

Report of the Head of Planning, Transportation and Regeneration

Address 51 BELMONT ROAD UXBRIDGE

Development: Variation to Conditions 1 and 2 of planning application reference 34151/APP/2017/3332 (Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval))

LBH Ref Nos: 34151/APP/2019/3459

Drawing Nos: FLU.838.3.08 Rev H Proposed Site Plan
FLU.838.3.09 Rev M Proposed Lower Ground Floor Plan
Planning and Transport Statement May 2019
FLU.838.3.14 Rev E Proposed Front and Rear Elevations

Date Plans Received: 23/10/2019

Date(s) of Amendment(s): 24/10/2019

Date Application Valid: 24/10/2019

1. SUMMARY

This application seeks to amend consent reference 34151/APP/2017/3332 for 'Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)'.

Under the existing consent 13 car parking spaces would be allocated to the residential use and 11 allocated to the previous office within the rear yard area and the undercroft of the building.

The current application seeks to amend Conditions 1 and 2 of consent reference 34151/APP/2017/3332 to reduce the level of car parking required on site and to remove the requirement for a Parking Allocation Plan. These changes are proposed in order to ensure that the Prior Approval consent can be delivered in accordance with full planning application reference 34151/APP/2019/1179, which the Council's Major Applications Committee determined for approval on 16th October 2019.

The application has been reviewed by the Council's Highway Engineer who is satisfied that the proposed variation to the planning conditions would not exacerbate congestion or parking stress, and would not raise any highway safety concerns.

As such the application is recommended for approval subject to no relevant objections being raised during the consultation process and the completion of a Deed of Variation to the s106 legal agreement of application reference 34151/APP/2017/3332.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Regeneration and Transportation to confirm Prior Approval is Required and Granted subject to:

A) That the Council enters into a Deed of Variation to Planning Permission Section 106 agreement for planning application 34151/APP/2017/3332; with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate

legislation to secure:

1. A legal agreement to prevent future occupants from applying for car parking permits.

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 18th December 2019 (or such other timeframe as may be agreed by the Head of Planning, Regeneration and Transportation), delegated authority be given to the Head of Planning, Regeneration and Transportation to refuse the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development to prevent additional highway impacts which could result in undue demand on existing car parking facilities. The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

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

F) That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning, Regeneration and Transportation prior to issuing the decision:

1 NONSC Parking

Prior to occupation of the development, the following shall be provided on site:

1. 4 car parking spaces with markings, including 1 space for visitor parking
2. 3 parking spaces to be assigned for use by disabled persons and marked as such
3. 1 parking spaces to be supplied with active Electric Vehicle Charging points
4. 2 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 1 motorcycle parking space
6. Secure and covered parking spaces to be provided for 20 bicycles as a minimum

Thereafter, they shall be permanently retained, used for no other purpose and shall at no time be sub-let or sold to any other 3rd party.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in

accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

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:

FLU.838.3.08 Rev H

FLU.838.3.14 Rev E

FLU.838.3.09 Rev M

DR-411-101 P00

DR-411-102 P00

DR-412-113 P00

DR-412-114 P00; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 NONSC Noise Protection

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from noise generated by commercial premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise generated by commercial premises in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

4 NONSC Non Standard Condition

(1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and

(2) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the Council dispenses with any such requirement specifically and in writing.

(3) If during development works asbestos is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation.

REASON

To ensure that risks from any contamination to the future users of the site and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.21 of the London Plan (2016).

INFORMATIVES

1

Please note that pursuant to paragraph O.2(2) of the GPDO 2015 (as amended), development permitted under Class O is subject to the condition that it must be completed within a period of 3 years starting with the prior approval date.

2

Please note that pursuant to paragraph W(12)(a) of the GPDO 2015 (as amended), development permitted under Class O is subject to the condition that it must be carried out in accordance with the details approved by the local planning authority.

3

Please ensure that a Building Regulations application is submitted for this work, please visit Hillingdon Building Control website for the application forms.

4 115 **Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The site is located on Belmont Road in Uxbridge Town Centre. The building was previously three floors of office use with undercroft/basement parking for 39 cars. The site has a PTAL rating of 6A and is within a developed area, as designated by the Hillingdon Local Plan (November 2012).

3.2 **Proposed Scheme**

This application seeks to amend Prior Approval reference 34151/APP/2017/3332 for

'Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)'.

Under the existing consent 13 car parking spaces would be allocated to the residential use on the 1st and 2nd floors of the building consented under the Prior Approval. In addition 11 car parking spaces would be allocated to the previous office use within the ground floor. The parking would be provided within the rear yard area and the undercroft of the building.

The current application seeks to amend Conditions 1 and 2 of consent reference 34151/APP/2017/3332 to reduce the level of car parking required on site and to remove the requirement for a Parking Allocation Plan. These changes are proposed in order to ensure that the Prior Approval consent can be delivered in accordance with full planning application reference 34151/APP/2019/1179 for 'Removal of undercroft parking, single storey third floor level extension, and rearrangement of lower and upper ground floor levels to provide 16 residential units and external alterations including landscaping'.

The Council's Major Applications Committee determined that application reference 34151/APP/2019/1179 should be approved on 16th October 2019. The submitted plans as part of the this application match those determined for approval by members under application reference 34151/APP/2019/1179 and therefore will benefit from planning consent subject to completion of the s106 legal agreement.

In terms of parking the full planning consent determined for approval by members proposes a total of 4 car parking spaces, including 1 space for visitor parking and 3 parking spaces to be assigned for use by disabled persons. One of the disabled spaces would be supplied with an active Electric Vehicle Charging point and two with a passive Electric Vehicle Charging point. Also proposed are 1 motorcycle parking space and secure and covered cycle parking.

As the Prior Approval application consented a different parking arrangement and allocation it could not be brought forward in accordance with the details of application reference 34151/APP/2019/1179. This application seeks to resolve this discrepancy.

The current application seeks to amend the above proposal by varying the Conditions 1 and 2 of Prior Approval reference 34151/APP/2017/3332. The previous Condition 1 stated: 'Prior to occupation of the development, the following shall be provided on site:

1. 11 car parking spaces with markings, including spaces for visitor parking
2. 1 parking spaces to be assigned for use by disabled persons and marked as such
3. 2 parking spaces to be supplied with active Electric Vehicle Charging points
4. 2 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 1 motorcycle parking space
6. Secure and covered parking spaces to be provided for 20 bicycles as a minimum

Thereafter, they shall be permanently retained and used for no other purpose.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).'

It is proposed to amend this condition to:

Prior to occupation of the development, the following shall be provided on site:

1. 4 car parking spaces with markings, including 1 space for visitor parking

2. 3 parking spaces to be assigned for use by disabled persons and marked as such
3. 1 parking spaces to be supplied with active Electric Vehicle Charging points
4. 2 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 1 motorcycle parking space
6. Secure and covered parking spaces to be provided for 20 bicycles as a minimum

Thereafter, they shall be permanently retained and used for no other purpose.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).'

The previous Condition 2 stated:

'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) and policies 6.3 and 6.13 of the London Plan (2016).'

It is proposed that Condition 2 be varied to approve the new proposed site plan, lower ground floor plan and elevations plan approved as part of application reference 34151/APP/2019/1179. The elevations plan is included due to a minor change in window width for a ground floor unit that is shown on the Lower Ground Floor Plan. The elevations plan is therefore included to ensure consistency in the approved plans.

3.3 Relevant Planning History

34151/APP/2017/3332 51 Belmont Road Uxbridge

Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)

Decision: 15-11-2017 Approved

34151/APP/2018/4259 51 Belmont Road Uxbridge

Creation of third floor level, conversion of undercroft to office and creation of 4 x 1-bed and 4 x 2 bed self contained flats with associated alterations to elevations

Decision: 02-05-2019 Approved

34151/APP/2019/110 51 Belmont Road Uxbridge

Details pursuant to conditions 2 (Parking Allocation) and 3 (Insulation and Ventilation Scheme) of planning permission Ref: 34151/APP/2017/3332 dated 20/11/2017 (Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)

Decision: 07-05-2019 Approved

34151/APP/2019/1179 51 Belmont Road Uxbridge

Removal of undercroft parking, single storey third floor level extension, and rearrangement of lower and upper ground floor levels to provide 16 residential units and external alterations including landscaping

Decision: 16-10-2019 Approved

Comment on Relevant Planning History

As detailed above, this application seeks to ensure that Prior Approval reference 34151/APP/2017/3332 can be delivered in accordance with the details submitted as part of full planning application reference 34151/APP/2019/1179.

4. Planning Policies and Standards

Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

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.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- OE5 Siting of noise-sensitive developments
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- NPPF1 NPPF - Delivering sustainable development
- NPPF10 NPPF - Meeting challenge of climate change flooding costal

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- Not applicable
- 5.2** Site Notice Expiry Date:- **19th November 2019**

6. Consultations

External Consultees

Consultation letters were sent to 41 local owner/occupiers and the application was also advertised

by way of site notices.

No responses have been received at the time of writing this report. Any future correspondence received will be detailed within the committee addendum.

Internal Consultees

FLOOD AND WATER MANAGEMENT

No objection to the proposed changes. This was previously a change of use application with no change to external surfaces. The current proposals would increase the amount of green open space which reduces the quantum of impermeable surface.

HIGHWAYS

Condition 1

Given the highly sustainable nature of the location, the reduction from 13 on-plot residential spaces to 3 disabled spaces with EVCP provision (2 passive & 1 active) plus 1 visitor space is considered acceptable. It is noted that the proposal also exceeds LP Policy T6.1 related to disabled bay provision as a percentage of unit numbers which is welcomed and hence does not raise issue. The proposed variation to condition 1 is therefore considered acceptable.

Condition 2

In terms of condition 2 which is related to 'parking allocation', it would appear to be no longer relevant as the 3 disabled and 1 visitor space would not lend themselves to allocation to any individual unit. Therefore condition 2 is not strictly required as it serves no specific function. Notwithstanding this point, if we wish to retain this condition and consider the application as a 'variation' to the said then the submitted plan (No.FLU.838.4.08) would be considered acceptable within that context.

EPU

I have no further comments to make.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has been established under consent reference 34151/APP/2017/3332 under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016, which allows that from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria.

The prior approval proposal fell to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application did not seek full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

- (a) transport and highways impacts of the development;
- (b) contamination risks on site;
- (c) flooding risks on site; and
- (d) impacts of noise from commercial premises on the intended occupiers of the

development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, a prior approval application must be assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

Prior Approval application 34151/APP/2017/3332 was assessed against the above criteria and subject to relevant conditions and ensuring that future occupiers would not apply for residents parking permits, to be secured through a Section 106 Legal Agreement, prior approval was not required.

7.02 Density of the proposed development

Not applicable as this is not an application for planning permission.

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

Not applicable as this is not an application for planning permission.

7.04 Airport safeguarding

Not applicable as this is not an application for planning permission.

7.05 Impact on the green belt

Not applicable as this is not an application for planning permission.

7.06 Environmental Impact

Not applicable as this is not an application for planning permission.

7.07 Impact on the character & appearance of the area

Not applicable as this is not an application for planning permission.

7.08 Impact on neighbours

Not applicable as this is not an application for planning permission.

7.09 Living conditions for future occupiers

Not applicable as this is not an application for planning permission.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The Council's Highways Engineer has reviewed the proposals and provided comments on the acceptability of the proposed changes. They have advised that as the original approval could have been presented as 'car-free' given the highly sustainable nature of the location, therefore the proposed changes are considered acceptable.

In terms of condition 2 which is related to 'parking allocation', it is agreed that this is no longer relevant as the 3 disabled and 1 visitor space would not lend themselves to allocation to any individual unit. Therefore condition 2 is not strictly required as it serves no specific function.

In order to prevent undue burden on parking within the surrounding area, the applicant was required to enter into a Section 106 agreement to ensure that future occupants of the development would not apply for car parking permits. The Applicant agreed to this obligation which was secured through a S106 Legal Agreement. Subject to the completion of a Deed of Variation to the Legal Agreement in order that it is linked to the current application, the Highway's impact of the proposed changes are considered acceptable.

7.11 Urban design, access and security

- Not applicable as this is not an application for planning permission.
- 7.12 Disabled access**
- Not applicable as this is not an application for planning permission.
- 7.13 Provision of affordable & special needs housing**
- Not applicable as this is not an application for planning permission.
- 7.14 Trees, Landscaping and Ecology**
- Not applicable as this is not an application for planning permission.
- 7.15 Sustainable waste management**
- Not applicable as this is not an application for planning permission.
- 7.16 Renewable energy / Sustainability**
- Not applicable as this is not an application for planning permission.
- 7.17 Flooding or Drainage Issues**
- The proposed changes to parking provision are not considered to impact on flooding or draining issues. The Council's Flood and Water Management Officer was consulted on the proposals and confirmed that they have no objections.
- 7.18 Noise or Air Quality Issues**
- The Council's Environmental Protection Unit were consulted on the proposals in terms of the potential detrimental impact from noise generated externally from the site. No objections were raised subject to a condition requiring details of how future occupiers will be protected from noise generated by adjacent commercial premises. The current application only proposes changes to the parking allocation and the original noise protection condition is recommended to be attached to this consent.
- 7.19 Comments on Public Consultations**
- None received at present, any future correspondence received will be detailed within the committee addendum.
- 7.20 Planning Obligations**
- In order to mitigate against the impact of the consented prior approval proposals, the following obligations were secured:
1. Agreement to ensure that future occupants will be prohibited from applying for car parking permits.
- It is recommended that a Deed of Variation is secured to the Legal Agreement attached to the previous consent to ensure that the same obligations are secured.
- 7.21 Expediency of enforcement action**
- Not applicable
- 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. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

This application seeks to amend consent reference 34151/APP/2017/3332 for 'Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with

ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)'.

Under the existing consent 13 car parking spaces would be allocated to the residential use and 11 allocated to the previous office within the rear yard area and the undercroft of the building.

The current application seeks to amend Conditions 1 and 2 of consent reference 34151/APP/2017/3332 to reduce the level of car parking required on site and to remove the requirement for a Parking Allocation Plan. These changes are proposed in order to ensure that the Prior Approval consent can be delivered in accordance with full planning application reference 34151/APP/2019/1179, which the Council's Major Applications Committee determined for approval on 16th October 2019.

The application has been reviewed by the Council's Highway Engineer who is satisfied that the proposed variation to the planning conditions would not exacerbate congestion or parking stress, and would not raise any highway safety concerns.

As such the application is recommended for approval subject to no relevant objections being raised during the consultation process and the completion of a Deed of Variation to the s106 legal agreement of application reference 34151/APP/2017/3332.

11. Reference Documents

Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

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

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

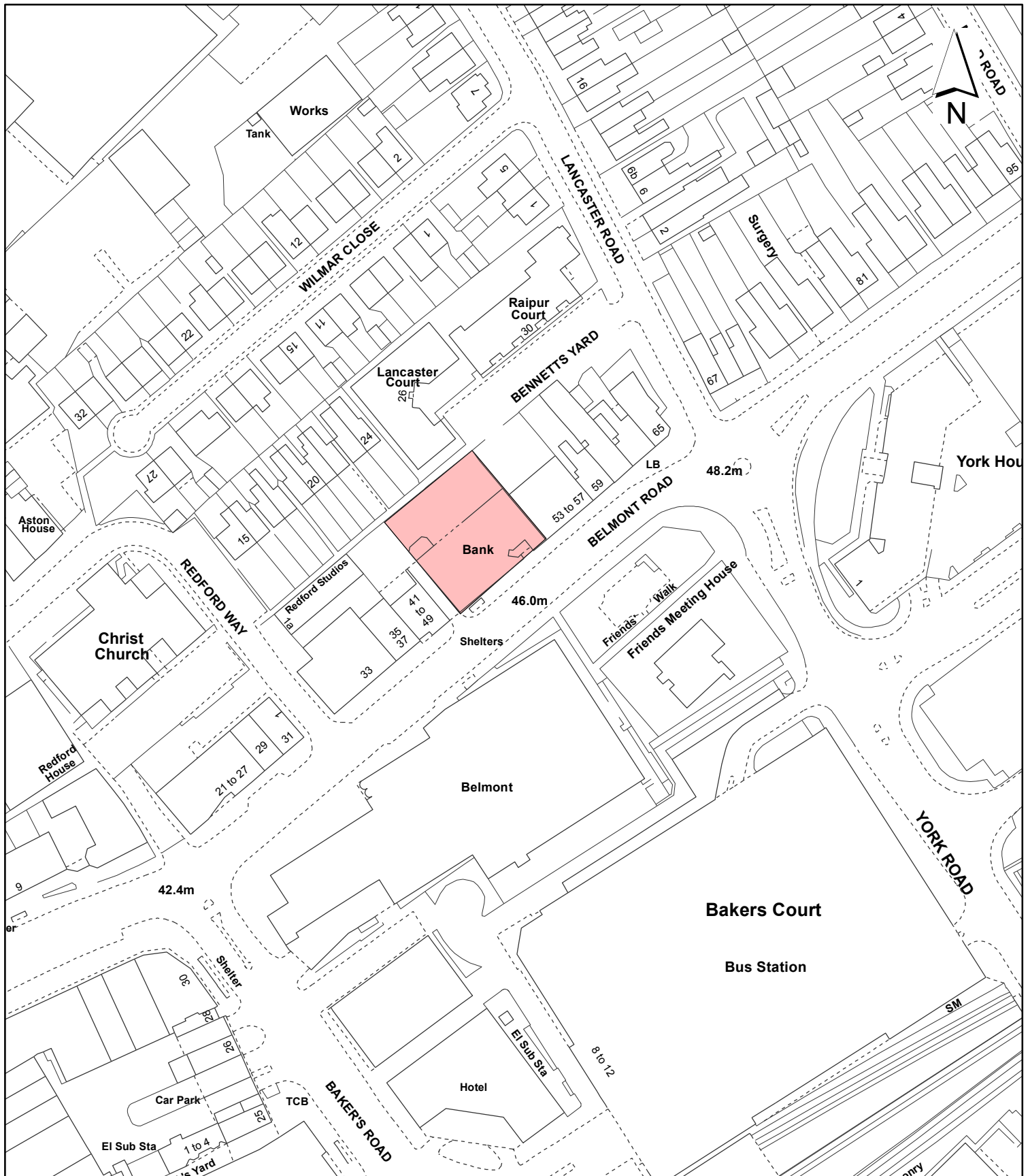
Emerging Hillingdon Local Plan: Part 2 Site Allocations and Designations

Emerging Hillingdon Local Plan: Part 2 Development Management Policies

Emerging Hillingdon Local Plan: Part 2 Policies Map

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**51 Belmont Road
 Uxbridge**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
34151/APP/2019/3459

Scale:
1:1,250

Planning Committee:
Major

Date:
November 2019

