertically whilst expressing the structural columns and six bays horizontally.

A glazed penthouse floor, set well back from the parapet will provide an excellent opportunity for meeting and conference rooms and/or catering and executive facilities all with views. The principle of a penthouse screen at this level has already been established by the previous permission on the site.

The existing elevation has a central vertical glass feature including a small six storey atrium adjoining the lifts and cumulating in an expressed glazed barrel vault roof. This will be removed as it is inappropriate in design terms to introduce a vertical glass feature into the centre of this new facade as it would be purely decorative and serve no purpose.

The existing central courtyard will be replaced with an internal glazed street and covered atrium suitable for year round amenity. The form of the atrium roof will be articulated to provide north light to the interior and south facing inclined planes suitable for the installation of photo-voltaic panels.

The existing curtain walling will be removed in its entirety and replaced with a new and high performance facade with a more appropriated solid to glazed rating of 35-40%. This percentage ratio provides a balance between a facade delivering good quality daylight and

solar gain. This in turn will reduce the cooling load for the building and subsequent reduction in mechanical plant. The removal of the existing facade also gives rise to the opportunity of improving the building space planning grid.

Finally the intention is to utilise the new south entrance as the primary drop off and pick up for taxis and cars. This will reduce traffic to the congested north entrance and Charter Place.

3.3 Relevant Planning History

30675/APP/2000/2016 Charter Place Vine Street Uxbridge
ELEVATIONAL ALTERATIONS AND VARIATION OF CONDITION 3 (TO ALLOW ORIGINAL LANDSCAPING TO BE REPLACED) OF PLANNING PERMISSION REF.30675A81/1607 DATED 27/06/84; MIXED DEVELOPMENT

Decision: 02-07-2001 Approved

30675/APP/2005/2710 Charter Place Vine Street Uxbridge
ALTERATIONS TO NORTH AND SOUTH ENTRANCES

Decision: 18-11-2005 Approved

30675/APP/2005/620 Unit 1 And W/C Block To Rear Charter Place Uxbridge
CONVERSION OF PUBLIC CONVENIENCES TO BE USED IN CONJUNCTION WITH EXISTING ANCILLARY RETAIL UNIT (UNIT 1) TO FORM A SEPARATE RESTAURANT/SNACK BAR/CAFE USE (CLASS A3)

Decision: 28-07-2005 Approved

30675/APP/2005/621 Unit 1 And W/C Block To Rear Charter Place Uxbridge
CONVERSION OF PUBLIC CONVENIENCES TO BE USED IN CONJUNCTION WITH EXISTING ANCILLARY RETAIL UNIT (UNIT 1) TO FORM A SEPARATE CLASS B1(A) OFFICE

Decision: 28-07-2005 Approved

30675/APP/2005/622 Unit 1 And W/C Block To Rear Charter Place Uxbridge
CONVERSION OF PUBLIC CONVENIENCES TO BE USED IN CONJUNCTION WITH EXISTING ANCILLARY RETAIL UNIT (UNIT 1) TO FORM A SEPARATE RETAIL UNIT (CLASS A1)

Decision: 28-07-2005 Approved

30675/APP/2012/1157 Charter Place Charter Place Uxbridge
Refurbishment of Charter Place (Class B1(a)) including demolition of the existing marketing suite, construction of a new glazed atrium at the northern entrance and upgrades to the building's external envelope and services.

Decision: 27-09-2012 Approved

Comment on Relevant Planning History

The relevant history is listed above.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
Revised Early Minor Alterations to the London Plan (October 2013)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.E1 (2012) Managing the Supply of Employment Land
PT1.E4 (2012) Uxbridge
PT1.E5 (2012) Town and Local Centres
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM6 (2012) Flood Risk Management
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.EM11 (2012) Sustainable Waste Management
PT1.HE1 (2012) Heritage
PT1.T1 (2012) Accessible Local Destinations
PT1.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7 Consideration of traffic generated by proposed developments.
AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public

transport services

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE4 New development within or on the fringes of conservation areas
- BE8 Planning applications for alteration or extension of listed buildings
- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE18 Design considerations - pedestrian security and safety
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE25 Modernisation and improvement of industrial and business areas
- 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.
- LE1 Proposals for industry, warehousing and business development
- LE6 Major officer and other business proposals in town centres
- LE7 Provision of planning benefits from industry, warehousing and business development
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- R2 Provision of recreation, entertainment and leisure facilities in Town Centres
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- LPP 2.15 (2011) Town Centres
- LPP 2.6 (2011) Outer London: vision and strategy
- LPP 2.7 (2011) Outer London: economy
- LPP 2.8 (2011) Outer London: Transport
- LPP 4.1 (2011) Developing London's economy
- LPP 4.2 (2011) Offices
- LPP 4.3 (2011) Mixed use development and offices
- LPP 4.7 (2011) Retail and town centre development
- LPP 5.1 (2011) Climate Change Mitigation

- 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 5.9 (2011) Overheating and cooling
- LPP 5.10 (2011) Urban Greening
- LPP 5.11 (2011) Green roofs and development site environs
- LPP 5.13 (2011) Sustainable drainage
- LPP 6.1 (2011) Strategic Approach
- 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 6.11 (2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- 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 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.21 (2011) Trees and woodland
- LPP 8.1 (2011) Implementation
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **30th May 2014**

5.2 Site Notice Expiry Date:- **30th May 2014**

6. Consultations

External Consultees

Consultation letters were sent to 154 local owner/occupiers on 08/05/2014. The application was also advertised by way of site and press notices. One response was received, seeking clarification of the management of the development.

ENVIRONMENT AGENCY:

We are not required to be consulted on applications where surface water flood risk is the only

constraint and we will not be providing any comments on this application

ENGLISH HERITAGE:

Our specialist staff have considered the information received and we do not wish to offer comments on this occasion. This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

TRANSPORT FOR LONDON:

- The site of the proposed development is located on the A4020 Cross Street which forms part of the Strategic Road Network (SRN). TfL have a duty under the Traffic Management Act 2004 to ensure that any development does not have an impact on the SRN.

- The development is proposing a reduction in car parking spaces from 383 to 337, plus an increase in cycle parking provision from six spaces to 212, both of which is supported by TfL. If feasible TfL would however recommend that the proposed number of lockers is increased from 190 to 212 so there is one available for each cycle parking space.

- Details of the proposed servicing arrangements for the site have been included within the submitted Transport Assessment, however in order to formalise this TfL would recommend that the requirement to submit and implement a Delivery and Servicing Plan for the site is secured by condition.

In summary, TfL is satisfied the proposals will not result in an unacceptable impact on the SRN.

HEATHROW:

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

NATS:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

Internal Consultees

URBAN DESIGN AND CONSERVATION:

Charter Place, a locally listed building designed by Sir Frederick Gibberd and Partners, occupies a key site in Uxbridge Town Centre. Its large, triangular footprint is flanked on two sides by the Old Uxbridge and Windsor Street Conservation Area and it provides the backdrop for dozens of listed and locally listed buildings of late Medieval and Georgian date, with views through to the rear from the High Street and Windsor Street.

Extensive pre-application discussion at meetings has emphasised that this striking 1980's building is now looking shabby and dated, while its energy consumption does not comply with modern standards. The proposals, which will involve infilling part of the central courtyard, opening up the entrance on the Windsor Street frontage, extending the Vine Street elevation forwards and adding a glazed storey at roof level, are extensive, but the quality of the architectural detail, not shown to best advantage in the application drawings, has been persuasive.

Whilst the scheme in general is considered acceptable, the detailing of the window systems, the

nature of the glazed roof storey and the colour of the cladding material will be crucial to the overall acceptability of the scheme. There is also a potential issue with the end walls of the side wings. These have been shown as being covered with solid cladding, likely to seem too harsh in relation to the surrounding tight knit grain of the historic town. These end walls should preferably be clad with matching glazing systems, even though they house the lift and plant cores.

Recommendation:

Details of window systems, the glazed roof storey and the glazed cladding of the end walls of the side wings are required at this stage. Colour of cladding system could be conditioned as a detail.

Case Officer Comment:

Further information has been supplied that has satisfied the issues raised, together with additional design details. Details of materials will be reserved by a condition on any permission.

HIGHWAYS:

The development is for the refurbishment and extension of the existing office building to provide an additional 8,497sqm of floor area, with 1,000sqm to be used as either ancillary A1 Retail, A3 Restaurant/Cafe or D2 Assembly and Leisure uses. There is no change to the means of access to the site, which will remain as a one-way system from Cross Street, exiting onto Vine Street. Servicing of the site will be undertaken from the internal site access road as existing. In addition, 212 cycle parking spaces will be provided within the site.

As part of the proposals, the layout of the existing car park within the site will be reconfigured, which will result in a reduction of 15 parking spaces. In addition, the existing car parking located along the internal site access road will be reduced from 25 to 12 car parking spaces. As a result, the development will provide a total of 392 car parking spaces including 25 spaces for disabled users.

However, when reviewing the submitted Transport Statement (TS) and Addendum, it is noted that some of the parking spaces within the existing car park are substandard in size. As a result, it is considered that development will provide a total of 332 parking spaces including 19 spaces for disabled users.

Notwithstanding the above, when assessing the proposed car parking provision, it is noted that there is no requirement to provide additional car parking within the site. As a result, the proposed car parking provision is considered acceptable to serve the development. Furthermore, it is noted that the PTAL index within the area of the site is 5, which indicates very good accessibility to public transport facilities including by bus and rail.

When reviewing the likely multi modal trip generation at the site, the TS has used sample sites from within the TRAVL Database and local Census information. However, it is noted that the number of selected sample sites are limited and not all sites are representative. In addition, the TS assumes, that as there will be a reduction in the existing car parking provision within the site, there will be no increase in net vehicular trip generation, which is not accepted.

Nevertheless, it is considered that any increase in vehicle trips, as a result of the development, would not have a material impact along the local highway network.

Therefore, it is considered that the development will not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, and an objection is not raised in relation to the proposals, provided that the details below are provided under a suitably worded planning condition or S106

agreement.

Conditions / S106 Requirements:

1. Prior to the commencement of the development, a Construction Management plan is required to be submitted and approved in writing by the LPA prior to commencement of any works at the site. The Traffic Management plan shall provide the details in relation to access (vehicular and pedestrian) and the parking provision for contracting staff and the delivery of materials during construction.
2. Prior to the occupation of the development, 10% (5% active and 5% passive) of all car parking spaces shall be provided with electrical charging points.
3. The objectives and initiatives identified within the submitted Travel Plan are required to be implemented upon first occupation of the development site. Within six months of occupation, the Travel Plan is required to be reviewed, which will include undertaking travel pattern surveys. Thereafter, the Travel Plan will be reviewed annually and updated in order to identify future initiatives that will be implemented.

Case Officer Comment:

Condition 1 is not considered necessary, as this is covered under other legislation. Condition 2 is recommended on any grant of permission, and condition 3 will be controlled by a S106 legal agreement.

ENVIRONMENTAL PROTECTION UNIT:

Noise:

Please can the following condition be added:

1. The LAeq,T noise level of any plant and/or machinery hereby approved and determined at the site boundary shall be at least 5 dB below the background noise level LA90,TT. The reference time T shall be 1 hour at any time during the day, evening or night.

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

Air Quality:

The air quality statement overall is ok for the most part with regard to building ventilation, but it doesn't look at energy NOx emissions from the building. The transport emissions for the operational phase of the development is indicated to be unchanged.

The construction phase impacts were not considered further as there would be less than 200 HDV movements increase per day. Dust impacts were considered to be negligible, provided the mitigation measures outlined in the assessment were followed.

The planning statement indicates in paragraph 6.37 'the proposed development incorporates a number of measures to minimise emissions to air.' I have to assume this refers to carbon reduction, and perhaps reduced energy use in general due to better building insulation only, as no real NOx reduction measures are indicated. The BREEAM assessment in the Energy Strategy & Sustainability Statement indicates zero credits out of 3 will be picked up NOx emissions from heating source. How will they go about reducing NOx emissions? What are they comparing it to?

The lack of CHP is noted in the air quality assessment but it is not clear what the emissions from the existing or new boiler will be. This will help to determine if emissions could or need to be reduced, but also because the 'proposed' drawings (note I couldn't identify the flue location on the 'existing' drawings) appears to show the flue located between two areas of external plant which are assumed to be part of the ventilation system. Could they please clarify if this is correct and the thinking behind the layout, the flue height above the ventilation units and also if NOx emissions from the flue was considered alongside background NOx/NO2 at this location and found to be ok? Could they then also clarify the location of the air inlet? If the ventilation units on the roof are not air inlets, it shouldn't be a problem. The air quality assessment referred to the ventilation being located on the northern side of the site and also refers to openable windows on the northern facade, so clarification is needed.

The Energy Strategy & Sustainability Statement also refers to assumptions being made about the boiler on site working at 95 per cent efficiency, and the heating for the office would be supplied by a high efficiency boiler central heating system. If this is likely to be the case, I'm going to assume a new boiler will be needed. They need to ensure they get a low or ultra low NOx boiler so NOx emissions are reduced as far as feasible. Absolute minimum requirement would be that it can meet the 'air quality neutral' building emissions benchmark as set out in the GLA SPG on Sustainable Design and Construction. Ideally, they would need to bring the NOx emissions down to pick up 2 to 3 points under BREEAM.

We could condition for the ventilation (ingress of polluted air), so relevant details can be submitted then. I am assuming as 'services' are referred to in the planning application, we can condition for a new boiler. Is this correct? Could you please clarify if these details can be addressed by condition, or if it needs to be resolved now.

Case Officer Comment:

Further to the receipt of additional information, the Council's EPU Officer has stated it is acceptable to leave out the ingress of polluted air condition as the building will continue to be mechanically ventilated, and also not going to be for a residential use.

However, to ensure a low NOx boiler is installed at the site to reduce building emissions (nothing in the original submission to indicate this will happen, other than what is in the email below) the following condition is advised.

Air Quality Condition 1 - Details of Energy Provision:

Prior to the installation of any plant, boilers or machinery for energy provision, full details of any plant, machinery or fuel burnt as part of the energy provision, together with the location and height of the flue for the development, shall be submitted to and approved by the Local Planning Authority. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark for this type of development.

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

If any soils should be imported as part of the landscaping works, and to ensure the existing soils are suitable for use, the following soil condition is recommended for inclusion in any permission given.

Condition to minimise risk of contamination from garden and landscaped area:

All imported soils used for landscaping purposes shall be clean and free of contamination.

Reason: To ensure that the users 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).

TREES AND LANDSCAPING:

Landscape Character/Context:

The site is occupied by a 1980's office block which has a relatively restricted main northern entrance, opposite St Margaret's Church, onto Windsor Street in Uxbridge Town Centre. There is also a southern entrance onto Vine Street. The 1.24Ha site is bounded to the north-west and north-east by the Old Uxbridge and Windsor Street Conservation Area which contains locally listed buildings. The building varies between three and five storeys in height and is set around a square courtyard.

The existing landscape features include a formal grove of ornamental pear tree at the Windsor Street entrance, ground level planting including pollarded London Planes and birch around the southern elevation (fronting onto Vine Street and the roundabout), and the building is raised on series of terraces with podium level planters, some of which have failed or are now empty. The brick retaining walls which support the terraces and step up to the podium on which the building sits is visually dominant as is the free-standing brick wall with railings around the southern boundary. These details appear defensive and citadel-like.

The visual contribution of selected trees around the site has been recognised by the Council which protected them by inclusion in Tree Preservation No. 538. These trees contribute to the original design and setting of the building and contribute to the street scene and public realm. According to the TPO schedule, the protected trees which currently remain on site include London Planes T3 (T250), T5 (T26), T8 (T30), T10 (T31) and the group of 10No. ornamental pears G1 (T8-T17).

Proposal:

The proposal is to refurbish and extend the existing office building (Class B1a) with up to 1000sqm of ancillary Class A1, A3, D2 uses, including a 6-storey extension to the Vine Street elevation, a 3-storey extension to the Windsor Street elevation, and an extension at roof level, together with revised parking and servicing arrangements, enhanced landscaping and associated public realm improvements.

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.

- A Tree Survey, Arboricultural Impact Assessment and Tree Protection Plan, by Treework Environmental Practice (TEP) has assessed 38No. individual specimens, in accordance with the recommendations of BS5837:2012.
- According to the Tree Schedule, in Appendix 1, the assessment concludes that there are no grade 'A' (good quality and value) trees, 13No. grade 'B' (moderate), 23No. grade 'C' (poor) and 2No. grade 'U'. Table 1 in the main report summarises the grades of the 'Trees recorded on site' - which does not appear to tally with the Schedule in Appendix A. Aside from this detail, there is no objection to the conclusions of the tree assessments.
- Appendix B of the report provides a summary of the design / decision process which informs the tree retention / protection and removal strategy
- Appendix C provides a Tree Protection Plan, ref. 140416-CP-TPP-NC-1.3 and the Tree Constraints Plan, ref. 140416-CP-TCP-NC-1.1. This illustrates the tree categories, together with

root protection areas (RPA), canopy spreads and tag numbers.

- Appendix D provides details of Tree Protection Measures.
- The Tree Retention / Removal Plan, drawing No. 155-L02 confirms that the four protected London Planes (T25, T26, T30 and T31) on the southern boundary will be retained, together with a Holm Oak (C grade) and three 'C' grade trees in the north-east corner of the site.
- In section 5.0 Table 3 provides a schedule of 30No. trees which have been identified for removal with justification for removal falling into one of the following categories: to facilitate construction, inappropriate species for their location / causing structural damage / to facilitate project proposals. Most, but not all, of these trees are 'C' grade trees and 'U' - which would not normally be considered a constraint on development.
- On balance the removal strategy can be justified because the new / replacement planting proposals should inject new life and longevity into the landscape through an enhanced comprehensive landscape scheme.
- The Design & Access Statement confirms (section 5.06) that the 'defensive' railings will be removed around the southern perimeter as part of the soft landscape strategy to enhance the setting of the building and integrate it better with the public realm.
- The D&AS is reinforced by Turkington Martin's Landscape Strategy which analyses the existing landscape and sets out design objectives for the enhancement of the site.
- In addition to new /replacement tree planting, climbing and cascading plants are to be used adjacent to the retaining walls which will effectively create a green and attractive - plinth softening the existing brick facades.
- The re-design of the front courtyard to improve the access to the building and the relationship with Windsor Street necessitates the removal of the ornamental pear trees, several of which are in poor condition. Replanting of this area will enhance the new layout.
- A redundant area of land (and a former single-storey marketing office) fronting onto Cross Street (south-west corner of the site) will be incorporated into the landscape which will be a further significant improvement.
- The replanting of the terraces seeks to provide seasonal interest which can be seen and enjoyed both from the offices and the public realm.
- The Landscape Strategy also provides illustrative palettes of hard landscape materials and a range of specimen trees.
- Green roofs, using a combination of sedum and wildflower mixes, on the 3rd, 4th and 5th floors will provide attractive and valuable benefits to biodiversity and the ecology of this urban site.
- The landscape proposals are supported by document ref. 155-SF01 Planting Specification and a Landscape Management & Maintenance Plan.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

This application has been subject to pre-application discussions with the landscape consultant. The information submitted reflects the outcome of the discussions. Some further details/minor amendments are required regarding plant selection, climbing plant supports, site perimeter treatments (where walls are to be removed) and tree pit detailing. These can be dealt with via a condition.

SUSTAINABILITY:

I have no objections to the proposed development subject to it proceeding in accordance with the submitted details.

One area of concern though relates to the overheating from solar gain. The Energy and Sustainability report does not make reference overheating which is a problem on the existing

building which was subject to planning discussions for the re-cladding to reduce solar gain.

I am therefore keen to ensure that this has been considered for the new proposals. I am surprised that, given the previous planning discussions, the report does not clearly reference how solar gain will be managed.

To that end, if there is time for the applicant to respond to this concern, I would welcome further discussion. However, if there is a need to determine the application shortly, then the following condition should be attached to any subsequent approval:

1. Prior to the commencement of development a sun path analysis should be submitted and approved in writing by the Local Planning Authority. The analysis shall determine the extent to which the building will benefit from solar gain and also the possibility of overheating. The analysis shall be accompanied by a report that proposes mitigation measures to manage solar gain to appropriate levels so as not to revert to excessive lighting or mechanical cooling. The development must proceed in accordance with the approved plans.

Reason: To ensure the development reduces overheating and the need for mechanical cooling in accordance with policy 5.9 of the London Plan.

In addition to the above, I believe this major large scale urban development provides an opportunity to include living walls within the design of the building at ground level and as part of the landscaping. The development is within an air quality management area and needs to improve opportunities for wildlife. Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. The following condition is therefore necessary:

2. Prior to commencement of development a scheme for the inclusion of living walls, and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used, the locations of walls/screens as well as the methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

Reason: To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

Case Officer Comment:

A Sun Path Analysis has been subsequently submitted by the applicant. The Council's Sustainability Officer has confirmed that this is satisfactory, and the condition is no longer required.

The applicant has demonstrated that living walls are not possible for the development. However, living screens should still be investigated at ground floor level. As such, the following condition is recommended:

Prior to the occupation of the development a scheme for the inclusion of living screens at ground floor level shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used, the locations of screens as well as the methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

Reason: To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

FLOODWATER MANAGEMENT:

Additional information has been received regarding this application. As a result of this I would be happy to recommend the standard SuDs condition.

1. Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment and Addendum, produced by PBA and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. 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 through water collection, reuse and recycling and will:

- iv. incorporate water saving measures and equipment.
- v. provide details of water collection facilities to capture excess rainwater;
- vi. 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 National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

Case Officer Comment:

It has been confirmed by the applicant that the details required by such a condition have been submitted as part of the Flood Risk Assessment and addendum. As such, the Floodwater Management Officer has confirmed that this condition is no longer required.

WASTE:

Waste and recycling storage areas are shown on the plan which is good practice.

The application appears only to be for office use (B1), thus the separation of recyclable office waste (paper, cardboard, glass, and plastics is important). The existing development receives recycling collections from the Council.

One concern is the design of bin stores. The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by people using them. The openings through which the bins are moved out for collection should allow clearance of 150 mm either side of the bin when it is being moved for collection.

The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

Case Officer Comment:

Additional clarification has been received from the applicant which satisfies the concerns of the Waste Officer.

ACCESS OFFICER:

No objections.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposal consists of the creation of additional office space to an existing commercial office building, together with the refurbishment and upgrade of the existing office floorspace. As such, the use of the site is not altering in character, and is considered to be a suitable use for a building within a town centre setting.

7.02 Density of the proposed development

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area, and there are no statutorily Listed Buildings on the site. However, the site adjoins the Old Uxbridge/Windsor Street Conservation Area to the north, east, and west. A number of listed buildings adjoin the site, the most prominent being the Market House and St Margaret's Church to the north. The building is locally listed.

The proposal would improve the external appearance of the building, and provide a more modern, fit-for-purpose office building. This is considered to be a positive impact on the building, and the wider town centre area, including the conservation area and listed buildings surrounding the site.

7.04 Airport safeguarding

Heathrow and NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective. As such, it is considered that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

The site is not located within the Green Belt, as such, there are no Green Belt issues relating to this application.

7.07 Impact on the character & appearance of the area

Policies BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development will complement and improve the character and amenity of the area.

Charter Place, a locally listed building designed by Sir Frederick Gibberd and Partners,

occupies a key site in Uxbridge Town Centre. Its large, triangular footprint is flanked on two sides by the Old Uxbridge and Windsor Street Conservation Area and it provides the backdrop for a number of listed and locally listed buildings with views through to the rear from the High Street and Windsor Street.

The envelope of the proposed building would remain, in the main, as existing, and would be extended to the north, between the two extending 'arms', and to the south. A glazed penthouse storey would also be added to the southern portion of the building, and the central courtyard would be infilled to create an atrium.

This building is flanked to the northwest by 2-3-storey buildings in Windsor Street, to the north by St Margaret's Church and the Market House (both listed), and to the east by 3-4-storey buildings on the High Street. Directly to the west is the 5-storey library building, together with similar height commercial buildings. To the south of the site across Vine Street are other 4-5 storey commercial buildings. The nearest residential properties lie to the southwest, some 40 metres across Hillingdon Road.

Extensive pre-application discussion at meetings has emphasised that this 1980's building is now looking shabby and dated, while its energy consumption does not comply with modern standards. The proposals are extensive, but the quality of the architectural detail has been persuasive. Whilst the scheme in general is considered acceptable, the detailing of the window systems, the nature of the glazed roof storey and the colour of the cladding material will be crucial to the overall resulting quality of the scheme.

The proposal seeks to create a high-quality, modern office environment, with improved sustainability features. It seeks to open up the Windsor Street frontage of the site to provide a more positive link with the town centre, and from the High Street to Windsor Street. High quality design, materials, and landscaping will serve to assist this aim, whilst ensuring the scheme does not impact on the nearby listed buildings, conservation area, or town centre area generally. The overall development is considered to be a well designed proposal which will have a positive impact on the visual amenities of the surrounding area, in accordance with policies BE13, BE25, and BE26 of the Hillingdon Local Plan.

7.08 Impact on neighbours

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

The proposed extensions are not considered to be over-dominant when viewed in conjunction with the existing building, and the wider context of the site, with numerous large commercial buildings, and as such, is unlikely to impact on the visual amenities of neighbouring properties from loss of light, over-dominance or loss of privacy.

Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties. Given the nature of the use of the building will not change as a result of this proposal, the scheme will not give cause to noise annoyance to surrounding properties.

It is not considered that there would be a material loss of amenity to neighbouring properties. The proposed development is considered to be consistent with policies BE20, BE21 and BE24 of the UDP.

7.09 Living conditions for future occupiers

The proposal is for an office building, accordingly there will be no future residential occupiers.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) are concerned with traffic generation, and access to public transport. Policies AM14 and AM15 are concerned with on-site parking.

The site has a PTAL of 5 and is located on the edge of Uxbridge Town Centre, less than 100 metres from Uxbridge Underground Station. There is no change to the means of access to the site, which will remain as a one-way system from Cross Street, exiting onto Vine Street. Servicing of the site will be undertaken from the internal site access road as existing. In addition, 212 cycle parking spaces will be provided within the site.

As part of the proposals, the layout of the existing car park within the site will be reconfigured, which will result in a reduction of 15 parking spaces. In addition, the existing car parking located along the internal site access road will be reduced from 25 to 12 car parking spaces. As a result, the development will provide a total of 392 car parking spaces including 25 spaces for disabled users. However, it is noted that some of the parking spaces within the existing car park are substandard in size. As a result, it is considered that development will provide a total of 332 parking spaces including 19 spaces for disabled users.

When assessing the proposed car parking provision, the Council's Highway Officer states that there is no requirement to provide additional car parking within the site. As a result, the proposed car parking provision is considered acceptable to serve the development. Furthermore, it is noted that the PTAL index within the area of the site is 5, which indicates very good accessibility to public transport facilities including by bus and rail.

It is noted that there may be some increase in trip generation as a result of the development. However, it is considered that any increase in vehicle trips would not have a material impact along the local highway network.

Therefore, it is considered that the development would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, and an objection is not raised in relation to the proposals, subject to a condition requiring electric vehicle charging points to be provided, and the securing of a travel plan as part of the S106 legal agreement.

7.11 Urban design, access and security

It is considered that there are no urban design or security issues arising from the proposal. Access is considered in other sections of the report.

7.12 Disabled access

The scheme would provide for an accessible building on all floors with the provision of DDA compliant lifts to access the extensions to the building. Level access is provided from the building to the external areas and to the car park. Disabled WC facilities will be provided and all new doors and finishes will fully comply with Part M of the Building Regulations. Accordingly the scheme is considered to be consistent with Policies R16 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.13 Provision of affordable & special needs housing

No residential units are proposed as part of this application. As such, this is not relevant to the application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP 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 existing landscape features include a formal grove of ornamental pear tree at the Windsor Street entrance, ground level planting including pollarded London Planes and birch around the southern elevation, and the building is raised on series of terraces with podium level planters, some of which have failed or are now empty. The brick retaining walls which support the terraces and step up to the podium on which the building sits is visually dominant as is the free-standing brick wall with railings around the southern boundary. These details appear defensive and citadel-like. The visual contribution of selected trees around the site has been recognised by the Council which protected them by inclusion in Tree Preservation No. 538. These trees contribute to the original design and setting of the building and contribute to the street scene and public realm.

The submitted tree assessment concludes that there are no grade 'A' (good quality and value) trees, 13No. grade 'B' (moderate), 23No. grade 'C' (poor) and 2No. grade 'U'. The Council's Tree Officer has stated there is no objection to the conclusions of the tree assessments. The Tree Retention / Removal Plan confirms that the four protected London Planes on the southern boundary will be retained, together with a Holm Oak (C grade) and three 'C' grade trees in the north-east corner of the site.

A schedule of 30No. trees have been identified for removal, with justification for removal falling into one of the following categories: to facilitate construction, inappropriate species for their location / causing structural damage / to facilitate project proposals. Most, but not all, of these trees are 'C' grade trees and 'U' - which would not normally be considered a constraint on development. On balance the removal strategy can be justified because the new / replacement planting proposals should inject new life and longevity into the landscape through an enhanced comprehensive landscape scheme.

The Design & Access Statement states that the 'defensive' railings will be removed around the southern perimeter as part of the soft landscape strategy to enhance the setting of the building and integrate it better with the public realm. In addition to new /replacement tree planting, climbing and cascading plants are to be used adjacent to the retaining walls which will effectively create a green and attractive plinth, softening the existing brick facades.

The re-design of the front courtyard to improve the access to the building and the relationship with Windsor Street necessitates the removal of the ornamental pear trees, several of which are in poor condition. Replanting of this area will enhance the new layout. A redundant area of land (and a former single-storey marketing office) fronting onto Cross Street (south-west corner of the site) will be incorporated into the landscape which will be a further significant improvement. The replanting of the terraces seeks to provide seasonal interest which can be seen and enjoyed both from the offices and the public realm.

Green roofs, using a combination of sedum and wildflower mixes, on the 3rd, 4th and 5th floors will provide attractive and valuable benefits to biodiversity and the ecology of this urban site.

It is considered that trees to be retained on the site should be protected via condition. An additional condition is also recommended to ensure future landscaping arrangements are acceptable. Subject to these conditions, it is considered that the proposal which would

achieve appropriate outcomes in terms of policy BE38.

7.15 Sustainable waste management

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site.

The application is accompanied by plans provides details of a dedicated space within the building allocated to store the bins for refuse and recycling. The bin area is an enclosed area to the north of the building, and will be accessed via the existing loading bay area (which is to be moved more centrally on the site).

The level of waste and recycling store provision, its location and means of collection by refuse vehicles is considered to comply with the Council's requirements. As such, the scheme is considered satisfactory and complies with the standards set out in London Plan policies 5.16 and 5.17.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Every major development proposal should be accompanied by an energy assessment demonstrating how the targets for carbon dioxide emissions reduction will be met within the framework of the energy hierarchy. Boroughs are also encouraged to require energy assessments for other development proposals where appropriate.

In accordance with this policy the applicant has submitted an Energy Statement to demonstrate how the London Plan objectives will be met. The proposal features both passive and active design features including low U-value materials, low energy lighting with occupancy sensing and daylight controls, high efficiency boiler, high efficiency chillers, and high efficiency heat recovery systems. Photovoltaic panels would be provided on the roof of the building to provide a portion of the site's energy needs through the use of a renewable energy. These measures aim to achieve a 32% reduction in carbon dioxide emissions above Part L of the Building Regulations, for the building, which is marginally below the London Plan requirement of 40%. However, it is noted that the proposal is in the main a refurbishment, so this is considered to be a satisfactory gain given the constraints of the existing building envelope.

London Plan policy 5.11 states that major development proposals should provide green roofs. Restrictions due to the existing building form mean that the green roof provision is limited, however a small amount of green roof is proposed. The development also proposes green screening to the lower levels of the building. As such, the proposed scheme is considered to comply with relevant London Plan policies.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone and no issues relating to flooding have been identified.

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Given the scale of the development, it is considered that additional water efficiency measures should be incorporated into the scheme, in accordance with London Plan policy. This would be required by way of condition ensuring the development is carried out in accordance with the details included within the submitted Flood Risk Assessment.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit has been consulted on the application and raises no objection on noise or air quality subject to appropriate.

7.19 Comments on Public Consultations

No objections were received on the application.

7.20 Planning obligations

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

1. Highways: To secure all necessary highways works as required.
2. Travel Plan: Securing a Travel Plan, including a £20,000 bond.
3. Public Realm: A scheme of works to the Windsor Street / Charter Place area to be agreed between the Developer and the Council, to be carried out at the applicant's expense.
4. Construction Training: 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 + $14/160 \times £71,675$ = total contribution).
5. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

Should the application be approved after the Council's Community Infrastructure Levy (CIL) charge comes into effect on 1 August 2014, obligation 5 would be deleted, as this is covered under the Council's CIL, which would then be payable on the new floorspace created at a rate of £35 per square metre for the office floorspace.

In addition to the Council's S106 contributions and CIL requirements, the Mayor of London's CIL has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is liable for the Mayor's CIL with respect to new floorspace being created.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

CONTAMINATION:

As soils are likely to be imported as part of the landscaping works, to ensure the existing soils are suitable for use, an imported soils condition is recommended for inclusion in any permission given.

8. Observations of the Borough Solicitor

GENERAL

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so

far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

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

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

PLANNING CONDITIONS

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

PLANNING OBLIGATIONS

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

EQUALITIES AND HUMAN RIGHTS

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

The proposed development is considered to be in keeping with the character and appearance of the site, and the town centre area, and would not have any significant detrimental impact on the visual amenities of the surrounding area. It would not have any significant detrimental impact on the amenity of the nearest residential occupants and would not result in such an increase in traffic or parking demand such that it would have an unacceptable impact on the surrounding road network sufficient to justify refusal.

The applicant has demonstrated that the proposal will achieve high levels of accessibility and London Plan standards relating to sustainability and carbon reductions have been achieved.

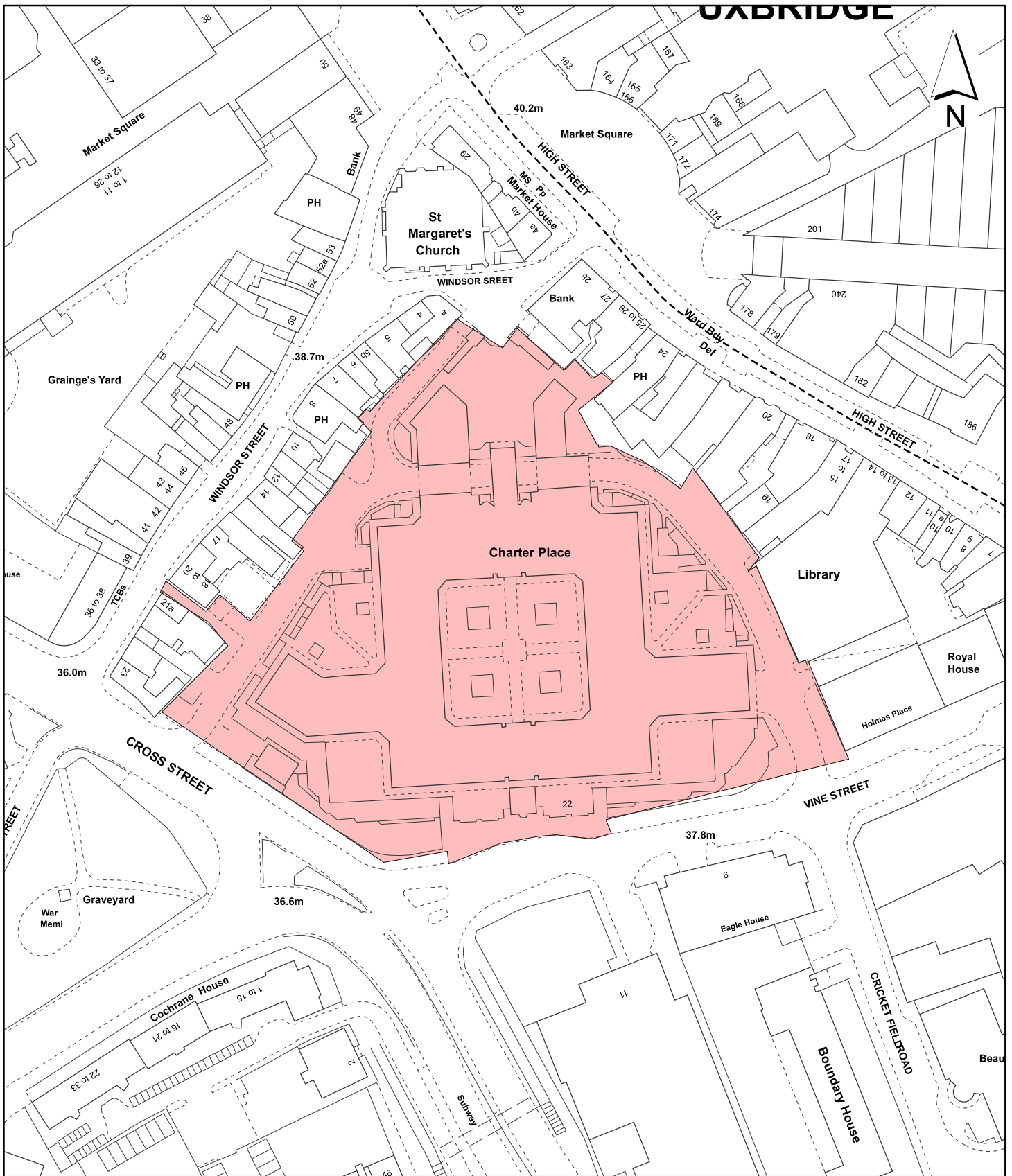
In view of the above, the proposal is considered to comply with relevant national, regional and local planning policy and, as such, approval is recommended, subject to the completion of a S106 Legal Agreement.


11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
Revised Early Minor Alterations to the London Plan (October 2013)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Adam Flynn

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 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">Charter Place Vine Street Uxbridge</p>		<p align="center">LONDON BOROUGH OF HILLINGDON</p> <p align="center">Residents Services Planning Section</p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">30675/APP/2014/1345</p>	<p>Scale</p> <p align="center">1:1,250</p>	
	<p>Planning Committee</p> <p align="center">Major</p>	<p>Date</p> <p align="center">July 2014</p>	



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