

**Item No.**                    **Report of the Head of Planning, Transportation and Regeneration**

**Address**                    1 VINE STREET UXBRIDGE

**Development:**            Change of use of first and second floors from office use to 4 x 1-bed self contained flats involving alterations to elevations

**LBH Ref Nos:**            66021/APP/2020/1422

**Drawing Nos:**            Marketing Report dated 20th April 2020  
 Design and Access Statement dated 29th April 2020  
 WP-0731-E-0301 Rev. P01 (Existing GA Elevation - North)  
 WP-0731-A-0001 Rev. P02  
 WP-0731-A-0010 Rev P01 - (Existing Ground Floor)  
 WP-0731-P-0011 Rev. P01 (Existing GA Plan - Level 1)  
 WP-0731-A-0351 Rev. P01 (Fire Strategy Section AA)  
 WP-0731-A-0100 Rev. P02 (GA Plan Ground Level)  
 WP-0731-A-010 Rev. P02 (Existing GA Ground Level)  
 WP-0731-A-0101 Rev. P02 (Proposed GA Plan Level 1)  
 WP-0731-A-0102 Rev. P02 (Proposed GA Plan Level 2)  
 WP-0731-S-0300 Rev. P01 (Existing GA Section Section BB)  
 WP-0731-A-0301 Rev. P01 (Proposed GA Section AA)  
 WP-0731-E-0301 Rev. P01 (Existing GA Elevation - North)  
 WP-0731-A-0302 Rev. P02 (Proposed GA Section BB)  
 WP-0731-A-0150 Rev. P01 (Fire Strategy Ground Level)  
 WP-0731-A-0151 Rev. P01 (Fire Strategy Level 1)  
 WP-0731-A-0152 Rev. P01 (Fire Strategy Level 2)  
 WP-0731-P-0010 Rev. P01 (Block Plan)  
 WP-0731-A-0012 Rev P01 - Existing GA Plan level 2  
 WP-0731-A-0013 Rev. P01 (Existing GA Plan Roof Level)

**Date Plans Recieved:**    04/05/2020                    **Date(s) of Amendment(s):**

**Date Application Valid:**   15/05/2020

## 1. SUMMARY

The application seeks planning permission for the change of use of first and second floors from office use (Use Class B1) to 4 x 1-bed self contained flats involving alterations to elevations (Use Class C3).

The proposed development demonstrates that due regard has been made to the setting of the nearby Randall's building, both in terms of the listed building and the character and appearance of the Conservation Area (CA).

The proposed layout would not have an adverse impact on the living conditions of surrounding occupiers in terms of over-dominance, loss of privacy and loss of daylight/sunlight. It is considered that the scale and layout of the proposed development would be compatible with sustainable residential quality, having regard to the specific heritage constraints of this site. Furthermore, the scheme is considered acceptable in terms of highway and pedestrian safety aspects.

## 2. RECOMMENDATION

**That delegated powers be given to the Head of Planning, Transportation and**

**Regeneration to grant planning permission, subject to the following:**

**1. That the applicant enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:**

**i) Parking permit restriction for future occupiers**

**ii) A project management and monitoring fee of 5% of the total cash contributions for the management and monitoring of the resulting agreement (in the event that a S106 Agreement is completed).**

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

**3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.**

**4. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within six months or any other period deemed appropriate by the Head of Planning, Transportation and Regeneration then delegated authority be granted to the Head of Planning, Transportation and Regeneration to refuse the application for the following reasons:**

**"1. The applicant has failed to agree to the restrictions of parking permits which is required in order to facilitate sustainable development. The developments therefore fails to provide adequate off street parking provision or demonstrate that the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity contrary to Policy DMT 6 Hillingdon Local Plan: Part Two - Development Management Policies (2020)."**

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

**6. That if the application is approved, the following conditions be attached:**

**1            RES3            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            RES4            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 WP-0731-A-0101 Rev. P02 (Proposed GA Plan Level 1), WP-0731-A-0102 Rev. P02 (Proposed GA Plan Level 2), WP-0731-E-0301 Rev. P01 (Proposed GA Elevation - North), WP-0731-A-0301 Rev. P01 (Proposed GA Section AA), WP-0731-A-0302 Rev. P02 (Proposed GA Section BB), WP-0731-A-0150 Rev. P01 (Fire Strategy Ground Level), WP-0731-A-0151 Rev. P01 (Fire Strategy Level 1), WP-0731-A-0152 Rev. P01 (Fire Strategy Level 2) and WP-

0731-A-0351 Rev. P01 (Fire Strategy Section AA) and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2016).

**3 RES17 Sound Insulation**

Development shall not begin until a scheme for protecting the proposed development from (road traffic) (rail traffic) (air traffic) (other) noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy EM8 of the Local Plan Part 1 (2012) and London Plan (2016) Policy 7.15.

**4 NONSC Non Standard Condition**

Prior to the commencement of development, details of the deck-access railings including materiality, manufacturer information and the product code shall be submitted to and approved by the Local Planning Authority. Works shall be carried out in accordance to the approved details.

**REASON**

To safeguard and conserve the character and appearance of the conservation area in accordance with Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 1, DMHB 4 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and the Planning (Listed Buildings and Conservation Areas) Act 1990.

**5 NONSC Non Standard Condition**

Prior to the commencement of development, details of the roof lights including manufacturer information and the product code, shall be submitted to and approved by the Local Planning Authority. The roof lights shall be fitted completed flush along the roof line (re: Must be Conservation type rooflights). Works shall be carried out in accordance to the approved details and retained as such thereafter.

**REASON**

To safeguard and conserve the character and appearance of the conservation area in accordance with Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 1, DMHB 4 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and the Planning (Listed Buildings and Conservation Areas) Act 1990.

**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 Local Plan Part 1 (2012) and Part 2 (2020) 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.

DMH 2	Housing Mix
DMH 3	Office Conversions
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
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 5.3	(2016) Sustainable design and construction
LPP 6.9	(2016) Cycling
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment

## **3 I59 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

## **4 I5 Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as

removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

**5            16                    Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

**6            115                    Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

**7            147                    Damage to Verge - For Council Roads:**

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

**8**            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 Local Plan Part 1, Local Plan Part 2, 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.

**9**            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](mailto: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](http://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.

**3. CONSIDERATIONS**

**3.1 Site and Locality**

The application site is situated on the southern side of Vine Street, Uxbridge. The building is a prominently situated 3-storey building at the junction of Uxbridge High Street and Vine Street. The building is characterised by its red brick exterior, quoin detailing, stone dressings and a strong projecting cornice at the roof eaves.

The site is located within the Old Uxbridge/Windsor Street Conservation Area.

**3.2 Proposed Scheme**

The application seeks planning permission for the change of use of first and second floors from office use (Use Class B1) to 4 x 1-bed self contained flats involving alterations to elevations (Use Class C3)

**3.3 Relevant Planning History**

**Comment on Relevant Planning History**

No relevant planning history

**4. Planning Policies and Standards**

## Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

### Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.HE1	(2012) Heritage
PT1.H1	(2012) Housing Growth
PT1.EM8	(2012) Land, Water, Air and Noise

### Part 2 Policies:

DMH 2	Housing Mix
DMH 3	Office Conversions
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
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 5.3	(2016) Sustainable design and construction
LPP 6.9	(2016) Cycling
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment

## 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- Not applicable
- 5.2 Site Notice Expiry Date:- **17th June 2020**

## **6. Consultations**

### **External Consultees**

45 neighbouring properties were consulted by letter dated 19/5/2020 and the consultation period expired on 10/6/2020.

One written representation was received objecting to the proposal but this was later withdrawn as the objector understood the application to relate to a different property.

### **Internal Consultees**

Conservation and Urban Design officer:

Summary of comments: Negligible harm - conditions recommended

Historic Environment Designation (s) - Old Uxbridge/Windsor Street Conservation Area

Assessment - background/significance

This is an attractive and well detailed mid- 20th century building in the Neo-Georgian Style. It is a prominently situated 3-storey building at the junction of Uxbridge High Street and Vine Street. The building is characterised by its red brick exterior, quoin detailing, stone dressings and a strong projecting cornice at the roof eaves. The street scene elevation is symmetrical in appearance with a three tiered hierarchy vertically. The entrance comprises a centrally placed, timber double doors, with an attractive stone surround with Tuscan columns and a rectangular entablature above. The window at first floor also includes a notable stone surround. The ground floor is well defined by 4 large, multi-paned bow shop windows. Until recently the first floor windows had been traditional timber, vertically sliding, single glazed, multi-paned sash windows and second floor comprised of timber casement windows. Unfortunately these have been replaced with inappropriate modern alternatives which detract from the appearance of the building. According to Council records the new windows do not appear to benefit from planning permission.

Assessment - impact

From a historic environment perspective there would be no objections to the principle of changing the use of the upper floors to residential.

The proposed development would result in significant amendments to the rear elevation including alterations to the existing fenestration. The proposed residential units across the two floors would be accessed via a deck-access arrangement comprising of a new structure built across the rear elevation. The rear elevation is visible from within the rear service yards associated to the neighbouring properties along the High Street and Vine Street as well as views from the nearby Grade II Listed Civic Centre. These contribute to how the conservation area is experienced, just because they are not all public views should not lessen the requirement to pay special attention to the desirability of preserving or enhancing the conservation area. Whilst there would be some concerns regarding the proposed deck-access it would be a minimal structure therefore a compromise could be made in this regard. However the proposed 5 roof lights would significantly litter the appearance of the rear roof slope. The number of roof lights and/or the size of the roof lights would need to be significantly reduced. The roof lights would need to be conservation roof lights set completely flush along the roof line.

The proposed development would result in some harm to the conservation area however such harm is likely to be negligible in this instance. Subject to further information/conditions the proposal would be deemed admissible.

Other matters



The submitted information does not include a Design and Access Statement and/or Heritage statement, failing to recognise that the site is located within the Old Uxbridge/ Windsor Street Conservation Area. Such information should have been submitted in accordance to paragraph 189 of the National Planning Policy Framework (NPPF, 2019).

Conclusion: Recommend amendments to the number and/or size of the roof lights. Negligible harm - conditions recommended

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

Policy DMTC 1: Town Centre Developments of the Hillingdon Local Plan Part 2: Development Management Policies (January 2020) states that the Council will support 'main town centre uses' where the development proposal is consistent with the scale and function of the centre. Town centre development will need to demonstrate that: i) adequate width and depth of floor space has been provided for the town centre uses; and ii) appropriate servicing arrangements have been provided.

Policy DMH 3: (Office Conversions) of the Hillingdon Local Plan Part 2: Development Management Policies (January 2020) states that A) Where offices are found to be redundant, their demolition and redevelopment for office accommodation will be supported. Where this is not feasible or viable, proposals for the conversion of offices to residential which fall outside of current permitted development rights will be supported where: i) the conversion of offices provide an external finish that is suitable to a residential building and in keeping with the character of the area; ii) balconies and/or amenity spaces are designed into the development as integral facilities and the creation of well designed public realm and landscaping is demonstrated; iii) any additional functional features that are needed such as pipes, flues or communications equipment are grouped together and routed through existing features where possible, and kept off publicly visible elevations; and iv) proposed homes have a dual aspect wherever possible (see Mayor of London's Housing SPG). A sole aspect home overlooking a parking court or other shared use rear area will generally be unacceptable. B) All conversions that fall outside of existing permitted development rights will be expected to accord with National and London Plan minimum space and parking standards and meet the requirements of all other policies in this plan, including those in Policy DME 3: Office Development.

Policy DME 3: Office Development of the Hillingdon Local Plan Part 2: Development Management Policies (January 2020) states that B) Proposals involving loss of office floor space in preferred locations for office growth, which fall outside of existing permitted development procedures, should include information to demonstrate that: i) the site has been actively marketed for two years; ii) the site is no longer viable for office use, taking account of the potential for internal and external refurbishment; and iii) surrounding employment uses will not be undermined.

A marketing report has been submitted with the application which states:

"In accordance with Local Policy we have undertaken a robust and active marketing campaign. The building was first advertised on the 23rd August 2019 as B1(a) offices and the following marketing strategy was implemented:

- Highly prominent 'To Let' board on the external elevation
- In house marketing details circulated to our database of applicants
- Advertise with EACH (see Appendix 3a/b), EG Property Link, Office Agents Society, Co Star and other suitable online platforms

The property was marketed for existing use at rate of £23.5 per sq ft on a new lease,

terms to be agreed, which was commensurate with the existing condition and location of the property. After 6 months of marketing there had been 6 property hits and 3 PDF downloads through EACH, 3 direct enquiries and no viewing requests. The 3 enquiries were from an office occupier, a residential developer and a gym operator. On further investigation into the poor condition, lack of suitable facilities and financially prohibitive alteration costs, each party subsequently withdrew their interest. We received no enquires from office occupiers.

In March 2020 the marketing strategy was widened to 'all uses considered' subject to planning and we received 1 additional enquiry for gym use. As of the date of this report there have been no more enquiries.

#### Marketing Summary

The property has been widely marketed for a total of 8 months for both existing use and alternative uses (stp). Although the marketing generated 4 enquiries, we received no offers to rent from any of the applicants."

Whilst the site has not been actively marketed for two years (approximately 8 months at the date of submission), the property has been actively and widely marketed for its authorised use, and it is clear that an occupier will be difficult to find, particularly in this location, given the availability of refurbished and modern office space within Uxbridge Town Centre. Thus, in this instance, given the modest size of the space and the marketing undertaken, it is considered that the proposal is acceptable in principle in accordance with Policies DMH 3 and DME 3 of the Hillingdon Local Plan: Part Two London Borough Of Hillingdon Local Plan Part 2 Development Management Policies (2020).

#### **7.02 Density of the proposed development**

Not applicable to this application.

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

Please see the Conservation & Urban Design officer's comments above in Section 06.2 of this report

#### **7.04 Airport safeguarding**

Not applicable to this application.

#### **7.05 Impact on the green belt**

Not applicable to this application.

#### **7.07 Impact on the character & appearance of the area**

The NPPF and London Plan Policies 7.1 to 7.8 place a great emphasis on the importance of good design. In addition to Chapter 7, London Plan policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established town centre areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular its location within Old Uxbridge / Windsor Street Conservation Area.

Part 1 Policy BE1 of the Local Plan requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 4 of the Hillingdon local Plan Part 2 Development Management Policies (January 2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and

distinctiveness. In order to achieve this, the Council will: A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area. B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification. C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

Policy DMHB 11 of the Hillingdon local Plan Part 2 Development Management Policies (January 2020) states that A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding: scale of development, considering the height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment. ii) ensuring the use of high quality building materials and finishes; iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities; iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure. B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs. D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

Policy DMHB 12 of the Hillingdon local Plan Part 2 Development Management Policies (January 2020) states that A) Development should be well integrated with the surrounding area and accessible. It should: i) improve legibility and promote routes and wayfinding between the development and local amenities; ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;

No alterations are proposed to the front elevation and those to the rear are fairly minor and would not be visible from the public realm. That said, whilst the Conservation officer raised some concerns regarding the proposed deck-access to the rear, it would cause negligible harm to the Conservation Area and has an important role as regards providing some amenity space for future occupiers. Overall the proposals are considered to have an acceptable impact on the character and appearance of the Conservation Area.

## **7.08 Impact on neighbours**

Policy DMHB 11 B) of the Hillingdon Local Plan Part 2: Development Management Policies (January 2020) states that development proposals should not adversely impact on the amenity of adjacent properties and open space. Policy DMHD 1 of the Hillingdon Local Plan Part 2: Development Management Policies (January 2020) states that there is

no unacceptable loss of outlook to neighbouring occupiers.

There are no existing residential properties in close proximity to the rear of the site. It is therefore considered that there would be no loss of privacy to adjoining occupiers.

#### **7.09 Living conditions for future occupiers**

Policy DMHB 16: Housing Standards states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should: meet or exceed the most up to date internal space standards, as set out in Table 5.1.

On 25 March 2015, the Government introduced new technical housing standards in England, which comprise of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015. The Mayor of London has adopted the new national technical standards through a minor alteration to The London Plan.

The Housing Standards (Minor Alterations to the London Plan) March 2016 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. A one bedroom (2 person) flat is required to provide 50 square metres of internal floor area which the proposal complies with.

The outlook for all the proposed flats to the south and rear is that of a ground floor level courtyard and the north facing flank elevations of Nos 282 and 283 High Street which are less than 3m from the rear windows of the proposed flats. That said, these windows are either secondary windows or they serve non-habitable rooms and all the flats have an outlook to the north on the Vine Street frontage which would serve the habitable rooms.

As such, the habitable rooms would enjoy a satisfactory outlook in accordance with the requirements of Policy 3.5 of the London Plan (2016).

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The Highways & Transportation officer commented as follows:

This proposal is for the change of use of the 1st and 2nd floors of 1 Vine Street in central Uxbridge from office use to 4 one bedroom residential properties. No car parking would be provided though there would be 4 cycle parking spaces. The site is situated in the centre of Uxbridge town centre with easy access to shops, services, facilities and transport opportunities.

Transport for London use a system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 5 indicating access to public transport is very good compared to London as a whole suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking requires that development proposals must comply with the relevant parking standards, for a development of this type the maximum number of parking spaces

permitted would be 1.5 per dwelling. However, variance is permitted where it would 'not lead to a deleterious impact on street parking provision, congestion or local amenity'. As the development would be car free there would be no direct negative impact upon congestion or local amenity.

There are already examples of car free developments in Uxbridge town centre. An example being the prior approval permission for a development at Armstrong House, Market Square, Uxbridge change of use from office accommodation (Use Class B1a) to 90 residential units (Use Class C3) Ref: 36573/APP/2017/3390. There was no car parking for residents provided as part of this development.

Taking into account the car parking provision flexibility permitted in the Hillingdon Local Plan: Part 2 Development Management Policies (2020), the precedence of car free residential developments already allowed in Uxbridge town centre and that the application site occupies a town centre location with good access to local shops services, facilities and transport opportunities there are no highway objections to this proposal.

The development would be in accordance with Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highway Impacts and Policy DMT 6: Vehicle Parking. The Highway Authority is satisfied that the development would not present a risk to road safety, hinder the free flow of traffic or lead to parking stress.

#### **7.11 Urban design, access and security**

#### **7.12 Disabled access**

The Council's Access officer commented as follows:

This proposal has been reviewed against the requirements of London Plan policy 3.8(c) which should not be applied to the conversion and change of use of this existing development.

Conclusion: no objections raised from an accessibility perspective.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to this application.

#### **7.14 Trees, landscaping and Ecology**

Not applicable to this application.

#### **7.15 Sustainable waste management**

Policy 5.17 of the London Plan (2016) sets out the Mayors Spatial Policy for Waste Management including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling. The applicant has demonstrated the proposal would include a secure waste storage area within the proposed plan.

#### **7.16 Renewable energy / Sustainability**

Not applicable to this application.

#### **7.17 Flooding or Drainage Issues**

Not applicable to this application.

#### **7.18 Noise or Air Quality Issues**

Not applicable to this application.

#### **7.19 Comments on Public Consultations**

No response received.

#### **7.20 Planning obligations**

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 Development Management Policies

(January 2020) relates to 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. This policy is supported by more specific supplementary planning guidance.

Should the application be approved, a planning obligation would be sought to restrict the issues of parking permits to any future occupier of the development. in line with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

#### **7.21 Expediency of enforcement action**

Not applicable to this application.

#### **7.22 Other Issues**

CIL

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per sq metre.

The scheme is CIL liable.

### **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 to this application.

### **10. CONCLUSION**

The proposed development demonstrates that due regard has been made to the setting of the nearby Randall's building, both in terms of the listed building and the character and appearance of the Conservation Area.

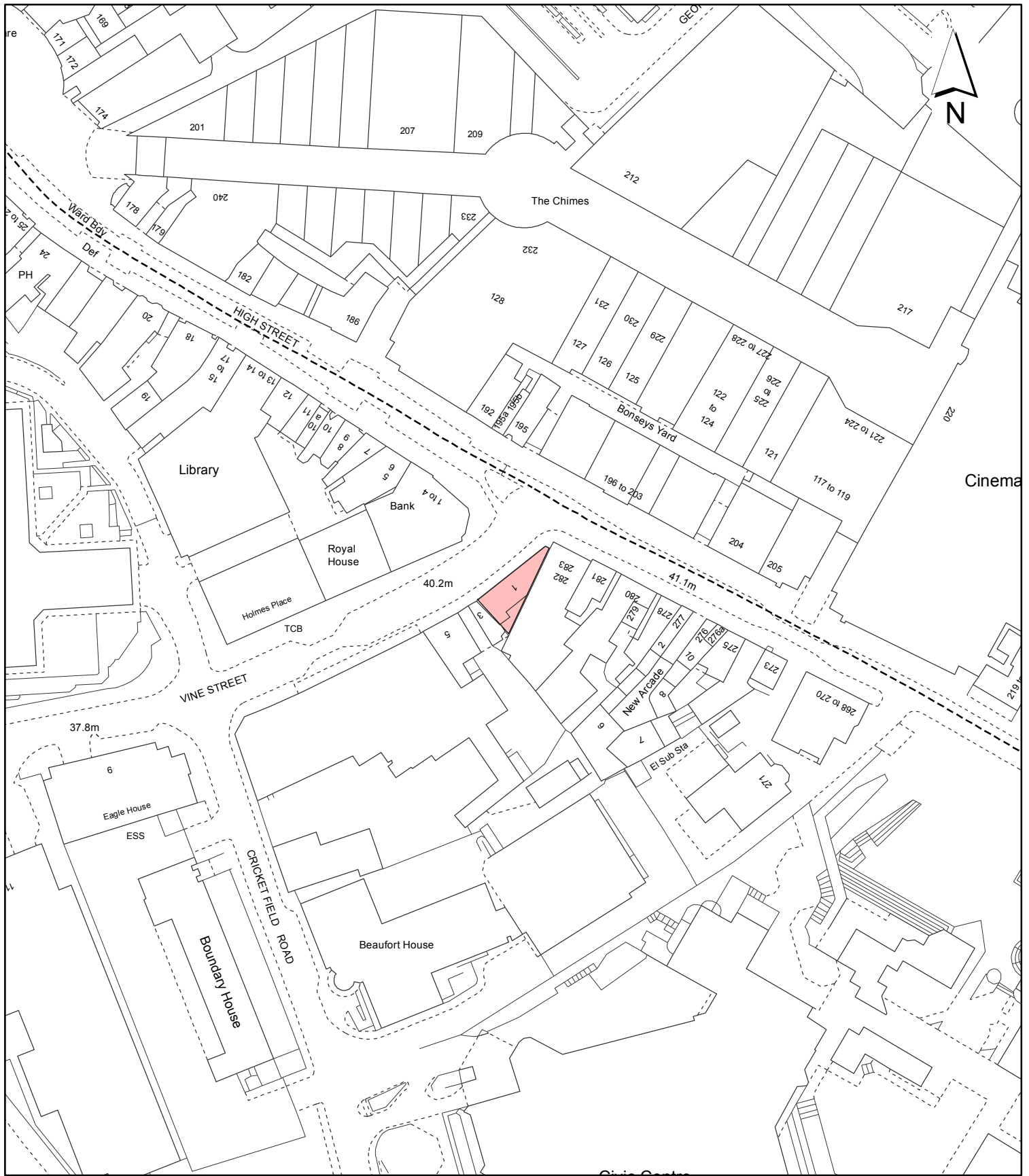
The proposed layout would not have an adverse impact on the living conditions of surrounding occupiers in terms of over-dominance, loss of privacy and loss of daylight/sunlight. It is considered that the scale and layout of the proposed development would be compatible with sustainable residential quality, having regard to the specific heritage constraints of this site. Furthermore, the scheme is considered acceptable in terms of highway and pedestrian safety aspects.

### **11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)  
The London Plan (2016)  
The Housing Standards Minor Alterations to The London Plan (March 2016)  
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)  
Technical Housing Standards - Nationally Described Space Standard  
Hillingdon Design and Accessibility Statement: Accessible Hillingdon  
National Planning Policy Framework

**Contact Officer:** Diane Verona

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

**1 Vine Street**

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

Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:  
**66021/APP/2020/1422**

Scale:  
**1:1,250**

Planning Committee:  
**Central & South**

Date:  
**August 2020**

