

Report of the Head of Planning, Sport and Green Spaces

Address 1 UNION BUSINESS PARK FLORENCE WAY UXBRIDGE

Development: Change of use of the existing B8 unit to uses within classes B1c, B2 and B8 of the use classes order. Alterations to the layout of existing parking areas and associated landscaping. Alterations to part of the external elevations.

LBH Ref Nos: 43562/APP/2016/3401

Drawing Nos: 16003/TP/001 Rev. A
16003/TP/004 Rev. A
16003/TP/005 Rev. A
16003/TP/007 Rev. A
16003/TP/008 Rev. A
16003/TP/006
16003/TP/009
16003/TP/010 Rev. A
16003/TP/011 Rev. A
16003/TP/002 Rev. B
16003/TP/003 Rev. C
Design Access Statement 16003/TP/001
Agent's email dated 20/12/16
Transport Statement

Date Plans Received: 09/09/2016

Date(s) of Amendment(s):

Date Application Valid: 20/09/2016

1. SUMMARY

This application seeks to change the use of the existing warehouse building within the North Uxbridge IBA from Class B8 (storage/warehouse) to uses within classes B1c (light industrial), B2 (general industrial) and B8 (storage/warehouse) of the use classes order in order to widen the scope of potential occupiers, together with alterations to the layout of the existing parking and associated landscaping areas and alterations to the external elevations of the building.

As part of the works, ancillary office floorspace would be removed from the main building. Alterations to the layout includes the re-configuration of the car park, with a reduction of car parking spaces from 91 spaces to 75 spaces of which 7 would be disabled spaces (increasing from the single disabled space currently provided on site). Remodelling of the car park would reduce the area of landscaping to the east of the office annexe but extend the soft landscaping around the southern end of the annexe, adjacent to the canal. Provision would also be made here for the parking of 20 cycles. As regards the external alterations to the building, the ground floor windows on part of the west elevation of the main building fronting the canal would be replaced with solid panels to match the existing building. The existing blue cladding of the entrance canopy on the eastern elevation of the office annexe would be replaced with a grey fascia, more in keeping with the existing building.

No objections are raised to the change of use, with the proposed uses being appropriate within an IBA. Conditions have been added to ensure that the existing acoustic fence along

the eastern boundary of the site is retained in good condition in the future and any additional plant and air conditioning systems meet appropriate noise criteria.

No objections are raised to the alteration works to the building which are minor in nature and extent and would not have any significant impact on the canal and the additional area of landscaping would also be more visible from the canal, improving the existing setting of the building. The Council's Highway Engineer advises that no objections are raised to the change of use and external works, subject to a condition to restrict the building to the specified use classes.

2. RECOMMENDATION

That subject to no material planning objections having been raised by the Canals and Rivers Trust, that have not already been dealt with in the officer's report or that could not be dealt with by condition, that delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure the following:

1. A Framework Green Travel Plan in accordance with TfL guidance to include a £20,000 bond, to be submitted 3 months after first occupation of the building.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 22nd February 2017, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The applicant has failed to provide a Green Travel Plan that would maximise the environmental benefits of the scheme by reducing reliance on the private car. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.3 of the London Plan (March 2016).'

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

F) That if the application is approved, the following conditions be attached:-

1 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 16003/TP/003 Rev. C, 16003/TP/007 Rev. A, 16003/TP/008 Rev. A, 16003/TP/009 and 16003/TP/011 Rev. A and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

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

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

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including demonstration that 15 of the car parking spaces will be served by electrical charging points, with a further 8 spaces be capable of easy adaptation in the future)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

3 Details of Landscape Maintenance

- 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

- 5.a Existing and proposed functional services above and below ground
- 5.b Proposed finishing levels or contours

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

REASON

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

4 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall be used only for purposes within Use Class B1(c), B2, B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To ensure that adequate parking facilities are provided in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

5 COM14 No additional internal floorspace

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policies AM7(ii) and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 NONSC Revised Cycle Provision

Notwithstanding the details on Drg. No. 16003/TP/003 Rev. C, revised full details of the covered and secure cycle provision to be made on the site for the parking/storage of 33 cycles (26 long stay and 7 short stay) shall be submitted to and approved in writing by the LPA prior to the occupation of the building.

The cycle parking facilities shall be retained in accordance with the approved details for so long as the development remains in existence.

REASON

To ensure that adequate cycle parking facilities are provided in accordance with Policy 6.9 of the London Plan (March 2016).

7 NONSC Acoustic Fence Repair/Maintenance Schedule

The acoustic fence which runs between Florence Way and Barnsfield Place/ Sidney Place on the eastern side of the site shall be maintained/ repaired in accordance with a maintenance schedule, the details of which shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building.

Thereafter the development shall be retained/maintained in accordance with the approved details.

REASON

To ensure that the acoustic fence provides adequate noise mitigation for adjoining residents, in accordance with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

8 COM17 Control of site noise rating level

The rating level of any new plant or air extraction system shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest noise sensitive premises. The measurements and assessment shall be made in accordance to the latest 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).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

| | |
|----------|---|
| NPPF | National Planning Policy Framework |
| LPP 2.17 | (2016) Strategic Industrial Locations |
| LPP 6.3 | (2016) Assessing effects of development on transport capacity |
| LPP 6.5 | (2016) Funding Crossrail and other strategically important transport infrastructure |
| LPP 6.9 | (2016) Cycling |
| LPP 6.13 | (2016) Parking |
| LPP 7.2 | (2016) An inclusive environment |
| LPP 7.3 | (2016) Designing out crime |
| LPP 7.15 | (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes. |
| LPP 7.30 | (2016) London's canals and other rivers and waterspaces |
| LPP 8.2 | (2016) Planning obligations |
| BE13 | New development must harmonise with the existing street scene. |
| BE15 | Alterations and extensions to existing buildings |
| BE25 | Modernisation and improvement of industrial and business areas |
| BE32 | Development proposals adjacent to or affecting the Grand Union Canal |

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| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| OE1 | Protection of the character and amenities of surrounding properties and the local area |
| OE3 | Buildings or uses likely to cause noise annoyance - mitigation measures |
| R17 | Use of planning obligations to supplement the provision of recreation leisure and community facilities |
| LE2 | Development in designated Industrial and Business Areas |
| AM1 | Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations |
| AM2 | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |
| AM7 | Consideration of traffic generated by proposed developments. |
| AM9 | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities |
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14 | New development and car parking standards. |
| AM15 | Provision of reserved parking spaces for disabled persons |
| LDF-AH | Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010 |
| SPD-NO | Noise Supplementary Planning Document, adopted April 2006 |
| SPD-PO | Planning Obligations Supplementary Planning Document, adopted July 2008 |
| SPG-CS | Community Safety by Design, Supplementary Planning Guidance, adopted July 2004 |

3 115 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.

3. CONSIDERATIONS

3.1 Site and Locality

The 1.6ha application site is located to the north of Rockingham Road, sited between Barnsfield Place/Sidney Close to the east and the Grand Union Canal to the west and forms part of the Union Business Park. The site includes Florence Way, its spur access which runs parallel with Sidney Close/Barnsfield Place along the eastern boundary of the site and takes its access from Barnsfield Place, close to its junction with Rockingham Road.

The site is occupied by a large warehouse/industrial unit surrounded by hardstanding, with car parking at the front of the building, with servicing areas at the rear and access taken along the eastern side of the building. A two storey office wing has been added to the front of the building, on the western side of the building adjacent to the canal.

Industrial areas adjoin the site to the north and to the west, on the opposite side of the canal. To the east, on the opposite side of Barnsfield Place/ Sidney Close are residential properties and allotment gardens. To the south is a vacant and somewhat overgrown industrial site, where the buildings have been largely demolished and part of the site has been used for overspill parking, beyond which are a couple of office/commercial which are accessed from Wyvern Way, a spur road which also gains access to Rockingham Road via Barnsfield Place.

The site forms part of the North Uxbridge Industrial and Business Area (IBA) and also forms part of an Air Quality Management Area. The area also forms part of the Colne Valley Archaeological Priority Zone. The adjoining Grand Union Canal is also a Nature Conservation Site of Metropolitan of Borough Grade 1 Importance.

3.2 Proposed Scheme

The proposal is to change the use of the 7,556sqm GIA building (including mezzanine floor space) from B8 use to uses within classes B1c, B2 and B8 of the use classes order in order to widen the scope of potential occupiers, alterations to the layout of the existing parking areas and associated landscaping and alterations to the external elevations of the building.

The existing 7,556sqm GIA building currently provides 3,952sqm of ancillary office floorspace (47%). As part of the proposals, internal partitions and mezzanine floorspace within the building would be removed, reducing the overall GIA of the building to 6,338sqm, with office floorspace reduced to 966sqm (15%).

A 5m wide strip of land along the southern boundary of the site which currently provides 28 car parking spaces would be incorporated into the adjoining site to the south. With the re-configuration of parking on this site, there would be a reduction of 16 car parking spaces

from 91 spaces to 75 spaces of which 7 would be disabled spaces (increasing from the single disabled space currently provided on site). The parking ratio would reduce from 1:83sqm to 1:85sqm.

Remodelling of the car park will reduce the area of landscaping to the east of the office annexe and extend the soft landscaping around the southern end of the office annexe, adjacent to the canal. Provision would also be made here for the parking of 20 cycles.

As regards the external alterations, a 28m length of part of the west elevation of the main building adjoining the canal would be altered with the replacement of the existing ground floor glazing panels with insulated aluminium panels and the existing blue cladding of the entrance canopy would be replaced with a grey fascia, more in keeping with the existing building.

The Application is supported by the following documents:-

Planning, Design and Access Statement, dated 9/9/16:

This provides an introduction to the statement, describes the site and the surrounding area. Planning policy is then summarized before the statement goes on to describe the outcome of consultations with the LPA resulting from the pre-application enquiry process before going on to describe the design objectives and the proposed development in terms of the design amount, design approach, use, layout, scale and density, appearance, landscaping, security, sustainability, refuse and cycle storage, access, ecology and flood risk.

Transport Statement:

This provides an introduction and identifies relevant policy documents. The structure of the report is outlined and the existing development and highway conditions described. Details of the development proposals are then provided as they relate to highway matters and trip generation is assessed. The statement concludes by stating that the scheme would have a negligible impact on the surrounding transportation network and the scheme should be considered as being sustainable and acceptable.

3.3 Relevant Planning History

Comment on Relevant Planning History

The original planning permission for the current main building on this site was granted on 2/5/00 (App. No. 43562F/99/2018 refers), but this did not restrict the hours of operation or vehicle movements.

A details application in connection with the landscaping scheme, fencing, external materials and noise control in compliance with Conditions 2, 3, 5 and 7 of planning permission ref. 43562F/99/2018 dated 02/05/00 (ref. 43562/APP/2000/1288) was not determined.

The other site history mainly refers to the southern site other than the pre-application enquiry received on the wider site which included the current proposals (43562/PRC/2016/134 refers).

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.E1 (2012) Managing the Supply of Employment Land
- PT1.BE1 (2012) Built Environment
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF National Planning Policy Framework
- LPP 2.17 (2016) Strategic Industrial Locations
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.5 (2016) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2016) Cycling
- LPP 6.13 (2016) Parking
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.30 (2016) London's canals and other rivers and waterspaces
- LPP 8.2 (2016) Planning obligations
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE25 Modernisation and improvement of industrial and business areas
- BE32 Development proposals adjacent to or affecting the Grand Union Canal
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- 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
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- LE2 Development in designated Industrial and Business Areas
- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

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| 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 |
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| SPD-NO | Noise Supplementary Planning Document, adopted April 2006 |
| SPD-PO | Planning Obligations Supplementary Planning Document, adopted July 2008 |
| SPG-CS | Community Safety by Design, Supplementary Planning Guidance, adopted July 2004 |

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd November 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

49 neighbouring properties have been consulted on this application. 2 responses have been received, making the following comments:-

- (i) Not against this application as long as working hours are not 24hrs which needs checking and consideration is given to residents,
- (ii) Existing 14 properties with another newly built 7 houses to the side of the development are not shown on the plans, being portrayed as allotments,
- (iii) Existing use has resulted in problems in past with HGV engines are left running day and night and horns beeping; when HGVs exit Florence way they turn right and previous incidents have occurred when drivers just pull out (A stop sign would be safer for the residents who travel down Sidney close) and the kerb at the corner of Rockingham Road, is constantly damaged as the HGV's exit on to the main road and clip and drive over the kerb,
- iv) the parking spaces adjacent to the exit of Florence way may need removing, as it will reduce the width of the road for the HGVs to pull out.
- v) part of the acoustic fence needs replacing which blew down about 3 years.
- vi) as a gift to the community, may be the company could Tarmac the small access road behind the flats in Barnsfield Place as this is currently just hard soil and can get very muddy. This would improve the look of the area.

Internal Consultees

HIGHWAY ENGINEER:

This application is for the change of use from B8 to a mix of B1, B2 and B8 on an existing large warehouse at Union Business Park, Uxbridge.

The application is supported by a Transport Statement (TS) by Entran dated September 2016.

The existing warehouse has vehicular access from Barnsfield Close.

Florence Way is a private local road that provides access to the existing separate loading bays along with 91 car parking spaces. There is no cycle parking provided on site at present.

The existing building that is currently vacant has a floor area of 7556 sq.m and 3992 of that is office use.

The site has a PTAL value of 3 (moderate) which suggests that there will be a reliance on private cars for trip making.

The proposal is to remove some of the office by internal alterations and remove 16 car parking spaces. The total floor space will be 6338 sq.m and the office element 1196 sq.m so there is a significant reduction in the office space which should result in a reduction in private car trips and the demand for parking. The TS provides an estimate of traffic generation of the existing and proposed uses and arrived at a small number of additional movements in the peak hours as a robust estimate.

There will be no change to the current access arrangements and the loading bays; it is only a small change to the car parking layout that is envisaged.

From the information provided in the TA the revised parking layout will mean that parking will be at the rate of 1 space per 84 sq.m which is within Council's policies.

The car parking should be provided with 20% active EV charging and 10% passive which again should be conditioned.

It is proposed to provide 20 secure covered cycle parking spaces on site which again should be conditioned (at the rate of 1 space per 250 sq.m for the B1, B2 and B8 uses).

There are no hours of operation provided in the application form but given the proximity of local dwellings I assume it will not be 24 hours for HGV deliveries.

There is no estimate of the number of employees that will be occupying the site but given the car park size I would assume it is more than 30 people so a Travel Plan along with monitoring should also be conditioned.

On the basis of the above comments I do not have significant concerns over this application providing suitable conditions are applied.

TREE/ LANDSCAPE OFFICER:

The site is a former Pizza express depot situated between Florence Way and the Grand Union Canal, off Rockingham Road.

Existing landscape enhancement is composed of a planting buffer along the canal edge and thin strips of planting at the southern end of the main warehouse and along the eastern frontage of the attached offices facing the car park.

Comment

The existing planting areas have been established following the approval of former planning applications. Otherwise no trees are protected by TPO or Conservation Area designation.

The current proposal involves changes to the car park arrangements and the loss of the planting in

front of the office building - which will be offset by additional planting in the south-west corner.

Recommendation

No objection subject to condition RES9 (parts 1, 2, 4, 5 and 6).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site forms part of the North Uxbridge IBA which is designated for business, industrial and warehousing purposes (Use Classes B1 - B8) and other appropriate sui generis uses. Therefore the change of use of the building from Class B8 to Use Classes B1(c), B2 and B8 would be appropriate to this industrial estate and in compliance with Policy LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.02 Density of the proposed development

Not applicable to this commercial application.

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

The proposed works to the car park are very minor in nature and would be unlikely to affect any archaeological remains. No other heritage assets would be affected by the proposals.

7.04 Airport safeguarding

Not applicable to the proposed development.

7.05 Impact on the green belt

The site does not form part of the Green Belt, nor is it sited close to its boundary.

7.07 Impact on the character & appearance of the area

The proposed works would not have any material impact upon the visual amenities of the surrounding area, other than the adjoining Grand Union Canal.

Policy BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) establishes the criteria against which proposals for development adjacent to or having a visible effect on the canal will be assessed, including securing environmental improvements appropriate to the waterside location.

There would be very limited impact of the alteration works upon the adjoining Grand Union Canal with the replacement of ground floor windows on part of the main building's elevation which fronts the canal with solid panels to match the rest of the building. The agent has confirmed that the existing brise soleil would be retained. Although it could be argued that the removal of the ground floor windows from the main building could detract slightly from the visual interest of the canal frontage, it appears that these windows were not original to the building and this elevation of the building is fairly well screened from the canal by existing trees along the canal frontage and as a result, the removal of ground floor windows would make this canalside area more usable to employees. Furthermore, the additional landscaping at the southern end of the office annexe would enhance the setting of the building from the canal so that on balance, it is considered that there would be no overall adverse impact upon the canal, in accordance with Policy BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

The proposed alterations to the building are minimal which will have no material impact upon surrounding residential properties.

7.09 Living conditions for future occupiers

Not applicable to this commercial development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highway Engineer advises that the site has a PTAL of 3 (moderate),

suggesting that there will be a reliance on private cars for trip making. The proposal also involves the removal of a significant element of the office floorspace through internal alterations which should result in the reduction of private car trips. The Transport Statement provides an estimate of traffic generation of the existing and proposed uses and arrived at a small number of additional movements in the peak hours as a robust estimate.

The Highway Engineer also advises that from the information provided in the Transport Statement, the revised parking layout will be provided at a ratio of 1 space per 84sqm which complies with the Council's guidelines. Furthermore, the car parking should be provided with 20% active EV charging and 10% passive. This has been conditioned.

The proposal also provides 20 secure covered cycle parking spaces on site whereas currently there is no provision. The Highway Engineer advises that this should be conditioned (at the rate of 1 space per 250 sq.m for the B1, B2 and B8 uses). Again, this has been conditioned as part of the officer's recommendation.

The Highway Engineer also advises of the need for a Travel Plan. This forms part of the recommendation which advises that a Green Travel Plan should be provided as part of a S106 Agreement.

7.11 Urban design, access and security

Not applicable to the proposed development.

7.12 Disabled access

The need for disabled facilities and access would be addressed as part of the Building Regulations.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

No existing trees would be affected by the proposal. A some amount of existing landscaping would be lost on the eastern side of the office annexe of the building, with another small area of landscaping being provided at the southern end of the annexe, where it would be more visible from the canal. The Council's Trees and Landscaping Officer raises no objection to the proposal, condition to the imposition of a landscaping scheme.

7.15 Sustainable waste management

London Plan policy 5.17 requires adequate provision of refuse and recycling facilities for new development.

Arrangements for the collection of waste and recycling would be a matter for the occupier(s) of the building but the existing layout would allow provision for bin/recycling storage within the service yard and access by refuse vehicles.

The proposals therefore accord with planning policy requirements.

7.16 Renewable energy / Sustainability

Not applicable to this change of use application.

7.17 Flooding or Drainage Issues

The proposals would not result in any significant change to the overall area of hardstanding on the site and therefore there would be no significant implications for flood risk.

7.18 Noise or Air Quality Issues

Noise Issues

In terms of the proposed uses, these would not be likely to generate any more noise and general disturbance to surrounding neighbours than the existing use of the building and the uses are all considered to be appropriate to an IBA.

No conditions were attached to the original grant of planning permission for the building controlling hours of operation or vehicle movements so it would not be appropriate to attach conditions now. However, provision was made for an acoustic fence along the boundary of the site adjacent to Barnsfield Place/ Sidney Close and a condition is attached as part of this permission to ensure that an appropriate maintenance schedule and works are adhered to in order to maintain the fence is good condition for the lifetime of the development. Any additional plant and/or air extraction systems should also satisfy relevant noise levels.

Air Quality Issues

The Transport Statement only identified a small number of additional movements in the peak hours as a robust estimate of the potential highway impact and the scheme would involve the overall reduction in office floorspace from the site with a reduction of 15 car parking spaces from 91 to 75 spaces and now includes the requirement of the Travel Plan. As such, there would be no significant implications for air quality.

7.19 Comments on Public Consultations

(i) Not against this application as long as working hours are not 24hrs which needs checking and As regards the comments made within the consultation responses, points (i) and (v) have been dealt with in the officer's report. As regards point (ii) all appropriate neighbouring properties have been consulted on this application and the application has been advertised in the local press and site notices have been put up at each end of Barnsfield place/ Sidney Close. In terms of points (iii) and (iv), this scheme proposes no alterations to the access arrangements and point (vi), the proposed hardstanding of the adjoining residential area would not relate to the proposal.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan (November 2012) states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals'.

The only need generated by the proposal would be for the following:-

1. Green Travel Plan, to include a £20,000 bond, to be secured 3 months after the first occupation of the building.

7.21 Expediency of enforcement action

No enforcement issues are raised by this development.

7.22 Other Issues

There are no other planning issues raised by this development.

8. Observations of the Borough Solicitor

General

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

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

The proposed change of use of the existing building is required to help secure an occupier for the building and is appropriate within an IBA.

The reduction in the amount of parking is acceptable as a significant area of internal office floorspace would be removed and the scheme would still retain a similar car parking ratio which complies with the Council's car parking standards.

The proposed alteration works to the building and layout are also minimal in nature and extent which would have no wider impacts on the area or the adjoining Grand Union Canal.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (November 2012)

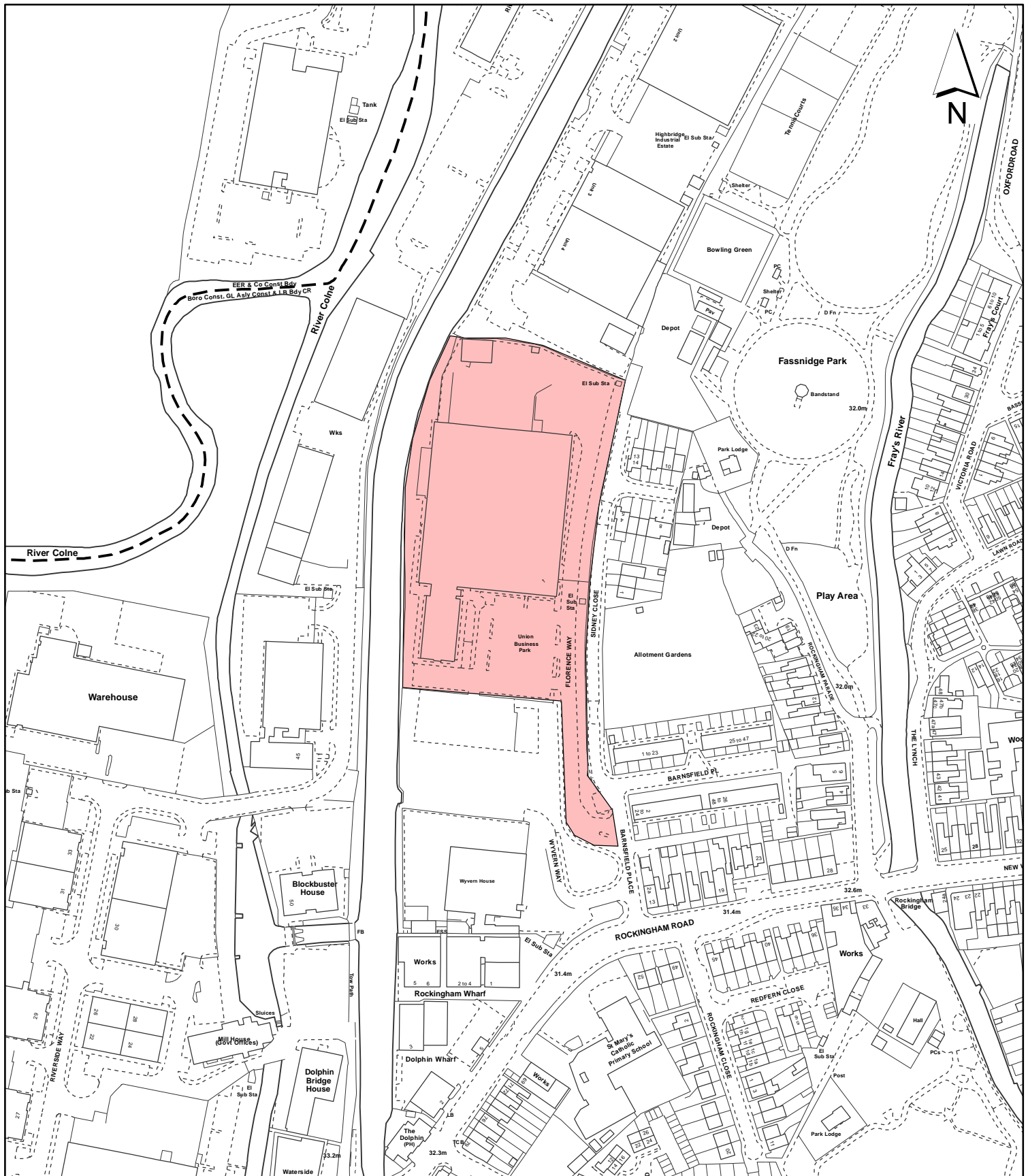
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (March 2015)

National Planning Policy Framework (NPPF)

Contact Officer: Richard Phillips

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Notes:

 Site boundary

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Site Address:

1 Union Business Park

Planning Application Ref:

43562/APP/2016/3401

Planning Committee:

Major

Scale:

1:2,500

Date:

January 2017

**LONDON BOROUGH
 OF HILLINGDON**
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 Planning Section

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