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| Item No. | Report of the Head of Planning, Transportation and Regeneration | | |
| Address | BRIDGE HOUSE OXFORD ROAD UXBRIDGE | | |
| Development: | Demolition of existing rooftop plant room and replacement with two storey extension to provide 25 new residential units (Use Class C3), ancillary gymnasium (Use Class D2) plus associated landscaping and parking (AMENDED APRIL 2019). | | |
| LBH Ref Nos: | 40050/APP/2018/1737 | | |
| Drawing Nos: | 1066.01-001 Rev. B 1066.01-003 Rev. B 1066.01-106 Rev. A 568-PTA-ZZ-00-DR-A-6000 Rev. P03 Affordable Housing Statement Planning Statement Air Quality Assessment Energy Statement Sustainability Report Transport Statement Flood Risk Assessment, SUDS and Drainage Strategy Report 568-PTA-ZZ-00-DR-A-1000 Rev. P02 568-PTA-ZZ-00-DR-A-6000 Rev. P01 1066.01-106 Rev A Design & Access Statement - Roof Extension 1066.01-012 - Existing Second Floor Plan 1066.01-011 - Existing First Floor Plan 1066.01-014 - Existing Fourth Floor Plan 1066.01-016 - Existing Sixth Floor Plan 1066.01-015 - Existing Fifth Floor Plan 1066.01-018 - Existing Roof Plan 1066.01-013 - Existing Third Floor Plan 1066.01-010 - Existing Ground Floor Plan 1066.01-301 - Proposed section BB 1066.01-020 - Existing North and south elevations 1066.01-022 - Existing East elevation 1066.01-021 - Existing West elevation 1066.01-031 - Existing section BB 1066.01-030 - Existing section AA 1066.01-107 - Proposed Seventh floor plan 1066.01-108 - Proposed roof plan 1066.01-201 - Proposed West elevation 1066.01-202 - Proposed East elevation 1066.01-300 - Proposed section AA 1066.01-200 - Proposed North and South Elevation | | |
| Date Plans Recieved: | 09/05/2018 | Date(s) of Amendment(s): | 29/06/2018 |
| Date Application Valid: | 20/06/2018 | | 09/05/2018 |
| | | | 11/04/2019 |
| | | | 17/06/2019 |

1. SUMMARY

This application proposes the demolition of an existing plant room on the roof of Bridge House on Oxford Road and its replacement with a two storey extension to provide 25 new residential units, albeit 7 previously approved roof top units would be lost as a result of this proposal.

The proposals include the provision of 35% policy compliant affordable housing by habitable room. This will be secured through the S106 agreement. The applicant has highlighted that the specifics of the scheme may mean there are difficulties in getting an RSL to take on the units. A cascade mechanism would be included in the S106 which allows the units to be provided on adjoining land (but only if it is redeveloped within an acceptable timeframe) to enable sufficient flexibility of delivery to ensure the affordable housing gets provided.

The proposed extension is considered to provide an appropriate standard of living accommodation and to have an acceptable impact on the character of the building and the immediate locality, including the adjacent green belt land within South Buckinghamshire.

As such the proposed development is considered to accord with relevant policy and the application is recommended for approval subject to relevant conditions and s106 legal agreement.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission subject to:

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

The obligations sought are as follows:

- 1. On-site policy compliant Affordable Housing (including review mechanism and cascade mechanism)**
- 2. Air Quality contribution of £20,706**
- 3. Carbon off-set contribution up to £54,360**
- 4. Public Realm Contribution of £47,965.44**
- 5. Highways Contribution of up to £68,522.24**
- 6. Canal and Rivers Trust Contribution of £12,500**
- 7. Parking permits restriction for future occupiers**
- 8. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - up to £9,600 per phase or an in kind scheme to be provided**
- 9. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreements have not been finalised by 21st February 2020 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of Affordable Housing, Air Quality, Carbon off-set, Highways Impact, Public Realm, Travel Plan, Parking and Construction Training). The proposal therefore conflicts with Policies R17, AM2 and AM7 contained within the adopted Hillingdon Local Plan Saved Policies (November 2012) and Policies DMCI 7, DMT 2, DMEI 14 and DMEI 2 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies and Policies 3.12 and 5.2 of the London Plan (2016).'

E. 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:

1066.01-001 Rev B

568-PTA-ZZ-00-DR-A-1000 Rev P02

1066.01-002 Rev B

1066.01-107

1066.01-108

1066.01-200

1066.01-201

1066.01-202

1066.01-300

1066.01-301

1066.01-106 Rev A

568-PTA-ZZ-00-DR-A-6000 Rev P03; 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), the Emerging Hillingdon Local Plan: Part 2 Development Management Policies and the London Plan (2016).

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 and Access Statement, May 2018

Planning Statement

Air Quality Assessment, June 2018

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), the Emerging Hillingdon Local Plan: Part 2 Development Management Policies and the London Plan (2016).

4 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Any proposed glazing should be tinted, or use other such similar measure, to reduce light spill. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy DMHB 11 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies.

5 COM9 Landscaping

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 to include covered and secure provision for 25 cycles

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including 38 car parking spaces and demonstration that 8 parking spaces (20%) are served by active electrical charging points and 8 parking spaces (20%) are served by passive electrical charging points, plus 4 disabled spaces.

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as furniture)

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

seriously damaged or diseased.

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policies DMHB 11, DMHB 14 and DMT 6 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies and Policy 5.17 (refuse storage) of the London Plan (2016).

6 NONSC Parking Allocation Plan

Prior to occupation of the development, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for residential use of the flats hereby approved and as agreed within the Parking Allocation Plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure availability and management of parking, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012), Policy DMT 6 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies and policies 6.3 and 6.13 of the London Plan (2016).

7 COM15 Sustainable Water Management

Prior to commencement (excluding demolition and site clearance) 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, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
- iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Capacity of Receptors

i. Demonstration that the proposals connect into a proper and functioning Thames Water network, ie that the point a proposal connects into is part of a wider network, and the applicant provides details of the approval and any appropriate upgrades will be undertaken from Thames Waters free pre planning service.

ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) Minimise water use.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and or 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 DMEI 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies (with modifications March 2019)

Policy 5.12 Flood Risk Management of the London Plan (March 2016) and

London Plan Policy 5.13 Sustainable Drainage (March 2016), and

London Plan Policy 5.15 Water use and supplies. (March 2016).

National Planning Policy Framework (June 2019), and the

Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

8 COM31 Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

9 NONSC M4(2) and M4(3)

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON

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

10 NONSC Internal Noise Levels

The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by transport and commercial noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

11 NONSC Sound Insulation

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely (20dB for the gym area proposed). Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

REASON

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

12 NONSC Construction Management Plan

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

REASON

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy DMHB 11 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies.

13 NONSC Energy Assessment

Prior to above ground works, an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The energy assessment shall provide full details and specifications of all the measures to be implemented on site to demonstrate the development will achieve the energy reduction targets of the London Plan Policy 5.2. The assessment shall demonstrate at least a 35% saving onsite with any shortfall being made up through an offsite contribution. The details within the assessment must include:

1. A full and clear baseline of the energy (kwhr) and carbon (tCO₂) associated with the

development assessment against building regulations 2013.

2. Full details of the energy efficiency measures to be incorporated within the development and their impact on the baseline energy and carbon performance.

3. Full details (including plans, elevations and roof plans) and specifications of the low and zero carbon technology to be incorporated within the development and the impact on the baseline energy and carbon performance.

The development must proceed in accordance with the approved assessment, plans and specifications.

REASON

To ensure the development contributes to the reduction of carbon emissions in accordance with Policy 5.2 of the London Plan (2016) and Policy DMEI 2 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies.

14 NONSC PV Panels

Prior to commencement of development, full details of the PVs required to meet the 35.1% carbon savings set out in the energy assessment shall be submitted and approved in writing by the Local Planning Authority. The details shall include, roof plans, elevations, specifications, fixing mechanisms, orientation and sun path analysis. The development must proceed in accordance with the approved details.

Reason

To ensure the development contributes to a reduction in CO2 in accordance with London Plan Policy 5.2.

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.

AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations

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.

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| AM15 | Provision of reserved parking spaces for disabled persons |
| 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 |
| BE13 | New development must harmonise with the existing street scene. |
| BE15 | Alterations and extensions to existing buildings |
| BE20 | Daylight and sunlight considerations. |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| BE23 | Requires the provision of adequate amenity space. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| BE26 | Town centres - design, layout and landscaping of new buildings |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| EC3 | Potential effects of development on sites of nature conservation importance |
| H4 | Mix of housing units |
| H5 | Dwellings suitable for large families |
| H8 | Change of use from non-residential to residential |
| OE1 | Protection of the character and amenities of surrounding properties and the local area |
| OE5 | Siting of noise-sensitive developments |
| LPP 3.3 | (2016) Increasing housing supply |
| LPP 3.4 | (2015) Optimising housing potential |
| LPP 3.5 | (2016) Quality and design of housing developments |
| LPP 5.1 | (2016) Climate Change Mitigation |
| LPP 5.12 | (2016) Flood risk management |
| LPP 5.13 | (2016) Sustainable drainage |
| LPP 5.2 | (2016) Minimising Carbon Dioxide Emissions |
| LPP 5.3 | (2016) Sustainable design and construction |
| LPP 5.7 | (2016) Renewable energy |
| LPP 6.13 | (2016) Parking |
| LPP 6.5 | (2016) Funding Crossrail and other strategically important transport infrastructure |
| LPP 7.14 | (2016) Improving air quality |
| LPP 7.2 | (2016) An inclusive environment |
| LPP 7.3 | (2016) Designing out crime |
| LPP 7.4 | (2016) Local character |
| LPP 7.5 | (2016) Public realm |
| LPP 8.2 | (2016) Planning obligations |
| LPP 8.3 | (2016) Community infrastructure levy |
| HDAS-LAY | Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006 |
| LDF-AH | Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010 |
| SPD-NO | Noise Supplementary Planning Document, adopted April 2006 |
| SPD-PO | Planning Obligations Supplementary Planning Document, adopted July 2008 |
| SPG-AQ | Air Quality Supplementary Planning Guidance, adopted May 2002 |
| SPG-CS | Community Safety by Design, Supplementary Planning Guidance, adopted July 2004 |
| NPPF1 | NPPF - Delivering sustainable development |

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| NPPF6 | NPPF - Delivering a wide choice of high quality homes |
| NPPF7 | NPPF - Requiring good design |
| DMH 2 | Housing Mix |
| DMH 7 | |
| DMCI 7 | Planning Obligations and Community Infrastructure Levy |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| DMHB 1 | Heritage Assets |
| DMHB 2 | Listed Buildings |
| DMHB 4 | Conservation Areas |
| DMHB 10 | High Buildings and Structures |
| DMHB 11 | Design of New Development |
| DMHB 14 | Trees and Landscaping |
| DMEI 1 | Living Walls and Roofs and Onsite Vegetation |
| DMEI 2 | Reducing Carbon Emissions |
| DMEI 6 | Development in Green Edge Locations |
| DMEI 8 | Waterside Development |
| DMEI 9 | Management of Flood Risk |
| DMEI 10 | Water Management, Efficiency and Quality |
| DMEI 14 | Air Quality |

3 170 LBH worked applicant in a positive & proactive (Granting)

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

4 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

The following information has been provided by the Canal and Rivers Trust:

1. The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>).

2. The applicant/developer is advised that any encroachment, oversail of or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Bernadette McNicholas (Bernadette.McNicholas@canalrivertrust.org.uk) regarding the required access agreement.

3. The applicant/developer is advised that any surface water discharge into waterspace belonging to the Canal & River Trust will require written consent, and they should contact the Canal & River Trust's Utilities team, Nick Pogson for further information (Nick.Pogson@canalrivertrust.org.uk).

6

The following information has been provided by Cadent:

Considerations in relation to gas pipeline/s identified on site:

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: plantprotection@cadentgas.com Tel: 0800 688 588

3. CONSIDERATIONS

3.1 Site and Locality

The site fronts onto Oxford Road (A4020) and is an island site between the River Colne and the Grand Union Canal. The River Colne is the border between Hillingdon and South Buckinghamshire, which also denotes the administrative boundary of the Greater London Area.

The broader island site is currently occupied by 3 buildings: Bridge House, Waterside and Riverview all of which were previously occupied by Xerox, owned by L&G and have direct

access from Oxford Road. The application site includes the existing Bridge House building to the north of the site that is in a prominent position on Oxford Road, considered to be a 'gateway' site into Uxbridge.

The building is 6 storeys in height plus an additional storey of plant set behind a large single storey height parapet wall. The building previously provided GIA 9,009 sqm (GEA 10,199 sqm) of office use plus a small ancillary cafe on the ground floor, however the building is mostly now unoccupied. To the south of Bridge House is a multi-storey car park providing 246 car parking spaces, plus 30 surface car parking spaces (including 5 disabled spaces), which also sits within the boundary of the current application site. Bridge House was constructed in 1967 and was reclad around 1998. The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road.

The site is within, although on the north western boundary of, Uxbridge Town centre and is within an Archaeological Priority Area. The majority of the site has a PTAL rating of 2, however the north eastern corner has a PTAL rating of 3. The site forms part of the 'developed area', as identified by the Hillingdon Local Plan (November 2012).

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area. There is also Uxbridge Lock Conservation Area to the north of the site.

3.2 Proposed Scheme

Planning permission is sought for an extension within the roof of the existing office building. The building has an existing area of plant within the roof area that sits behind a single storey height parapet wall. This plant and parapet would be removed and replaced with a storey of residential properties with a further additional residential storey above that would be set back from the building facades. The two additional storeys would provide 25 residential units with a proposed mix of 14 x 1 bed units, 8 x 2 bed units and 3 x 3 bed units. An exercise room is also proposed on the 6th floor which would add an additional 71.2m² of internal amenity space.

The site layout and access to it would remain as existing with additional external amenity space proposed to the south of the building, three disabled parking spaces and two cycle stands. No other additional new parking is proposed as the building is located directly adjacent to a multi storey car park. The majority of the parking for the proposal would be located within this car park building with a total of 38 car parking spaces and 25 cycle spaces to be allocated to the development.

Prior approval was granted for change of use of this office building from (B1(a) Use Class to flats under Schedule 2 Part 1 Class O of the Town and Country Planning) General Permitted Development) Order 2015 (as amended). However the prior approval has not yet been implemented and the proposed plans indicate that the existing office use would remain. The prior approval consent could be implemented however and remains a material consideration in the determination of the current application.

It should be noted that 123 units were approved within the building under prior approval reference 40050/APP/2017/2438. The current application proposes 25 units but would result in 7 of the approved units being un-deliverable as they were approved within the roof plant area on the existing 6th floor. The current application if approved would result in an uplift of 18 units to a total of 141 units in the building.

3.3 Relevant Planning History

40050/APP/2016/852 Bridge House, Denbridge Ind. Estate Oxford Road Uxbridge
Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3).

Decision: 05-01-2017 Approved

40050/APP/2017/2438 Bridge House, Riverview House & Waterside House Oxford Road Uxb
Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.

Decision: 23-08-2017 Approved

40050/APP/2017/3356 Waterside Oxford Road Uxbridge
Prior Approval application for the change of use of Waterside from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 27-10-2017 Approved

40050/APP/2017/3357 Riverview Oxford Road Uxbridge
Prior Approval application for the change of use of Riverview from office accommodation (Class B1) to 37 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 25-10-2017 Approved

40050/APP/2017/3358 Bridge House Oxford Road Uxbridge
Prior Approval application for the change of use of Bridge House from office accommodation (Class B1) to 76 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.

Decision: 27-10-2017 Approved

40050/APP/2018/1736 Bridge House Oxford Road Uxbridge
Installation of new windows, doors and alterations to balconies

Decision: 20-07-2018 Approved

40050/APP/2019/1575 Bridge House Oxford Road Uxbridge
Non-material amendment to planning application reference 40050/APP/2017/2438 (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage) to add a condition listing approved plan numbers.

Decision: 29-05-2019 Approved

Section 73 application seeking a Minor Material Amendment to revise Approved Plans relating to planning application reference 40050/APP/2017/2438 dated 01-09-17 for Prior Approval
Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage - namely to remove the 6th floor proposals (7 units) and allow the change in the mix of units at Bridge House from 9 x Studio and 114 x 1 bedroom to 10 x studios, 49 x 1 bedroom and 57 x 2 bedroom units and a change to the description of development to note: Prior Approval Application for the change of use from office (Use Class B1a) to 237 residential units (16 x studio, 155 x 1 bedroom and 59 x 2 bedroom) (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage.

Decision: 17-07-2019 Approved

Comment on Relevant Planning History

The site has a complex planning history, however most relevant to the current application is the consent through the prior approval process for the change of use of the building to residential use.

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 (2016)
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
Emerging Hillingdon Local Plan: Part 2 Site Allocations and Designations
Emerging Hillingdon Local Plan: Part 2 Development Management Policies
Emerging Hillingdon Local Plan: Part 2 Policies Map

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- | | |
|----------|---|
| PT1.BE1 | (2012) Built Environment |
| PT1.CI1 | (2012) Community Infrastructure Provision |
| PT1.EM1 | (2012) Climate Change Adaptation and Mitigation |
| PT1.EM11 | (2012) Sustainable Waste Management |
| PT1.EM6 | (2012) Flood Risk Management |
| PT1.H1 | (2012) Housing Growth |
| PT1.H2 | (2012) Affordable Housing |

Part 2 Policies:

- | | |
|-----|--|
| AM1 | Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations |
|-----|--|

| | |
|----------|--|
| 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 |
| 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 |
| BE13 | New development must harmonise with the existing street scene. |
| BE15 | Alterations and extensions to existing buildings |
| BE20 | Daylight and sunlight considerations. |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| BE23 | Requires the provision of adequate amenity space. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| BE26 | Town centres - design, layout and landscaping of new buildings |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| EC3 | Potential effects of development on sites of nature conservation importance |
| H4 | Mix of housing units |
| H5 | Dwellings suitable for large families |
| H8 | Change of use from non-residential to residential |
| OE1 | Protection of the character and amenities of surrounding properties and the local area |
| OE5 | Siting of noise-sensitive developments |
| LPP 3.3 | (2016) Increasing housing supply |
| LPP 3.4 | (2015) Optimising housing potential |
| LPP 3.5 | (2016) Quality and design of housing developments |
| LPP 5.1 | (2016) Climate Change Mitigation |
| LPP 5.12 | (2016) Flood risk management |
| LPP 5.13 | (2016) Sustainable drainage |
| LPP 5.2 | (2016) Minimising Carbon Dioxide Emissions |
| LPP 5.3 | (2016) Sustainable design and construction |
| LPP 5.7 | (2016) Renewable energy |
| LPP 6.13 | (2016) Parking |
| LPP 6.5 | (2016) Funding Crossrail and other strategically important transport infrastructure |
| LPP 7.14 | (2016) Improving air quality |
| LPP 7.2 | (2016) An inclusive environment |
| LPP 7.3 | (2016) Designing out crime |
| LPP 7.4 | (2016) Local character |

| | |
|----------|---|
| LPP 7.5 | (2016) Public realm |
| LPP 8.2 | (2016) Planning obligations |
| LPP 8.3 | (2016) Community infrastructure levy |
| HDAS-LAY | Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006 |
| LDF-AH | Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010 |
| SPD-NO | Noise Supplementary Planning Document, adopted April 2006 |
| SPD-PO | Planning Obligations Supplementary Planning Document, adopted July 2008 |
| SPG-AQ | Air Quality Supplementary Planning Guidance, adopted May 2002 |
| SPG-CS | Community Safety by Design, Supplementary Planning Guidance, adopted July 2004 |
| NPPF1 | NPPF - Delivering sustainable development |
| NPPF6 | NPPF - Delivering a wide choice of high quality homes |
| NPPF7 | NPPF - Requiring good design |
| DMH 2 | Housing Mix |
| DMH 7 | |
| DMCI 7 | Planning Obligations and Community Infrastructure Levy |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| DMHB 1 | Heritage Assets |
| DMHB 2 | Listed Buildings |
| DMHB 4 | Conservation Areas |
| DMHB 10 | High Buildings and Structures |
| DMHB 11 | Design of New Development |
| DMHB 14 | Trees and Landscaping |
| DMEI 1 | Living Walls and Roofs and Onsite Vegetation |
| DMEI 2 | Reducing Carbon Emissions |
| DMEI 6 | Development in Green Edge Locations |
| DMEI 8 | Waterside Development |
| DMEI 9 | Management of Flood Risk |
| DMEI 10 | Water Management, Efficiency and Quality |
| DMEI 14 | Air Quality |

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd August 2018**

5.2 Site Notice Expiry Date:- **8th August 2018**

6. Consultations

External Consultees

Consultation letters were sent to 63 local owner/occupiers on 10/07/18 and again on 11/04/19

following a change to the application's red line boundary. The application was also advertised by way of site and press notices. No responses have been received.

HIGHWAYS ENGLAND

Offer no objection

MET POLICE DESIGNING OUT CRIME OFFICER

I have met with representatives from this application. I do not object to the proposal, but request that a condition be made that SBD accreditation is achieved. This will ensure that appropriate measures are put in place to combat crime. If further explanation or justification for this request is required please contact me and it can be provided.

CANAL AND RIVERS TRUST

The additional residential units are likely to result in increased users along the canal towpath. We would therefore like to request a contribution towards towpath improvements in the area. If the LPA is minded to grant planning permission, we would request the following informatives be applied to the decision notice:

1. The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-andour-code-of-practice>).
2. The applicant/developer is advised that any encroachment, oversail of or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Bernadette McNicholas (Bernadette.McNicholas@canalrivertrust.org.uk) regarding the required access agreement.
3. The applicant/developer is advised that any surface water discharge into waterspace belonging to the Canal & River Trust will require written consent, and they should contact the Canal & River Trust's Utilities team, Nick Pogson for further information (Nick.Pogson@canalrivertrust.org.uk).

Case Officer's comments:

Following discussions with the applicant and the Canal and Rivers Trust a contribution of £12,500 has been agreed and would be secured through the s106 legal agreement should the application be approved.

INLAND WATERWAYS ASSOCIATION

I write on behalf of the Middlesex Branch of the Inland Waterways Association (IWA), the leading membership charity dedicated to protecting and restoring Britain's network of canals and river waterways.

Our principal interest is the relationship between the proposed development (Ref: 40050/APP/2018/1737) and the adjoining Grand Union Canal. The existing office is already very prominent six-storey building at the Oxford Road bridge crossing over the Grand Union Canal. We strongly object to the planning application for the following reasons:

1. The proposed residential building will be some two storeys higher than Prospect House on the other side of the canal. The increased height of the building will have the effect of enclosing the canal in a narrow corridor of space and reducing afternoon solar penetration at towpath level. The narrow space between Bridge House and Willow Bank House on the east side of the canal already has a funneling effect on wind. The proposed increase in the height of Bridge House will intensify wind speeds creating eddies and making surrounding open spaces such as the canal and the towpath uncomfortable. Higher wind speeds caused by the increase in height are also likely to have a local impact on boats navigating through the Oxford Road Bridge

2. The proposed scheme is an over development of the site and as a result will have a very negative impact on the canal and the character of the adjoining Uxbridge Lock Conservation Area.

Case Officers comments:

The impact of the development on the microclimate of the canal and character of the locality is discussed within the body of this report.

CADENT

Affected Apparatus

The apparatus that has been identified as being in the vicinity of your proposed works is:

Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity)

Should you be minded to approve this application please can the following notes be included an informative note for the Applicant

Considerations in relation to gas pipeline/s identified on site:

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: plantprotection@cadentgas.com Tel: 0800 688 588

HEATHROW AIRPORT SAFEGUARDING

This application has been assessed against safeguarding criteria and I can confirm that we have no objection to this development.

NATIONAL AIR TRAFFIC SERVICE (NATS)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

SOUTH BUCKS DISTRICT COUNCIL

This Council has considered the above application and raises NO OBJECTION to the application subject to your authority ensuring that the proposal complies with all relevant policies contained in the adopted Development Plan and guidance contained in the National Planning Policy Framework.

Internal Consultees

POLICY

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Development Plan for

the London Borough of Hillingdon currently consists of the following documents:

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

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

The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Local Plan: Part 2

The Local Plan Part 2 Draft Proposed Submission Version (2015) was submitted to the Secretary of State on 18 May 2018. This comprises a Development Management Policies document, a Site Allocations and Designations document and associated policies maps. This will replace the current Local Plan: Part 2 - Saved UDP Policies (2012) once adopted. The draft Plan was submitted the Secretary of State on 18 May 2018 representing the start of the Examination in Public (EiP). The public examination hearings concluded on the 9th August 2018. The Inspector has submitted a Post Hearing Advice Note outlining that the plan is one that is capable of being found sound but identifying the need to undertake a final consultation on the Main Modifications only. The Council has responded to this note outlining that its preferred dates for doing so would be 27th March 2019 to 8th May 2019. All consultation responses will be provided to the Inspector for review, before the Inspector's Final Report is published to conclude the EiP process.

Paragraph 48 of the NPPF (2019) outlines that local planning authorities may give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

The Local Plan Part 2 (LPP2) is considered to be in the latter stages of the preparation process and therefore all of the policies can be afforded some weight. The degree to which weight may be attached to each policy is based on the extent to which there is an unresolved objection being determined through the public examination process and the degree of consistency to the relevant policies in the NPPF (2019). Those policies which are not subject to proposed Main Modifications can therefore be afforded considerable weight as there is no further opportunity for these policies to be amended and all objections can be considered resolved.

Affordable Housing

The submitted application is to provide 25 units on the upper two levels of an office building that is already being converted to C3 housing as permitted development.

Policy DMH 7: Provision of Affordable Housing of the draft Local Plan Part 2 (With Main Modifications 2019) requires a minimum of 35% of all new homes on sites of 10 or more units to be delivered as affordable housing. Criteria (iii) of Part D of the policy also states that the requirement for affordable housing will apply to 'additional units created through or subsequently amended planning applications, where by the amount of affordable housing required will be calculated on the new total number of units on the site'. It is considered that for the purposes of affordable housing this is a standalone application and the definition of site can only apply to that for which planning permission is sought i.e. 25 units. On the basis that policy DMH7 is applied to the site as a standalone application, the policy requirement is to provide a minimum of 35% of the 25 units proposed as affordable housing.

It should be noted that, subject to viability, this is a minimum target, and that an FVA may show a

higher amount may be achievable given that there are likely to be economies of scale in the development costs.

Hillingdon's Housing Needs

The Council's current information on housing need set out in the SHMA 2018 indicates a substantial borough-wide requirement for larger private market units, particularly 3 bedroom properties. The mix for affordable housing is also broadly the same, albeit the greatest requirement is for 2 bedrooms (44%) rather than 3 bedroom (37%) units.

The housing mix set out in the SHMA should act as a starting point for all schemes in accordance with policy DMH 2. However, it is recognised that certain locations and types of building are more suited to providing family units than others and as such, the exact housing mix requirement within the SHMA (2018) is not a blanket approach applied to all schemes. The Mayor's Housing Supplementary Planning Guidance (2016) provides a steer on how a more flexible approach can be utilised.

The proposed mix of 14 ones beds, nine two beds and two three bedrooms is not consistent with the borough's housing need, and a higher proportion of three bedroom units should be provided. It may also be appropriate to consider this mix in light of the size of units being constructed under permitted development.

FLOOD AND WATER MANAGEMENT

There are insufficient details in the proposed plans to indicate how these proposals will enhance the Blue Ribbon Corridor and are in compliance with the Blue Ribbon Network Policy EM3. The scheme should provide similar mitigation as specified to tint and reduce light spillage into the natural corridor.

On the east side of the site a terrace is proposed. There is currently a steep bank which provides a green barrier and corridor along the canal between the canal and the building. The terrace would appear to lose this green infrastructure. It would also lose the interaction with the canal as it would appear to create a vertical high barrier to form the terrace area against the canal towpath which is not acceptable. The proposed steps would also appear to project out into the canal towpath which is not acceptable. It is not clear there is the width outline in the rough plan to provide the terrace without the loss of the green infrastructure.

The improved ramped access down to the canal is noted, but this would appear to result in the loss of the only established tree on the front of the site. Clarity on the interaction with the junction and proposed trees would also need to be provided to ensure appropriate site lines etc.

A detailed plan for landscaping enhancing the site and the river corridor as well as its interaction with the river corridor should be provided, as well as a detailed management plan for landscaping management in the future to take into account the site responsibility for riparian ownership and maintenance.

It is also noted that a green roof is proposed. However the Drainage strategy by Nimbus does not refer to the landscaping works proposed or any opportunities to manage surface water in the surrounding areas through the landscaping alterations proposed or state clearly the volumes and flows that will be controlled on site through these methods. Also the ability to provide a green roof and the PV panels on the same roof providing sufficient space for both are unclear, and further details should be provided, should an extension be considered acceptable.

Case Officer's comments:

The above comments have been reviewed by the applicant and the proposed plans amended (568-PTA-ZZ-00-DR-A-6000 Rev P03) to clarify that no amendments are proposed to the landscaping adjacent to the River Colne or to the land between the building and the canal where the existing layout will remain. In addition the Council's Landscape Architect has confirmed that the tree noted

above is not worthy of retention. A landscaping condition is proposed that will secure the landscaping improvements required and this will include details of improved access to the canal. The Council's Flood and Water Management Officer has been advised of these details and also of the £12,500 contribution to the Canal and Rivers Trust. As such it has been agreed that subject to a Sustainable Water Management condition being attached to any grant of planning consent there are no drainage objections to the proposals.

WASTE STRATEGY OFFICER

Although the design and access statement states that 'Sufficient space will be provide for waste storage and recycling facilities to serve the 25 new units.' There is insufficient evidence on the application to show this. There is no indication to the size or location of storage for waste or recycling on the proposed plan.

The previous application 40050/APP/2017/2438 does not indicate that there will be any additional space within the planned bin storage area to accommodate the additional waste capacity generated by these 25 units. I would recommend that a minimum of 2 x 1100 litre refuse and 2 x 1100 litre recycling bins are provided for the 25 new residential units. Bulk bins should be placed on a smooth impervious material that is at least 100mm thick to withstand their weight. Residents should not have to carry their waste more than 30 metres horizontally from their front door to the storage area. The storage area should be large enough to allow clearance of 150 mm between each bin and the walls. There should be space in front of the bins to allow residents to easily access the bins when depositing waste. The walls should be made from an impervious, non-combustible material that has a fire resistance of one hour when tested to BS 476-21. The doors to the storage area should have a fire resistance of 30 minutes when tested to BS 476-22. The door frame should allow clearance of 150 mm on either side of the bin. The doors should open outwards from the storage area and there should be a latch or clasp installed to hold the door open during collections. Suitable lighting should be installed inside the storage area. Internal bin chambers should have appropriate ventilation to stop the build up of unpleasant odours. The ventilation should be fly and vermin proof and based away from the windows of near by properties. The roadway on which the collection vehicle stops should be able to with stand the load of a 26 tonne vehicle. The collection crew should not have to cart bulk bins more than 10 metres from the collection point to the vehicle. If the vehicle cannot safely stop within 10 metres of the storage area a designated collection point should be indicated and personnel provided to transfer the bins ready for collection. The surface should be smooth and free from kerbs or steps. The gradient of the pathway from the collection point to the vehicle should be no more than 1:20 and the path should have a minimum width of 2 metres. There should be an area designated for residents to deposit bulky items for collection.

Case Officer's comments:

A proposed Ground Floor Plan has been submitted in response to the above comments (plan ref. 568-PTA-ZZ-00-DR-A-1000 Rev P02). This plan shows the provision of storage space for 22 x 1100ltr refuse and recycling bins.

ACCESS OFFICER

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following Condition should be attached to any grant of planning permission:

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

Reason:

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

Case Officer's comments

The proposed condition is recommended to be attached to any grant of planning consent.

ENVIRONMENTAL PROTECTION UNIT

I have taken a look through the submitted information and on balance do not have any objections to the scheme. However there are environmental factors that need to be considered in the planning and construction of this development and I suggest the following should you be mindful to grant the application:

The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by transport and commercial noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely (20dB for the gym area proposed) Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

Prior to commencement of the development hereby approved, a CEMP shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800- 1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. Approved details shall be implemented throughout the project period.

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

Case Officer's comments

The proposed conditions are recommended to be attached to any grant of planning consent.

URBAN DESIGN AND CONSERVATION

The proposal for a roof top extension and change to the existing top storey parapet with additional openings is acceptable in principle. However, there are a few concerns that need to be addressed:

1. The amount of amenity space for the dwellings is very low - especially the 6th floor (level 07) units.
2. The materials and detailing of the fenestration needs to be discussed further with options (or conditioned) because the building is very prominent and clearly a gateway building to the town centre - therefore it should be very high quality to mitigate the increased scale of the building. Also to translate the building from office to residential use, thus making an overall improvement to the townscape and Blue Ribbon setting in this location.

Case Officer's comments

The applicant has amended the proposals to include additional external amenity space as discussed within the body of this report. In addition a full materials condition is recommended to be attached to any grant of planning consent.

HIGHWAYS OFFICER

This 'island' site is situated within a business catchment area and is directly accessed off Oxford Road in Uxbridge which is designated as 'Classified' in the borough's hierarchy of roads. It is in the far western end of the borough in proximity to the borough boundary with South Buckinghamshire District Authority.

The site is uniquely situated as it is flanked by the Grand Union Canal and the River Colne resulting in a waterfront vista onto the former. The site exhibits a PTAL average rating of 2/3 which is considered as average which heightens dependency on the use of private motor transport. Vehicular access is taken from Oxford Road and is to remain unaltered.

There had been an application and subsequent approval for a Prior Approval (PA) - 40050/APP/2017/2438 for the island site which consisted of Bridge House, Waterside House and Riverview House and was related to a change of use from class B1 to 239 residential units in total with 359 car parking spaces. This represents a car parking space to residential unit ratio of 1.5. 123 units would be located within Bridge House which would have 185 car parking spaces; again this represents a ratio of car parking to residential unit of 1.5. This is being progressed and this current application consists of an additional extension facilitating 25 residential flat units (14x1, 9x2 & 2x3 bedroom units).

Parking/Cycle Provision

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy and emerging Development Management Policy DMT 6 state that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

For the proposed development of 25 additional residential units, there is a requirement to provide Bridge House with a further 38 car parking spaces giving a total of 223. This would be consistent with the parking ratio of 1.5 car parking spaces per residential dwelling in the PA (which should include 20% 'Passive and 20% 'Active' electric vehicle charging points provisions (EVCP's). 10% of all car parking spaces should be accessible car parking spaces for disabled drivers, 4 spaces in total. There is also a minimum requirement of 25 additional secure and accessible cycle parking spaces in order to accord with the Council's parking standards. This has been indicated with the exception of the EVCP provisions which should be secured via planning condition.

Although full parking allocation detail is not forthcoming within this submission, it is considered potentially achievable given the aforementioned substantive residential provisions made available for the PA within the adjacent Multi Storey Car Park. Notwithstanding the above, this missing detail should be provided in order to determine how the addition of up to 38 car parking space of which 4 should be accessible provided for disabled drivers would be incorporated and apportioned in conjunction with the PA consent. The alternative would be to impose a parking allocation planning condition post permission.

Vehicular Trip Generation/ Access Arrangements

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. The anticipated trip generation impact on the highway indicates a marginal increase of approximately a dozen two-way movements during the morning and evening peak periods in addition to the 40 - 50 expected from the 123 mixed residential unit generation subject of the PA consent.

Public Realm Impacts/Highway Interventions

It is noted that public realm and highway contributions has already been achieved at the PA consent stage which incorporated the findings within the submitted Pedestrian and Cycling environment audits (PERS and CERS). Given that this planning application is for an additional 25 residential units/64 habitable rooms a revised contribution of £47,965.44 is sought for investment in public realm enhancements works and a further £68,522.24 for investment in highway works.

Operational Servicing /Refuse Requirements

Servicing and refuse collection would be undertaken as per the consented 2017 PA for the whole site operation. There are no further observations.

Construction Logistics Plan (CLP)

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local road network in order to avoid/minimise potential detriment to the public realm. It will need to be secured under planning condition.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016). There are no highway, traffic or transportation objections to this development.

LANDSCAPE ARCHITECT

This site is occupied by a five-storey office block, built in the 1970's. The site lies on the western edge of Uxbridge Town Centre. Accessed from Oxford Road on the north boundary, the eastern edge of the site is adjacent to the towpath of the Grand Union Canal, with the western edge bounded by the River Colne. There are no TPO's or Conservation Area designations directly affecting the site, although it is immediately outside the Uxbridge Lock Conservation Area. The land to the west of the River Colne is out of the borough and forms designated Green Belt.

The site has been the subject of several planning applications in recent years and already benefits from planning approval to change the use of the land to residential. This application seeks to provide a two-storey rooftop extension. Previous applications were supported by tree surveys and landscape layouts which included the provision of a roof garden, improved access to the canal and other ground level and canalside landscape enhancements.

The current submission includes a sketch proposal by SLR showing only ground level landscape provision. A more formal drawing by Patel Taylor, ref. 6000 Rev P01, includes the retention of trees which are not worthy of retention.

The landscape details are slim and without the benefit of a tree survey. Green walls and roofs can improve air quality, provide additional amenity space, attenuate surface water run-off and act as carbon sinks. There is no reference to the provision of a rooftop garden. There are significant changes of level across the site (east-west) and more details are required about the access ramp to the canal and the interface between the east terrace and the canalside towpath. An updated tree report is required to assess the existing trees and address the tree removal/retention strategy.

Recommendation

No objection subject to the above details and conditions RES8 (depending on the outcome of the tree survey) RES9 (parts 1,2,3,4,5 and 6) and RES10 (as condition RES8).

SUSTAINABILITY OFFICER

I have no objections to the proposed development subject to the following.

The development is required to achieve the zero carbon standards set out in Policy 5.2 of the London Plan. The energy assessment submitted with the application demonstrates only a 35.1% onsite reduction in carbon from the baseline (46.53 tCO₂). This means there is a shortfall of 30.2 tCO₂). In addition, the assessment identifies that the bulk of the 35.1% saving will be delivered through onsite PV panels but there are no roof plan details showing if this is feasible.

Policy 5.2e of the London Plan allows for offsite contributions to make up for the shortfalls on site.

The energy assessment correctly identifies the current price per carbon tonne is £60 which is annualised for 30 years (i.e £1800/tCO₂).

To ensure this development is policy compliant there is a need for a condition and a S106 contribution:

S106 Contribution

The S106 should include a contribution of £54,360 = shortfall (30.2 tCO₂) x cost per tCO₂ (£1800).

Condition

Prior to commencement of development, full details of the PVs required to meet the 35.1% carbon savings set out in the energy assessment shall be submitted and approved in writing by the Local Planning Authority. The details shall include, roof plans, elevations, specifications, fixing mechanisms, orientation and sun path analysis. The development must proceed in accordance with the approved details.

Reason

To ensure the development contributes to a reduction in CO₂ in accordance with London Plan Policy 5.2.

AIR QUALITY OFFICER

Bridge House benefits from a Prior Approval granted on the 1st September 2017 (Reference 40050/APP/2017/2438) for the change of use of the existing buildings across the site (Bridge House, Waterside House and Riverview House) from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.

This development was not supported by an air quality assessment and is located within Hillingdon Air Quality Management Area and Uxbridge Focus Area. It is noted that whereas a Section 106 was agreed for a contribution of a maximum of £500,000 to be determined in accordance with a transport study to be submitted by the developer, no provision was made for a contribution towards air quality improvements in the sensitive Uxbridge Focus Area. In addition, the transport study to be submitted to determine the contribution to Highways works, may not have an impact in alleviating existing congested conditions which are the main factor contributing to the high levels of nitrogen dioxide ambient air concentrations within the Uxbridge Focus Area.

Vehicular Trip Generation

Analysis of the Transport Assessment submitted to support the current proposal (40050/APP/2018/1737) indicates that Bridge House could generate 30 two-way vehicle trips in the AM peak and 24 in the PM peak, with some 300 vehicle movements across the day with the additional 25 units representing approximately 40 vehicle movements across the day.

Damage Cost

The proposed development is located within the Uxbridge Focus Area, bringing additional air pollutant emissions which will add to current exceedances. As per the new London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas. Therefore, a section 106 agreement with the LAP of £20,706 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Prior approval was granted for change of use of the existing office building (B1(a) Use Class to flats under Schedule 2 Part 1 Class O of the Town and Country Planning) General

Permitted Development) Order 2015 (as amended) under Application Ref: 40050/APP/2017/2438. Work has started on the conversion and as such, the prior approval can be considered as implemented. This is a material consideration to which considerable weight should be attached. The principle of residential use on the site has therefore been established and no objections are raised to the principle of additional residential floorspace on the site.

The current application seeks approval for an additional two storeys and minor modifications to the existing building. This approach is consistent with numerous examples for similar development in the Borough where applications have been approved for modifications to prior approval schemes.

The applicant's emphasise that the scheme does not modify the floor area associated with the prior approval. Both the prior approval and the current scheme for the additional units can be delivered independently. It is noted that there are numerous precedents for this approach in the borough and nationwide.

7.02 Density of the proposed development

The proposed scheme includes 25 units across the 0.71 ha site area, which equates to 35 dwellings/ha. However 123 units have already been approved within the building under prior approval reference 40050/APP/2017/2438. The current application proposes 25 units but would result in 7 of the approved units being un-deliverable, thus if approved there would be an uplift of 18 units to a total of 141 units in the building, this level of development would equate to 197 dwellings/ha.

The site has a PTAL rating of 2/3 and Policy 3.4 of the London Plan seeks for new developments to achieve the appropriate density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 2/3, with smaller sized units of 2.7 to 3 habitable rooms that a density of 70-170 is appropriate. The proposed scheme has a density of 197 units per hectare which sits just outside the density range recommended by the London Plan (March 2016). However given the close proximity of the site to the adjacent Town Centre, the proposed density is considered acceptable in this location.

Unit Mix

In ensuring a range of housing choice is provided to residents, London Plan Policy 3.8 states that new developments should offer a range of choices, in terms of the mix of housing sizes and types. The Council's current information on housing need indicates a substantial borough-wide requirement for larger private market units, particularly 3 bedroom properties. The mix for affordable housing is also broadly the same, albeit the greatest requirement is for 2 bedrooms (44%) rather than 3 bedroom (37%) units.

The housing mix set out in the Council's current information on housing need should act as a starting point for all schemes in accordance with policy DMH 2: Housing Mix. Saved Policies H4 and H5 of the Hillingdon Local Plan (November 2012) seek to ensure a practicable mix of housing units are provided within residential schemes. However, it is recognised that certain locations and types of building are more suited to providing family units than others and as such, the exact housing mix requirement within the SHMA (2018) should not be construed as offering a blanket approach to be applied to all schemes. The Mayor's Housing Supplementary Planning Guidance (2016) provides a steer on how a more flexible approach can be utilised.

The development proposes the following mix of units:

14 x 1 bed units

8 x 2 bed units

3 x 3 bed units.

The Council's Policy Team reviewed the submitted housing mix and raised concerns based on the number of 3 bedroom units proposed. As a result the number of 3 bed units has been increased by the applicant to three. Saved Policy H4 of the Hillingdon Local Plan (November 2012) encourages one and two bedroom developments within town centres and given the location of the site, within, although on the edge of the town centre the mix proposed, which includes a proportion of larger units at 12%, is deemed acceptable and appropriate and in accordance with Saved Policies H4 and H5 of the Hillingdon Local Plan (November 2012) and emerging policy DMH 2: Housing Mix.

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

Conservation Areas

The Council's Conservation and Design Officer has reviewed the submitted details and raised no objections to the development, concluding that the proposed structure would not impact negatively on the nearby conservation areas so long as appropriate conditions requiring details of proposed materials is imposed on any grant of planning consent. Subject to the attachment of this condition the application is recommended for approval.

The overall development is considered to be a well designed extension which will have a positive impact on the visual amenities of the Conservation Area, in accordance with Policies BE10 of the Hillingdon Local Plan (November 2012). It is recommended that the a materials condition is attached should the application be approved.

Listed Buildings

The nearest listed building is the Grade II* Listed The Crown and Treaty Inn on Oxford Road. This building is located approximately 150m to the east of the site. The Canal and modern office buildings lie between the listed building and the application site. It is considered that the separation is sufficient so that the setting of the Grade II* Listed Building would not be adversely affected.

The Swan and Bottle Public House on the northern side of Oxford Road is locally listed. The Council's Conservation and Design Officer has concluded that the proposed structures would not impact negatively on this building. The development is considered to have a positive impact on the visual amenities of the adjacent Listed Building, in accordance with Policies BE4 of the Hillingdon Local Plan (November 2012) and Policies DMHB 1, DMHB 2 and DMHB 4 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies and the London Plan (2016).

Archaeology

The proposed development lies on the edge of the Colne Valley Archaeological Priority Area. However, given the nature of the works, the proposal would not be likely to affect any archaeological remains.

The proposed development is therefore deemed to accord with Policy 7.8 of the London Plan (2016) and Policy DMHB 7 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies and the London Plan (2016).

7.04 Airport safeguarding

National Air Traffic Services and Heathrow Airport Limited were consulted on the proposed development and they have confirmed that they have no objections to the proposal and have not requested any conditions and/or informatives.

7.05 Impact on the green belt

The application site is on the eastern bank of the River Colne. The land on the western bank and beyond is within South Buckinghamshire and is designated as green belt. The

proposed development will introduce two storeys of residential development, however it will replace an existing parapet wall that is over a storey in height. The new additional storey above this is proposed to be set in from the facades of the building and only the upper section of this storey would be visible. It is likely that the additional storey would not be visible close to the building and only have a visual impact from longer views. As such the proposed development will have a slightly increased bulk when viewed from the green belt, however this increase is considered minimal and not to have a significantly greater detrimental impact on the green belt than the existing large scale buildings on the site. At present the current 6 storey building is partially screened by large mature trees, some evergreen, and the views are towards an established urban skyline. The new structure will be more visible, but the change would not be significant enough to detract from the skyline or the open character of the adjoining spaces.

Therefore, the application is considered to comply with Policy OL5 of the Hillingdon Local Plan and Policy DMEI 6 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies and the London Plan (2016).

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area as do Policies DMHB 10 and DMHB 11 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies.

Policy 7.1 of the London Plan (March 2016) sets out a series of overarching design principles for development in London and Policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to optimising the housing potential/density of sites (Policy 3.4) and sustainable design and construction (Policy 5.3) are also relevant.

The Canal and River Trust and the Middlesex Branch of Inland Waterways have raised concerns over the impact of the proposals on the adjacent canal and towpath area. The principle concerns revolve around the relationship of the development to the canal.

The development will increase the height of the existing Bridge House by 2.2m. As stated above the proposed development will introduce two storeys of residential development, however it will replace an existing parapet wall that is over a storey in height. The new additional storey above this is proposed to be set in from the facades of the building by 3.5m and only the upper section of this storey would be visible above the upper parapet. It is likely that the additional bulk proposed would not therefore be visible from anywhere close to the existing building and in particular from along the canal and towpath due to the angle of sight lines.

The context of the existing development and neighbouring buildings should be taken into account. There is already a 'canyoning effect' at present which runs for approximately 100m from the Oxford Road bridge. The length will not change. The increase in height will not have a material adverse change to the current situation. Furthermore, the canal runs on a south-west axis ensuring that the direct sunlight will penetrate the length of the canal towpath.

The development does not materially worsen the situation, and therefore a refusal on this basis would be difficult to support. Notwithstanding that, the Council and its partners seek net improvements through development. In this instance there is a direct relationship between the canal and the development and improvements should be sought offsite if not deliverable onsite. As a consequence, a contribution of £12,500 to the Canal and River Trust is sought through the S106 to fund improvements along this stretch of the Canal that

offset the harm that remains as a result of this development.

In terms of the wider area the impact of the development is deemed acceptable due to the minimal change in the massing of the building and the proposed changes to the face which will increase visual interest and replace the current blank parapet. The proposed scheme is therefore deemed in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies DMHB 10 and DMHB 11 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies and Policy 7.1 of the London Plan (March 2016).

7.08 Impact on neighbours

Outlook and Light

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded. Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas. This is also supported by Policy DMHB 11 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies.

The proposal complies with relevant guidance and is not considered to result in a form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Similarly, is not considered that there would be a material loss of daylight or sunlight to any neighbouring residential property, in accordance with Policy BE20 of the Local Plan Part 2 and Policy DMHB 11 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies (March 2019).

Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of occupiers and their neighbours. (HDAS) Supplementary Planning Document: Residential Layouts, also sets out a minimum distance of 21m between facing habitable room windows, as measured at a 45 degree line from the centre of the nearest first floor window. This is also supported by Policy DMHB 11 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies (March 2019).

The closest residential properties are within Denham Lodge, to the north west of the site on the opposite side of Oxford Road. This building is over 65m away from Bridge House. It is therefore considered that there would be no loss of privacy to adjoining occupiers. The development is therefore in accordance with Policy BE24 of the Local Plan Part 2 and Policy DMHB 11 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies (March 2019).

7.09 Living conditions for future occupiers

Internal Space Standards

All of the dwellings proposed comply with the internal space standards as set out in Table 3.3 'Minimum Space Standards for New Dwellings' of the London Plan 2016 and the Technical housing standards - nationally described space standard (2015).

Amenity Space

The development proposed is required to deliver the following amenity space:

14 x 1 bedroom flats = 280m²
8 x 2 bedroom flats = 200m²
3 x 3 bedroom flats = 90m²

In total therefore 570m² of external amenity space is required. An area of public open space (145m²) is proposed to the west of the existing building and each proposed unit would benefit from a balcony/private terrace. On the sixth floor these balconies would be 1.5m deep and provide between 10.5m² and 25m² per unit totally 240m². On the proposed 7th floor larger terraces are proposed that would provide between 28.4m² and 79m² per unit and total 438.5m². Overall therefore 823.5m² of external amenity space is proposed.

The amount of amenity space proposed therefore accords with the requirements outlined in Hillingdon's Design and Accessibility Statement Supplementary Planning Document - Residential Layouts SPD (2006) and GLA guidance. It should also be noted that an exercise room is proposed on the 6th floor which would add an additional 71.2m² of amenity space.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states: The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

This is also supported by Policies DMT 2 and DMT 6 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies.

Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

This site is directly accessed off Oxford Road in Uxbridge which is designated as 'Classified' in the borough's hierarchy of roads. The site exhibits a PTAL average rating of 2/3 which is considered as low which heightens dependency on the use of private motor transport. Vehicular access is taken from Oxford Road and is to remain unaltered.

The application has been reviewed by Highways England who have raised no objections to the proposal. In addition the Council's Highway Engineer has reviewed the scheme and also raised no objections subject to appropriate conditions and contributions as set out below:

Parking/Cycle Provision

For the proposed 25 additional units, there is a requirement to provide 38 car parking spaces, including 20% passive and 20% active electric vehicle charging point provisions (EVCP's) plus 10% disabled spaces. In addition 27 secure and accessible cycle parking spaces are required in order to accord with the Council's parking standards. The application indicates that this provision will be provided within the adjacent multi storey car park building and this would be in addition to the 185 spaces (with 19 disabled compliant spaces) already provided for the prior approval consent.

A condition requiring details of car parking allocation is therefore recommended to be

attached to any grant of planning consent to ensure that the above level of parking is secured.

Trip Generation/Vehicular Access Arrangements

The anticipated trip generation impact on the highway indicates a marginal increase of approximately a dozen two-way movements during the morning and evening peak periods in addition to the 40 - 50 expected from the 123 mixed residential unit generation subject of the PA consent.

Public Realm Impacts/Highway Interventions

The Prior Approval application for the wider development site secured contributions to mitigate against the detrimental impact of the development in terms of Highways and Public Realm. Pro rata the 25 units would require a contribution of:

1. Contribution towards improvements to the local highway network of £68,522.24
2. Public Realm Contribution of £47,965.44

Also a £12,500 contribution for upgrading the canal towpath to Quietway standard has also been requested by the Canal and Rivers Trust and agreed with the applicant.

Construction Logistics Plan (CLP)

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local road network in order to avoid/minimise potential detriment to the public realm. It will need to be secured under planning condition.

The application has been reviewed by the Council's Highway Engineer who is satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012), Policies DMT 2 and DMT 6 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies (March 2019) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

It is considered that there are no urban design or security issues arising from the proposal. The Council's Urban Design Officer has reviewed the scheme and raised no objections to the application.

The Metropolitan Police have been consulted on the proposals and raised no objections to the details submitted subject to the development being covered by a Secured by Design condition.

7.12 Disabled access

The Council's Access Officer has reviewed the application and requested that a condition be attached to any grant of planning consent to ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling.

Subject to the above the proposed scheme is considered to be in accordance with the London Plan 2016, Policy 3.8 (Housing Choice), 7.2 (Inclusive Environment), and the Council's Supplementary Planning Document 'Accessible Hillingdon', adopted September 2017.

7.13 Provision of affordable & special needs housing

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

for seeking affordable housing as schemes with 10 or more units. This supported by Policy DMH 7 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies (March 2019).

The development would introduce a total of 25 dwellings, thereby triggering the Mayor's affordable housing requirement threshold. Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council's Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2014 states that the Council aims to achieve a tenure mix of 70% social rent and 30% intermediate housing across the Borough, however it notes at paragraph 4.16 that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

The proposed scheme will provide 22 habitable rooms, equating to a 35% provision in line with Council policy in terms of quantum, they have also confirmed that these rooms are offered a policy compliant tenure mix.

The applicant has highlighted that the specifics of the scheme may mean there are difficulties in getting a RSL to take on the affordable units/securing grant funding. Officers are aware that the applicant has intentions to regenerate the wider former Xerox office park and it may be the case that the affordable units can be provided in a new building which better meets the needs of an RSL. This of course could not be at the expense of affordable housing required for any new development proposal (re: It could not count towards the affordable housing provision required for any such scheme). Nonetheless officers (including Council housing officers) understand the logic of including some form of time restricted cascade mechanism, so long as the affordable housing provision is policy compliant and is an equal or greater offer as regards size and quality of units provided.

A cascade mechanism would therefore be included in the S106 which allows the units to be provided on adjoining land (but only if it is redeveloped within an acceptable timeframe) to enable sufficient flexibility of delivery to ensure the affordable housing gets provided. It should be noted that the applicant's agreement to provide policy compliant affordable housing is conditional on such a clause due to their concerns over securing an RSL/grant funding.

The affordable housing offer is in accordance with Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies and Policy DMH 7 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies (March 2019). The details of the provision of affordable housing will be secured under the S106 Legal Agreement, which will also include an appropriate review mechanism.

7.14 Trees, landscaping and Ecology

Landscape

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved Policies (November 2012) requires new development to retain and utilise existing landscape features of merit and to provide new planting and landscaping wherever appropriate. This is supported by Policy DMHB 14 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies.

The Council's Landscape Architect has reviewed the submitted details and confirmed that subject to conditions they have no objection to the application.

Therefore, subject to the attachment of conditions the application is deemed in accordance with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved Policies (November 2012),

Policy DMHB 14 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies and the London Plan (2016).

Ecology

The site lies alongside a strategic waterway within the London Borough of Hillingdon, Policy EM3 Blue Ribbon Network in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) states: In respect of development proposals and in assessing how they can make a positive contribution to the Network as required by Policy EM3 the following considerations will apply:

- 1) For the rivers Colne, Pinn, Crane, Yeading Brook and some minor local tributaries to continue to play their role providing space for water.
- 2). To reduce flood risks to property and road, rail or other infrastructure located in proximity to water courses.
- 3). To make best use of river and canal corridors for active and passive recreation, increasing accessibility as part of a living corridor for people across the Borough, and in promoting its use as a link to recreational spaces.
- 4). To maintain and improve the river and canal corridors links as a linear feature in both town and countryside which serve as an "ecological corridors", as a habitat which enables species to migrate and colonise over wider areas.
- 5). To support the Rivers and Canal Trust aims and ensure that the historic structure of the canals is preserved and support for its continued use as navigable waterways is maintained.
- 6) To promote and develop the Grand Union Canal as a navigational waterway of national significance.

Policy DMEI 8 Waterside Development in emerging Hillingdon Local Plan Part 2 - Development Management Policies has further detailed considerations.

The Council's Flood and Water Management Officer has raised concerns about the impact of the proposals on the adjacent Blue Ribbon Corridor. The increase in residential unit numbers is likely to increase the light shed on a strategic corridor with no mitigation currently provided.

A previous application for facade alterations to the building (application reference 40050/APP/2018/1736) raised a similar objection that was resolved through the specification of tinted glass, which would result in a reduction in reflection and light spill (and would be a benefit to solar control). Provided such a product or similar is secured through the discharge of the materials condition the proposals are deemed in accordance with Policy EM3 Blue Ribbon Network in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) and Policy DMEI 8 Waterside Development in the Emerging Hillingdon Local Plan Part 2 - Development Management Policies.

7.15 Sustainable waste management

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

The Council's Waste Management Officer was consulted on the proposals and raised a concern regarding the proposed level of the waste storage areas proposed. These comments were forwarded to the applicant and the scheme has subsequently been amended. The Council's Waste Strategy Officer and the Council's Highways Engineer have both confirmed that the amended proposals are acceptable.

As such the scheme is considered to accord with Policy 5.17 of the London Plan (2016) and Policy DMHB 11 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies (March 2019).

7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG. Policy 5.2 of the London Plan seeks to minimise carbon dioxide emissions and requires major residential developments to achieve a zero carbon standard. However if this cannot be achieved, then a cash in lieu contribution will be sought.

The Council's Sustainability Officer has reviewed the submitted details. The submitted Energy Strategy demonstrates how the development will adopt sustainable design and construction techniques. However, overall the Energy Strategy does not demonstrate compliance with the London Plan (policy 5.2) through onsite measures to achieve zero carbon. The energy assessment submitted with the application demonstrates only a 35.1% onsite reduction in carbon from the baseline (46.53 tCO₂). This means there is a shortfall of 30.2 tCO₂. In addition, the assessment identifies that the bulk of the 35.1% saving will be delivered through onsite PV panels but there are no roof plan details showing if this is feasible. The energy assessment correctly identifies the current price per carbon tonne is £60 which is annualised for 30 years (i.e £1800/tCO₂).

To ensure this development is policy compliant there is a need for a condition to secure details of the proposed PV panels and a S106 contribution of upto £54,360 = shortfall (30.2 tCO₂) x cost per tCO₂ (£1800). Having discussed the shortfall with the applicant they are of the view that the Energy Assessment can be updated to improve the performance of the building, this approach is supported and therefore a condition is recommended that enables a further Energy Assessment to be submitted if it can be demonstrated that a reduced shortfall is achievable.

Subject to a Section 106 Legal Agreement securing a carbon off set contribution and the above condition, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and Policy DME1 2 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within flood zone 1 on the Environment Agency maps. A flood risk assessment is therefore not a requirement, although a Drainage Strategy would need to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

The Council's Flood and Water Management Officer assessed the submitted documentation and raised concerns about the potential loss of green infrastructure adjacent to canal. Following discussions and the submission of an amended plan that confirms that there are no changes proposed adjacent to the canal the scheme is considered acceptable subject to attaching a Sustainable Urban Drainage condition to any grant of planning consent.

7.18 Noise or Air Quality Issues

AIR QUALITY

The proposed development is located with the Uxbridge Focus Area, bringing additional air pollutant emissions which will add to current exceedances. As per the new London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to

the reduction of emissions in these sensitive areas.

The Council's Air Quality Specialist has reviewed the submitted documentation, including the Air Quality Assessment and has confirmed that a contribution of £20,706 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

NOISE

The development site is not adjacent to any unusual activities or uses that would create any additional requirements in terms of noise attenuation measures. The Council's Environmental Protection Unit have reviewed the submitted details and confirmed that they have no objections to the development subject to the attachment of appropriate conditions. These form part of the officer's recommendation.

7.19 Comments on Public Consultations

Consultation letters were sent to 63 local owner/occupiers on 10/07/18 and again on 11/04/19 following a change to the application's red line boundary. The application was also advertised by way of site and press notices. No responses to the public consultation have been received.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Saved Policies (November 2012) and Policy DMCI 7 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies are concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

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

The obligations sought are as follows:

1. On-site Affordable Housing (including review mechanism and cascade mechanism)
2. Air Quality contribution of £ £20,706
3. Carbon off-set contribution up to £54,360
4. Public Realm Contribution of £47,965.44
5. Highways Contribution of £68,522.24
6. Canal and Rivers Trust Contribution of £12,500
7. Parking permits restriction for future occupiers
8. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - up to £9,600 per phase or an in kind scheme to be provided
9. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £301,717.59.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per

square metre (as of the 1st of April 2019) of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £142,020.00.

7.21 Expediency of enforcement action

No enforcement action is required in relation to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

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

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

Planning Conditions

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

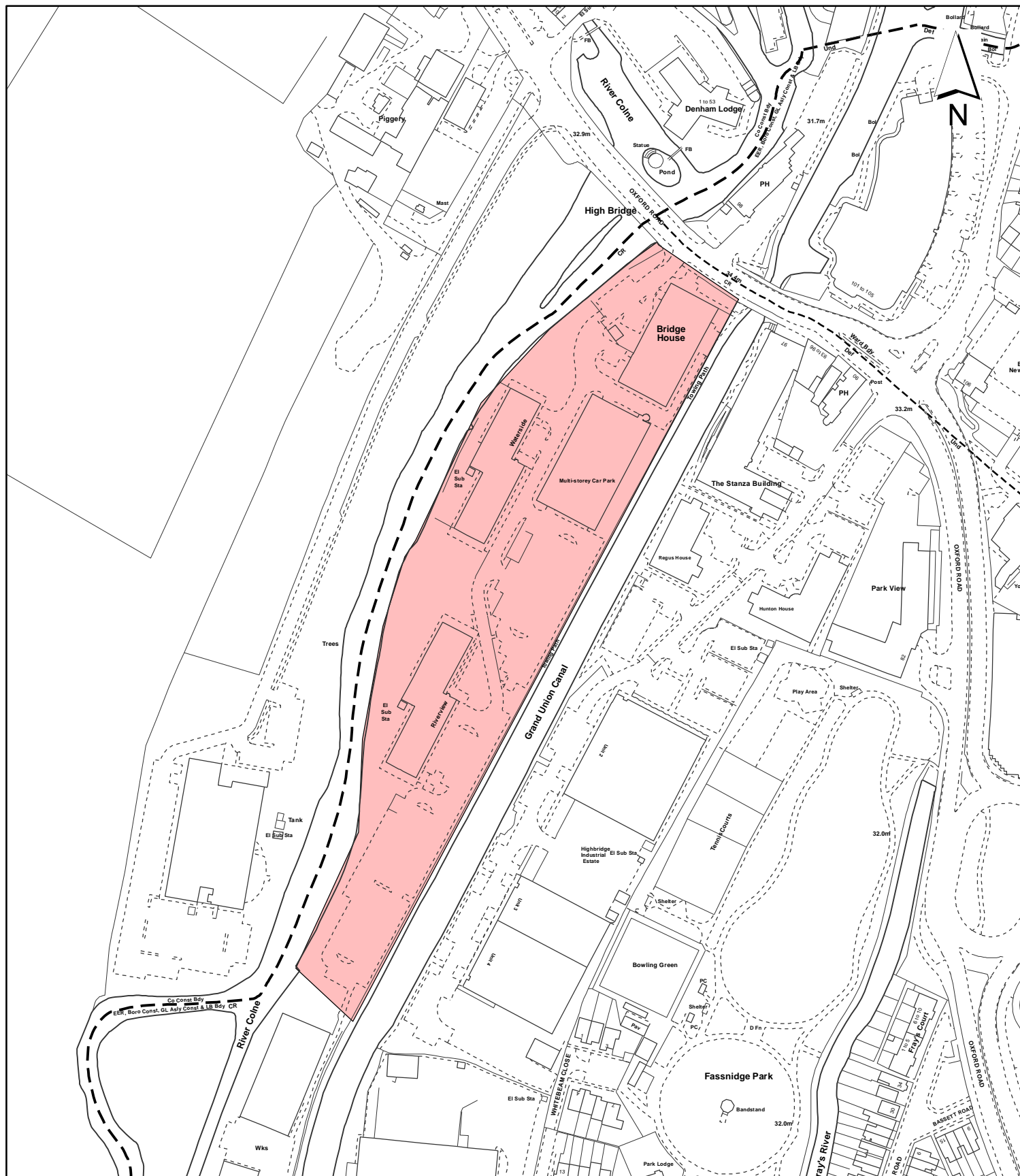
Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application.



Notes:

Site boundary

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Site Address:

**Bridge House
Oxford Road
Uxbridge**

Planning Application Ref:

40050/APP/2018/1737

Planning Committee:

Major

Scale:

1:2,500

Date:

August 2019

**LONDON BOROUGH
OF HILLINGDON**
**Residents Services
Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW
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LONDON