



PROGRESS PLANNING

Frays Court, 71-73 Cowley Road, Uxbridge, UB8 2AE

Prior Approval Planning Statement

Prepared by Progress Planning on behalf of:

Howarth Homes PLC

March 2020

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Planning History

The existing building was constructed in the 1980s and is currently used as an office building. It was approved under application ref: 130304/UB/1375.

The Development Proposal

We have been instructed by our client, Howarth Homes PLC, to submit the enclosed prior approval at 71-73 Frays Court, Uxbridge, UB8 2AE.

Specifically, Prior Approval is sought for the following development:

'Change of use from offices (Use Class B1a) to residential (Use Class C3) to accommodate 19 residential units (Class O, 56 day Prior Approval Application)'

The building has been used as an office (B1(a) use class) for nearly 30 years. The existing building's lawful use remains as a B1a office and it is still operating as an office.

We trust the enclosed is sufficient to validate and register this prior approval application, however please contact us immediately if this is not the case. Alongside this statement and the drawings, we have enclosed a draft Unilateral Undertaking to provide a financial contribution (£28,000) for drainage improvements to the public highway. A detailed survey has been carried out for a expansive part of Cowley Road that informs the accompanying Flood Risk Assessment and measures set out in it including the Evacuation Plan that shows that future residents would have safe dry access to and from the site even in the case of a flood.

We will be in contact with the relevant officer once the application is registered. In the meantime, if there is any further information we can provide to assist you with your consideration of this application, please do not hesitate to contact us. Please note that my client's solicitor is Andy Coyle of Lennons Solicitors. His email address is andy.coyle@lennonssolicitors.co.uk and his telephone number is 01494 773377. As discussed prior to submission of this application, it is anticipated that this application will be determined at the 20th May 2020 planning committee to ensure a positive outcome within the statutory time constraints.

Please find below consideration of the relevant criteria that demonstrates that the proposal meets the requirements for Class O, Part 3, Schedule 2 of the Town and Country Planning (Permitted Development, Advertisement and Compensation Amendments)(England) Regulation 2019

Policy and Legislation Context

Class O of Part 3, Schedule 2 of the Town and Country Planning (Permitted Development, Advertisement and Compensation Amendments) (England) Regulation 2019 permits development consisting of a change of use of a building and any land within its curtilage from a use falling within Class B1(a)(Offices) of the Schedule to the Use Classes Order, to a use falling within Class C3 (dwellinghouses) of that Schedule.

Development is not permitted by Class O if:

(a) the building is on article 2(5) land;

The site is not located on article 2(5) land.

(b) the building was not used for a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order—

(i) on 29th May 2013, or

(ii) in the case of a building which was in use before that date but was not in use on that date, when it was last in use;

The building is still in lawful use as a B1(a) office.

(c) Omitted in 2016 GDPO amendment.

(d) the site is, or forms part of, a safety hazard area;

No

(e) the site is, or forms part of, a military explosives storage area;

No

(f) the building is a listed building or is within the curtilage of a listed building; or

The building is not listed, nor within the curtilage of a listed building.

(g) the site is, or contains, a scheduled monument.

No

Class O permits the change of use of office to residential subject to the following conditions:

O.2.—(1) Development under Class O is permitted subject to the condition that before

beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to—

(a) transport and highways impacts of the development,

(b) contamination risks on the site,

(c) flooding risks on the site, and

(d) impacts of noise from commercial premises on the intended occupiers of the development,

and the provisions of paragraph W (prior approval) apply in relation to that application.

For consideration of the above, please see the corresponding sections below.

(a) transport and highways impacts of the development,

The development is located within a Controlled Parking Zone and has a PTAL rating of 4 (See Image 1 below). Given the size and type of residential units sought (non-family sized) and by virtue of the building's proximity to local amenities and Uxbridge town centre, with its good public transport links, this location is considered to be highly sustainable. The proposal would provide 22 off street car parking spaces inclusive of 3 parking bays that could be marked for disabled should the Council consider it necessary to provide them. A condition could secure these and ensure that they were clearly marked out.



Image 1: Undercroft

Should the Council consider it necessary to restrict access to parking permits for future occupiers, the applicant/owner would be satisfied with a condition requiring this to be secured prior to commencement of the development.

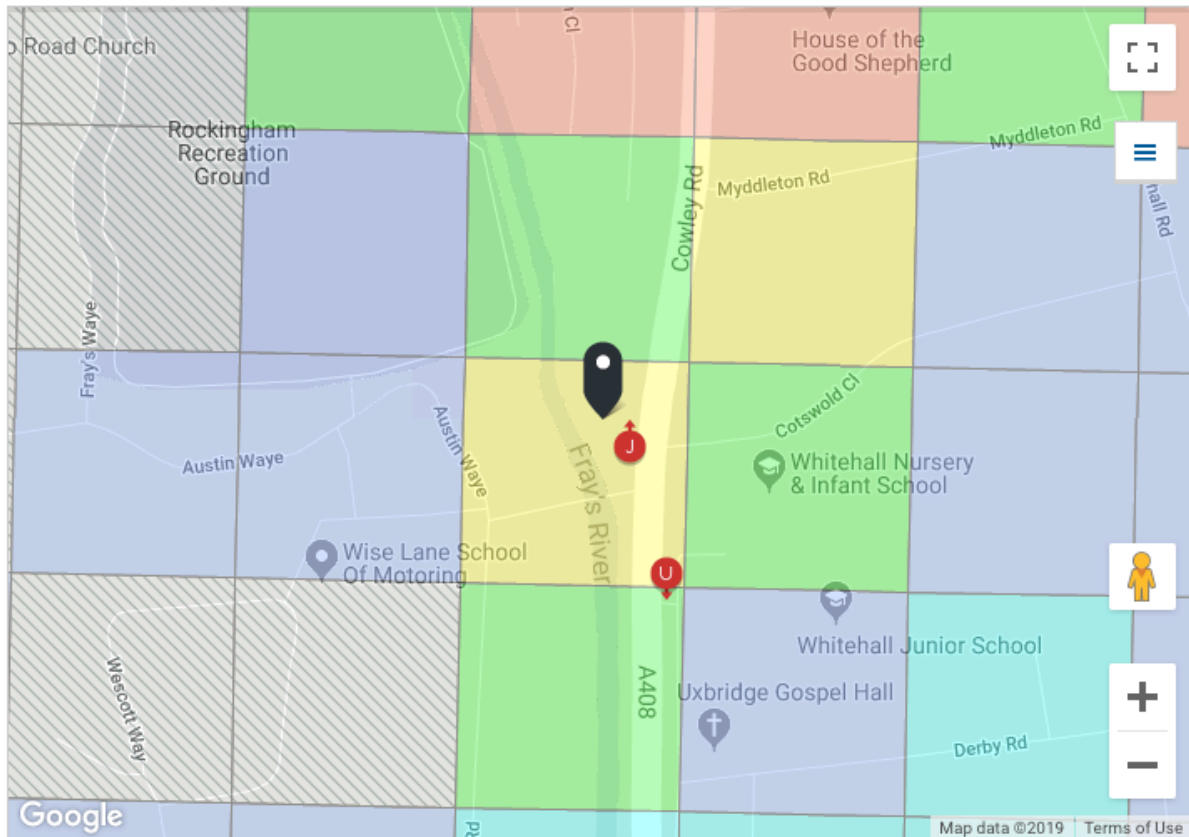
As adequate car parking is provided and future occupiers of the development would not have access to parking permits, the proposal would not be considered to increase parking demand on local streets. Similarly, there would be limited impact in terms of traffic generation or congestion on surrounding roads when compared with the existing use.

In terms of cycle parking, the existing lower ground floor plan that accompanies this application shows space for 20 secure, sheltered, and accessible cycle parking spaces to be located at this level which are accessible via the lift. Therefore, the proposal would comply with London Plan standards in terms of cycle parking.

In terms of refuse servicing, the building would continue to be serviced from the front of the site. Refuse/recycling would be stored at lower ground level for the ease of future occupiers.

The refuse store would be accessible to residents and to collection vehicles as per the existing arrangements.

Given that the general servicing arrangements for the site would remain similar to existing, it is considered that the proposal will not raise any transport or highway safety issues with regards to refuse/recycling. Nevertheless, should the Council consider it necessary, further details of the cycle and refuse/recycling storage could be provided and secured by condition.



You can click anywhere on the map to change the selected location.

PTAL output for Base Year

4

Image 2 - TFL PTAL MAP

(b) contamination risks on the site,

There are no known contamination risks on the site and the previous uses and adjacent uses are not considered to give rise to any such risks. Given the nature of the development (conversion of an existing office) there is considered to be limited risk of contamination to future occupiers. In addition, the proposal would not involve any ground works. Therefore, it is not anticipated that further details would be necessary to gain prior approval. Nevertheless, should the Council consider it necessary, a condition in relation to contamination could be imposed by the Council.

(c) flooding risks on the site, and

The majority of the site is located within Flood Zone 1. However, the bank along the Fray's River is located in Flood Zone 3 (See Environment Agency Map below). There are also parts of Cowley Road that suffers from surface water flooding.

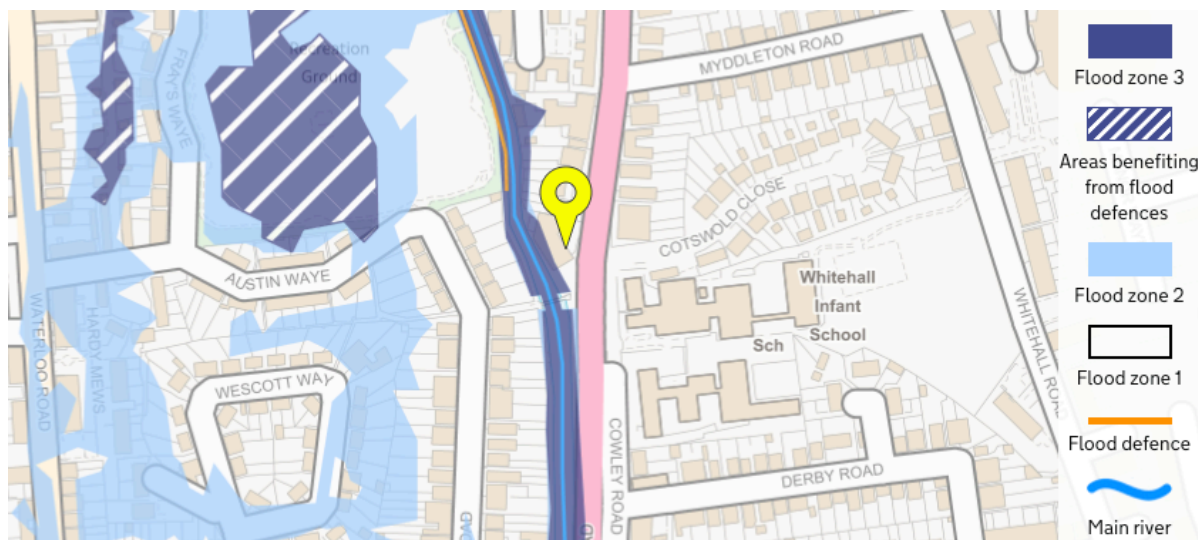


Image 3 – ENVIRONMENT AGENCY'S FLOOD MAP

A formal pre-application was lodged with Hillingdon Council to address concerns regarding flooding. At the meeting, the Local Flood Officer requested a detailed topographical survey of the road in order to better understand the issues. The TOPO found that the entrance to the site on Cowley Road is 31.93 AOD. Cowley Road falls from North to South towards Derby Road before rising gently towards Walford Road.

The lowest point on Cowley Road is approximately 190m South of the site and has an elevation of 31.38m AOD. This is 550mm lower than the entrance to the application site. The grass verge rises up from Cowley Road by 150mm to 400mm. The lowest point on the embankment of the river is 31.70m AOD, this is 230mm lower than the site access. For further details, the Topographical Survey is included in Appendix A of the submitted FRA. However, the survey makes clear that any surface water flooding on Cowley Road would flow over the top of the grass embankment between the road and the river before it reaches the development site. Therefore, the risk from surface water flooding is very low.

Also, the Flood Risk Assessment demonstrates that a safe, dry access will be available to and from the site at all times during a flood event and a flood management and evacuation plan will be issued to all residents to inform them of procedures to be followed during a flooding incident.

The FRA has assessed the impact of climate change on flood levels and it has proved that even when the highest climate change allowance is factored in the site would still be free from flooding.

The Flood Risk Assessment by Lanmor Consulting concludes that the proposed site is suitable for development, as there will be no negative impact on the flood plain, flow paths or flood storage volumes, the development will be safe from flooding and a dry access can be provided to and from the property at all times. Nevertheless, it is recognised that farther to the South, Cowley Road does suffer from surface water issues and this proposal could aid in improving the risk of flooding for those neighbouring properties where it causes a greater issue. Therefore, at pre-application, the Local Flood Officer suggested a financial contribution to make drainage improvements to the public highway land comprising the grass embankment between the road and river. It was discussed and agreed that the applicant (Howarth Homes) would contribute £28,000 towards provision of rain gardens or associated improvements to this section of the road to improve surface water flooding more widely beyond the application site. Please see the enclosed draft Unilateral Undertaking that would ensure provision of this financial contribution. For more details of how the development addresses flooding and will improve surface water drainage in the wider area, please refer to the Flood Risk Assessment prepared by Lanmor Consulting. Subject to the completion of the UU, the proposal is considered to improve flooding/drainage to the wider public benefit, in accordance with local, regional, and national planning policy.

(d) impacts of noise from commercial premises on the intended occupiers of the development,

The building is located on Cowley Road, which is a main road leading into Uxbridge town centre. However, the area is characterised by residential development and there are no commercial premises immediately adjacent to the building. Therefore, noise from commercial premises should not represent an issue for the proposed development.

In addition, it should be noted that the development would need to comply with Approved Document E 'Resistance to the passage of sound' of Building Regulations (2015 Edition) which would safeguard future occupiers from adverse levels of noise.

Notwithstanding, if considered necessary by the Council's Environmental Health Team, a condition to ensure that the residential accommodation met an acceptable noise criterion could be imposed.