

## DELEGATED DECISION

Prior Approval Application under Part 20,  
Class AA of The Town and Country  
(General Permitted Development)  
(England) (Amendment) (No.2) Order 2020  
(as amended)

Class AA

Development consisting of works for the  
construction of new dwellinghouses on  
detached buildings in commercial or mixed  
use

The delegation powers schedule  
has been checked. Director of  
Residents Services can determine  
this application.

Case Officer:

Signature:

Date:

A delegated decision is appropriate  
and the recommendation  
conditions/reasons for refusal and  
informatives are satisfactory

Team Manager:

Signature:

Date:

The decision notice for this  
application can be issued.

Director / Member of Senior  
Management Team:

Signature:

Date:

## Report of the Head of Development Management and Building Control

**Address:** RIVERVIEW HOUSE OXFORD ROAD UXBRIDGE

**Development:** Construction of two additional storeys to provide 38 residential units  
(Application for Prior Approval under Schedule 2, Part 20, Class AA of the  
Town and Country Planning (General Permitted Development) (England)  
Order 2015 (as amended))

**LBH Ref Nos:** 40050/APP/2025/2712

<b>Drawing Nos:</b>	<b>Date of Plans</b>
103-268_(SK)000A	27-01-2026
103-268_(SK)005B	27-01-2026
103-268_(SK)005C	27-01-2026
103-268_(SK)006B	27-01-2026
103-268_(SK)006C	27-01-2026
103-268_(SK)012A	27-01-2026
103-268_(SK)024A	27-01-2026
2401-002-AA-2a	27-01-2026
2401-002-AA-2b	27-01-2026
A1452_(SK)100	27-01-2026
A1452_(SK)110	27-01-2026
A1452_(SK)111	27-01-2026
A1452_(SK)112	27-01-2026
A1452_(SK)300	27-01-2026
Contamination Report PH1-2025-000060	27-01-2026
Cover Letter 04 July 2025	27-01-2026
Delivery and Servicing Plan DSP01	27-01-2026
Flood Risk Assessment 24/06/2025	27-01-2026
Noise Impact Assessment NIA 14457.RP04.NIA.1	27-01-2026
Operational Waste Management Plan 0004 Rev C	27-01-2026
Transport Statement TS01 Rev B	27-01-2026
Travel Plan TP01 Rev C	27-01-2026

**Drawing Nos:** **Date of Amended Plans:**

**Date Application Valid:** 1st December 2025

## 1.0 RECOMMENDATION

### PRIOR APPROVAL GIVEN

### REASONS FOR APPROVAL

The proposed development constitutes permitted development by virtue of the provisions of Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), subject to compliance with the stated planning conditions and obligations.

### CONDITIONS

#### 1. 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

103-268\_(SK)000A  
103-268\_(SK)005C  
103-268\_(SK)006C  
103-268\_(SK)005B  
103-268\_(SK)006B  
103-268\_(SK)012A  
103-268\_(SK)020D  
103-268\_(SK)024A  
14457.RP04.NIA.1 Rev 1  
PH1-2025-000060  
Delivery and servicing plan DSP01  
Flood risk assessment  
Transport statement TS01 Rev B  
Travel plan TP01 Rev C  
Waste management plan 0004 Rev C

and shall thereafter be retained/maintained for as long as the development remains in existence.

#### REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

#### 2. COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details

and be retained as such.

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

#### REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

### 3. NONSC Non Standard Condition

Prior to the occupation of the development hereby approved, a Parking Design and Management Plan for the 29 car parking spaces, shall be submitted to, and approved in writing by, the Local Planning Authority. It shall include the following:

- (i) The arrangements for all on-site parking and include provisions for managing, monitoring, enforcement and review. All on-site parking spaces shall be solely for use by the development hereby approved (e.g. staff, visitors, residents) and shall not be used for any other purpose or leased/sub-let.
- (ii) Details of 10% wheelchair accessible space, to be permanently retained
- (iii) Details of electric vehicle charging points and infrastructure for 20% active and the remaining passive.

The vehicle parking provision shall be fully implemented as approved prior to the first occupation of the development, and so maintained in good working order, and shall not be used for any other purpose for the lifetime of the development.

#### REASON

To ensure the appropriate operation of the car park, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Development Management Policies (2020) and Policy T6 of the London Plan (2021).

### 4. NONSC Non Standard Condition

Prior to occupation of the development, details of covered and secure cycle storage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

#### REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

### 5. NONSC Non Standard Condition

Prior to development commencing, the applicant shall submit a Construction Logistics Plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur.
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the construction process.
- (vi) The storage of construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

#### REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

#### 6. NONSC Non Standard Condition

- (i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:
  - (a) A site investigation, including where relevant soil, soil gas, surface water, and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations, and recommendations for remedial measures to make the site suitable for the proposed use; and
  - (b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.
- (ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and
- (iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority..

**REASON:**

To ensure that risks from land contamination to the future users of the land 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 Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

**7. NONSC Non Standard Condition**

No development shall commence (other than demolition and site clearance) until a detailed Sustainable Drainage System (SuDS) scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be designed in accordance with the principles of sustainable drainage and shall include:

- A drainage strategy based on the management of surface water at source and following the drainage hierarchy, demonstrating that surface water will be managed in accordance with the London Plan drainage hierarchy.
- Calculations to demonstrate that post-development runoff rates and volumes will not exceed greenfield rates (or existing rates where lower), for the 1 in 1 year, 1 in 30 year and 1 in 100 year rainfall events, including an allowance for climate change.
- Details of SuDS features to be provided, including their location, design, dimensions, attenuation volumes, and cross-sections, and how they will provide appropriate water quality treatment.
- Evidence of infiltration testing carried out in accordance with BRE Digest 365 (where infiltration is proposed), or clear justification where infiltration is not feasible.
- Exceedance flow routing plans showing how flows in excess of design capacity will be safely managed on site without risk to buildings or neighbouring land.
- Details of proposed finished floor levels in relation to surrounding ground levels and drainage features.
- A management and maintenance plan for the lifetime of the development, identifying responsibilities and arrangements for inspection, operation and maintenance of all SuDS components.
- Confirmation that the scheme will not increase flood risk elsewhere and will provide a betterment to surface water management where possible.

The approved scheme shall be implemented in full prior to first occupation of the development (or in accordance with a phasing plan agreed in writing by the Local Planning Authority) and shall thereafter be retained and maintained in accordance with the approved management and maintenance plan.

#### REASON

To ensure the development is provided with an appropriate, sustainable and resilient drainage system, to reduce surface water flood risk, manage runoff at source, improve water quality and support climate change adaptation, in accordance with Policies SI 12 and SI 13 of the London Plan (2021) and Policies DMEI 9 and DMEI 10 of the Local Plan Part Two - Development Management Policies (2020).

### INFORMATIVES

#### 1. I99 Non Standard Informative

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any of the following activities:

- erecting any temporary or permanent structure in, over or under a main river, such as a culvert, outfall, weir, dam, pipe crossing, erosion protection, scaffolding or bridge
- altering, repairing or maintaining any temporary or permanent structure in, over or under a main river, where the work could affect the flow of water in the river or affect any drainage work
- building or altering any permanent or temporary structure designed to contain or divert flood waters from a main river
- dredging, raising or removing any material from a main river, including when you are intending to improve flow in the river or use the materials removed
- diverting or impounding the flow of water or changing the level of water in a main river
- quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- any activity within 8 metres of the bank of a main river, or 16 metres if it is a tidal main river
- any activity within 8 metres of any flood defence structure or culvert on a main river, or 16 metres on a tidal river
- any activity within 16 metres of a sea defence structure
- activities carried out on the floodplain of a main river, more than 8 metres from the river bank, culvert or flood defence structure (or 16 metres if it is a tidal main river), if you do not have planning permission (you do not need permission to build agricultural hay stacks, straw stacks or manure clamps in these places)

For further guidance please visit Flood risk activities: environmental permits - GOV.UK or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing [enquiries@environmentagency.gov.uk](mailto:enquiries@environmentagency.gov.uk).

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

#### 2. I99 Non Standard Informative

1. The applicant/developer is advised to contact the Canal & River Trust's Works Engineering Team on 0303 040 4040 in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust".

2. The applicant is advised that any surface water discharge to the Grand Union canal will require prior consent from the Canal & River Trust. As the Trust is not a land drainage authority, such discharges are not granted as of right-where they are granted, they will usually be subject to completion of a commercial agreement. Please contact [utilitiesenquiry@canalrivertrust.org.uk](mailto:utilitiesenquiry@canalrivertrust.org.uk) to discuss further.

## 2.0 PLANNING CONSIDERATIONS

### 2.01 Planning Considerations

#### SITE AND SURROUNDS

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

The island site is currently occupied by 3 buildings: Bridge House, Waterside House and Riverview House, all of which were previously occupied by Xerox and have direct access from Oxford Road. The existing Waterside House building is located to the south of Bridge House and north of Riverview House and is adjacent to the River Colne.

The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road. To the north of the site is the Swan and Bottle Public House, which is locally listed and the Uxbridge Lock Conservation Area.

The site is outside, but on the north western boundary of Uxbridge Town centre and is within an Archaeological Priority Area. The site has a PTAL rating of 2 and is within a developed area. The majority of the site is within Flood Zone 1, however part of the wider site adjacent to the river is within Flood Zone 3.

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area.

#### PROPOSED SCHEME:

The proposals seek to convert the existing building into 38 residential dwellings comprising 30 x 1 bedroom 1 person, 4 x 1 bedroom 2 person and 4 x 2 bedroom 3 person units.

There is a parallel application for the adjacent Waterside House (application reference 40050/APP/2025/2713 ).

## PERMITTED DEVELOPMENT LEGISLATION AND ASSESSMENT

The application has been made under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). Class AA allows for development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the topmost storey on a detached building falling under a commercial or mixed use.

### LEGISLATION:

Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) states:

#### Permitted development

AA.-(1) Development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the topmost storey on a detached building to which sub-paragraph (2) applies, together with any or all-

- (a) engineering operations reasonably necessary to construct the additional storeys and new dwellinghouses;
- (b) works for the replacement of existing plant or installation of additional plant on the roof of the extended building reasonably necessary to service the new dwellinghouses;
- (c) works for the construction of appropriate and safe access to and egress from the new dwellinghouses and existing premises in the building, including means of escape from fire, via additional external doors or external staircases;
- (d) works for the construction of storage, waste or other ancillary facilities reasonably necessary to support the new dwellinghouses.

#### Planning Officer comment:

The proposed works would be sited immediately above the topmost storey on this detached building.

(2) This sub-paragraph applies to a building which is-

- (a) used for any purpose within Class A1 (shops), Class A2 (financial and professional services), Class A3 (restaurants and cafes) or Class B1(a) (offices) of the Schedule to the 1987 Order, or as a betting office, pay day loan shop or launderette;
- (b) in a mixed use combining-
  - (i) two or more uses within paragraph (a); or
  - (ii) a use falling within Class C3 (dwellinghouses) of the Schedule to the 1987 Order, together with one or more uses within paragraph (a).

Planning Officer comment: The lawful use of the application proposed is residential (Use Class C3) and therefore accords with the provisions of 2(a) or (b).

Development not permitted

AA.1. Development is not permitted by Class AA if-

(za) the permission to use the building as a dwellinghouse has been granted only by virtue of Class MA of Part 3 of this Schedule;

(a) above ground level, the building is less than three storeys in height;

Planning Officer comment: The building exceeds three storeys in height above ground level.

(b) the building was constructed before 1st July 1948 or after 5th March 2018;

Planning Officer comment: The building was constructed after 1st July 1948 and prior to 5th March 2018.

(c) on 5th March 2018 the building was in a use other than-

(i) a use or mixed use within paragraph AA(2)(a) or (b); or

(ii) a use falling within Class C3 of the Schedule to the Use Classes Order;

Planning Officer comment: The building was in office use (former Use Class B1(a)).

(d) the additional storeys are constructed other than on the principal part of the building;

The additional units would be constructed on the principal part of the building. As such, the proposal accords with this provision of the GPDO.

(e) the floor to ceiling height of any additional storey, measured internally, would exceed the lower of-

(i) 3 metres; or

(ii) the floor to ceiling height, measured internally, of any storey of the principal part of the existing building;

The proposal therefore complies with provision AA.1(e)(ii) of Class AA.

(f) the new dwellinghouses are not flats;

Planning Officer comment: The proposed residential units would be flats.

(g) the height of the highest part of the roof of the extended building would exceed the height of the highest part of the roof of the existing building by more than 7 metres (not including plant, in each case);

Planning Officer comment: Based on the submitted drawings, the height of the highest part of the roof of the extended building would not exceed the height of the highest part of the roof of the existing building by more than 7 metres.

(h) the height of the highest part of the roof of the extended building (not including plant)

would be greater than 30 metres;

Planning Officer comment: The height of the highest part of the roof of the extended building (not including plant) would not be greater than 30 metres.

(i) development under Class AA(1)(a) would include the provision of visible support structures on or attached to the exterior of the building upon completion of the development;

Planning Officer Comment: The development would not include visible support structures on or attached to the exterior of the building upon completion of the development.

(j) development under Class AA(1)(a) would consist of engineering operations other than works within the existing curtilage of the building to-

(i) strengthen existing walls;

(ii) strengthen existing foundations; or

(iii) install or replace water, drainage, electricity, gas or other services;

Planning Officer comment: The development would not consist of engineering operations other than works within the existing curtilage of the building to (i) strengthen existing walls; (ii) strengthen existing foundations; or (iii) install or replace water, drainage, electricity, gas or other services.

(k) in the case of Class AA(1)(b) development there is no existing plant on the building;

Planning Officer comment: The development would not include additional roof top plant.

(l) in the case of Class AA(1)(b) development the height of any replaced or additional plant as measured from the lowest surface of the new roof on the principal part of the extended building would exceed the height of any existing plant as measured from the lowest surface of the existing roof on the principal part of the existing building;

Planning Officer comment: The proposed development does not seek to replace or install any additional plant.

(m) development under Class AA(1)(c) would extend beyond the curtilage of the existing building;

Planning Officer comment: The development would not extend beyond the curtilage of the existing building.

(n) development under Class AA(1)(d) would-

(i) extend beyond the curtilage of the existing building;

(ii) be situated on land forward of a wall forming the principal elevation of the existing building; or

(iii) be situated on land forward of a wall fronting a highway and forming a side elevation of the existing building; or

Planning Officer comment: The proposed additional storeys would not project beyond the

existing walls of the existing upper floor.

- (o) the land or site on which the building is located, is or forms part of-
  - (i) article 2(3) land;
  - (ii) a site of special scientific interest;
  - (iii) a listed building or land within its curtilage;
  - (iv) a scheduled monument or land within its curtilage;
  - (v) a safety hazard area;
  - (vi) a military explosives storage area; or
  - (vii) land within 3 kilometres of the perimeter of an aerodrome.

Planning Officer comment: The site does not form part of any land designations noted above. The building also would not be located on land within 3 kilometres of an aerodrome.

#### Conditions

AA.2.-(1) Where any development under Class AA is proposed, development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for prior approval of the authority as to-

- (a) transport and highways impacts of the development;
- (b) air traffic and defence asset impacts of the development;
- (c) contamination risks in relation to the building;
- (d) flooding risks in relation to the building;
- (e) the external appearance of the building, including-
  - (i) the design and architectural features of-
    - (aa) the principal elevation; and
    - (bb) any side elevation that fronts a highway; and
  - (ii) the impact of any works under sub-paragraph (1)(c) or (d) of Class AA;
- (f) the provision of adequate natural light in all habitable rooms of the new dwellinghouses;
- (g) impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light;
- (h) impacts of noise from any commercial premises on the intended occupiers of the new dwellinghouses;
- (i) impacts of the introduction of, or an increase in, a residential use of premises in the area on the carrying on of any trade, business or other use of land in the area;
- (j) whether, because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012(2) issued by the Secretary of State,
- (k) where the existing building is 18 metres or more in height, the fire safety of the external wall construction of the existing building; and
- (l) where the development meets the fire risk condition (see paragraph C(3) of this Part), the fire safety impacts on the intended occupants of the building, and the provisions of paragraph B (prior approval) of this Part apply in relation to that application.

(2) In sub-paragraph (1)(h), "commercial premises" means any premises in the building or the surrounding area which are normally used for the purpose of carrying on any trade or business, and includes any premises licensed under the Licensing Act 2003 or any other place of public entertainment.

- (3) Any development under Class AA is permitted subject to the condition that it must be completed within a period of 3 years starting with the date prior approval is granted.
- (4) Any development under Class AA is permitted subject to the condition that before beginning the development, the developer must provide the local planning authority with a report for the management of the construction of the development, which sets out the proposed development hours of operation and how any adverse impact of noise, dust, vibration and traffic on occupiers of the building and adjoining owners or occupiers will be mitigated.
- (5) The developer must notify the local planning authority of the completion of the development as soon as reasonably practicable after completion.
- (6) The notification referred to in sub-paragraph (5) must be in writing and must include-
- (a) the name of the developer;
  - (b) the address or location of the development; and
  - (c) the date of completion.
- (7) Following the development, every dwellinghouse in the building must remain in use as a dwellinghouse within the meaning of Class C3 of the Schedule to the Use Classes Order and for no other purpose, except to the extent that the other purpose is ancillary to the primary use as a dwellinghouse.

## OTHER MATTERS

### HOUSING STANDARDS

The proposed units comply with the minimum unit and bedroom sizes as specified in Policy D6 of the London Plan and Policy DMHB 16 of the Hillingdon Local Plan, Part 2.

### FIRE SAFETY

Condition AA.2.-(1)(k) requires the developer to apply to the Local Planning Authority for prior approval where the existing building is 18 metres or more in height, the fire safety of the external wall construction of the existing building. The existing building is not more than 18m in height.

The proposals do not meet the height condition requiring an assessment of the fire safety impacts referred to under MA.2. of Schedule 2, Part 3, of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

As such, the proposals accords with Condition AA.2.-(1)(k).

## 2.02 Transport and Highways

Condition AA.2.-(1)(a) requires the developer to apply to the Local Planning Authority for prior approval as to the transport and highways impacts of the development.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

- A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:
- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
  - ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
  - iii) provide equal access for all people, including inclusive access for disabled people;
  - iv) adequately address delivery, servicing and drop-off requirements; and
  - v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.
- B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and roads.

Policy DMT 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals must promote the enhancement of public transport facilities. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services.

Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

The National Planning Policy Framework (NPPF) (2024) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The site benefits from numerous amenities accessible by foot or pedal cycle. A large proportion of these are located within the Uxbridge local centre, approximately 10-minutes from the site on foot. Additionally, some facilities are located nearby just north of the local centre on Oxford Road/A4020. The site is located in an accessible location that is within easy reach of transport nodes, grocery stores, places to eat and drink, local schools, greenspaces,

medical facilities and sporting facilities easily within a 20-minute walk or 10- minute cycle.

The site is located within an area subject to a PTAL rating of 4 which indicates that there would not be a strong reliance on the motor vehicle to travel to and from the site. The nearest bus stop is located on Oxford Road, approximately 500m or a 7-minute walk from the site. It serves bus routes 102, 104, 331 and 581. Uxbridge is the nearest London Underground Rail Station to the site and serves as a northern terminus for the Metropolitan and Piccadilly lines. It is located approximately 850m, or a 12-minute walk from the site, with frequent services throughout the week.

The new cycle stores will be situated to the south of the building able to accommodate a total of 114 cycles (this comprising of 70 cycle parking spaces for the MA application and 44 cycle parking spaces for the AA application) in accordance with the London Plan cycle parking standards. The stores will provide a variety of parking options, including two-tier racks or bike lockers, standard Sheffield stands, and Sheffield stands with additional space to accommodate larger adapted bicycles. A total number of six of cycle parking spaces will be accessible to adapted cycles, therefore meeting the minimum requirement of 5% according to the London Plan.

In line with the London Plan, car parking requirements are based upon the site's PTAL rating of 4 and its location in an outer London area, with the London Plan prescribing that a maximum parking provision of up to 0.5-0.75 spaces per dwelling should be provided.

Both Waterside and Riverview House will be provided with 71 parking spaces each (with 42 parking spaces for the MA application, and 29 for the AA application), this being consistent with the upper requirement of the London Plans parking standards, of 0.75 parking spaces per dwelling.

Delivery vehicles will enter as per all other vehicles from Oxford Road, into the site and will park adjacent to the buildings to service the buildings for the serving to occur. It will also be possible for smaller general delivery vehicles to make use of the retained turning heads adjacent to the buildings.

The refuse storage will be located both the north and south of each building. Refuse vehicles will enter the site from the A4040 Oxford Road, and proceed around the site, collecting bins, before leaving the site in forward gear. The swept path analysis shown in the Drawings 25256-MA-XX-XX-DR-0001-0003 demonstrates compliance with Building Regulations Document M.

## 2.03 Air Traffic and Defence

Condition AA.2.-(1)(b) requires the developer to apply to the Local Planning Authority for prior approval as to the air traffic and defence asset impacts of the development.

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

- i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and
- ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

As noted within section 3 of this report, the relevant airport and safeguarding authorities have been consulted, no objections have been raised.

## 2.04 Contamination

Condition AA.2.-(1)(c) requires the developer to apply to the Local Planning Authority for prior approval as to the contamination risks in relation to the building.

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Applicant has submitted a desktop study which has been reviewed by the Council's Contaminated Land Officer. This Phase 1 Contaminated Land Risk Assessment for Waterside & Riverview House, Uxbridge, prepared for Elmwin Gate Ltd, evaluates the potential contamination risks associated with the proposed conversion of two existing office buildings to residential use on a 1.74 ha site. The desk study identifies that the site was historically undeveloped before accommodating a mill, warehouses, a depot, tanks, electricity substations and car parking, with the surrounding area having a long history of industrial and commercial activities, including asbestos works, engineering works and fuel storage. The underlying geology comprises Lambeth Group clays, silts and sands with superficial alluvium, and the site is underlain by Secondary A aquifers, with the River Colne immediately adjacent

to the west. Previous investigations recorded made ground, elevated concentrations of several PAHs in shallow soils, and low ground gas risk, with existing buildings already incorporating precautionary gas protection measures. A conceptual site model identified potentially significant pollutant linkages for human health, groundwater, surface water and property receptors, though overall risks were assessed as low to moderate. The report concludes that an intrusive site investigation is required to confirm the presence and extent of contamination and to inform any necessary remediation prior to residential redevelopment. This information is to be secured by way of an appropriately worded condition.

## 2.05 Flooding

Condition AA.2.-(1)(d) requires the developer to apply to the Local Planning Authority for prior approval as to the flooding risks in relation to the building.

Based Environment Agency flood maps, the majority of the site is located within Flood Zone 1 with only a small amount on the western side in Flood Zones 3.

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

The site is located in Flood Zone, 1, 2 and 3 however the majority of the site and proposed development are located within Flood Zone 1. The EA historic flood map contains records of 2 fluvial flood incidents within the vicinity of the site but the area subject to development was not impacted. The submitted FRA demonstrates that there is a very low risk of fluvial events, there is a medium pluvial risk as the access roadway is indicated to be at 'high risk' of pluvial flooding during the climate change scenario. There is a low risk from canal or reservoir and groundwater flooding.

Given that the proposal is for the construction of an upward extension there would be no additional development which could have the potential to increase flood risk levels. In terms of mitigation the FRA states that occupants of the development will sign up for EA Emergency Flood Warning Direct Service, safe egress to the Flood Zone 1 area is available on site which is the lowest area at risk of flooding.

Notwithstanding this point a proportion of the cycle storage to be constructed within the soft landscaped area to the west of the building falls within Flood Zone 3. A proportion of soft landscaping would be removed and replaced with additional parking spaces. In order to

ensure appropriate mitigation is secured with regards to drainage a SUDS condition is to be imposed requiring the Applicant to submit a sustainable urban drainage proposal to the LPA prior to the commencement of development. Subject to this condition the proposal would accord with Condition AA.2.-(1)(d)

## 2.06 External Appearance

Condition AA.2.-(1)(e) requires the developer to apply to the Local Planning Authority for prior approval as to the external appearance of the building, including-

- (i) the design and architectural features of-
  - (aa) the principal elevation; and
  - (bb) any side elevation that fronts a highway; and
- (ii) the impact of any works under sub-paragraph (1)(c) or (d) of Class AA.

The building subject to the current application is three stories in height and the proposal would create a five storey residential building, increasing the building height. Policy DMHB 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) is therefore applicable and states that any proposal for a high building or structure will be required to respond to the local context and satisfy the criteria listed below. It should:

- i) be located in Uxbridge or Hayes town centres or an area identified by the Borough as appropriate for such buildings;
- ii) be located in an area of high public transport accessibility and be fully accessible for all users;
- iii) be of a height, form, massing and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context. Consideration should be given to its integration with the local street network, its relationship with public and private open spaces and its impact on local views;
- iv) achieve high architectural quality and include design innovation. Consideration should be given to its silhouette, so that it provides a positive contribution to the skyline, its design at street level, facing materials and finishes, lighting and night time impact;
- v) where residential uses are proposed, include high quality and useable private and communal amenity space and ensure an innovative approach to the provision of open space;
- vi) not adversely impact on the microclimate (i.e. wind conditions and natural light) of the site and that of the surrounding areas, with particular focus on maintaining useable and suitable comfort levels in public spaces;
- vii) be well managed, provide positive social and economic benefits and contribute to socially balanced and inclusive communities;
- viii) comply with aviation and navigation requirements and not adversely impact upon telecommunication, television and radio transmission networks; and
- ix) demonstrate consideration of public safety requirements as part of the overall design, including the provision of evacuation routes.

Notably, the application site is not located within Uxbridge Town Centre, as defined by Appendix D of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

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.

The proposal involves the construction of a two storey roof top extension. The proposal would not extend by more than 7 metres beyond the highest part of the existing roof nor would the maximum height exceed 30 m. No external works are other than those to the upward extension are proposed other than those permitted by Class AA(1)(a) such as the strengthening of existing walls, foundations and the installation or replacement of utilities. The proposed drawings also indicate that there would be no requirement for additional plant equipment to be constructed on the roof.

In terms of the elevational treatment whilst the Urban Design Officer has suggested that the proposal should adopt the same materials as the existing building to the construct the extension, it is noted that there are previous Class AA permissions on this site which adopted the same material pallet. As such the proposed material pallet is considered to be acceptable.

The Urban Design Officers suggestion regarding the window detailing to incorporate a recess and the roof junction detailing has been noted. A condition is to be imposed to secure specific material details and sections which will include specifications for the materials used to construct the bin and bike stores and any external surfaces such as pedestrian pathways or parking spaces.

With regards to the suggestion of implementing new windows in the side elevation and balconies, these would fall outside of the scope of a Class AA proposal.

Taking the above points into consideration, subject to the imposition of the suggested conditions the proposal accords with Condition AA.2.-(1)(e).

## 2.07 Provision of Natural Light

Condition AA.2.-(1)(f) requires the developer to apply to the Local Planning Authority for prior approval as to the provision of adequate natural light in all habitable rooms of the new dwellinghouses.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all housing development should provide an appropriate living environment.

The Applicant has submitted a set of floor plans and elevations as well as a Daylight and Sunlight report. The proposed floor plans show that all habitable rooms will have windows, which would provide adequate levels of natural light. The Daylight and Sunlight report by Consil demonstrates that all of the residential units would be provided with adequate levels of natural light in accordance with the BRE guidance.

## 2.08 Impact on Amenity

Condition AA.2.-(1)(g) requires the developer to apply to the Local Planning Authority for prior approval as to the impact on the amenity of the existing building and neighbouring premises including overlooking, privacy and the loss of light.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the

impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

The proposals have been designed and developed to protect and preserve the amenity of the existing building and neighbouring properties, with particular regard to overlooking, privacy, and loss of light.

The nearest building is Waterside House which is in excess of 36 metres east of the site. Both Riverview House and Waterside house are subject to Class AA applications and are located within the centre of the site a considerable distance from any other neighbouring habitable room windows. The nearest residential building is Papermill House, a converted residential property, which is situated at a considerable distance from the site and would therefore not be affected by the proposed development. As such the proposed development and residential use of the buildings would not result in a loss of light or privacy to other residential properties.

Overall, the proposals have been carefully designed to minimise any potential impact on the amenity of surrounding buildings. On this basis, the development is considered acceptable in amenity terms and accords with Condition AA.2.-(1)(g).

## 2.09 Impacts of Noise

Condition AA.2.-(1)(h) requires the developer to apply to the Local Planning Authority for prior approval as to the impacts of noise from any commercial premises on the intended occupiers of the new dwellinghouses.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) seeks to protect residential amenity.

A Noise Impact Assessment prepared by RBA Acoustics has been submitted in support of the application which confirms that the proposed change of use to residential would meet the requisite noise guidance and legislation as set out in Town and Country Planning (General Permitted Development) Order 2015 (as amended) Class AA. As such, the proposal is considered to be acceptable in this regard. The Councils Noise Officer has reviewed the submission and has raised no objection. As such the proposal conforms with Condition AA.2.-(1)(h).

## 2.10 Impacts on Trade and Business

Condition AA.2.-(1)(i) requires the developer to apply to the Local Planning Authority for prior approval as to the impacts of the introduction of, or an increase in, a residential use of premises in the area on the carrying on of any trade, business or other use of land in the area.

Policy D13 of the London Plan sets out the agent of change principle which places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Boroughs should ensure that Development Plans and planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them. New noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

Development proposals should manage noise and other potential nuisances by:

- 1) ensuring good design mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area
- 2) exploring mitigation measures early in the design stage, with necessary and appropriate provisions including ongoing and future management of mitigation measures secured through planning obligations
- 3) separating new noise-sensitive development where possible from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

The site is located on the edge of the Town Centre and has a mix of office and residential uses within the vicinity. Therefore, the introduction of additional residential uses would be complimentary to the existing context, particularly given the historic consents on the site for residential use and the already established residential use at Papermill House. As such the proposal accords with Condition AA.2.-(1)(i).

## 2.11 Impact on Protected View

Condition AA.2.-(1)(j) requires the developer to apply to the Local Planning Authority for prior approval as to whether, because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012(2) issued by the Secretary of State.

The proposals would not have an impact on any protected view identified in the Directions Relating to Protected Vistas.

As such, prior approval can therefore be granted under Condition AA.2.-(1)(j).

## 3.0 COMMENTS ON PUBLIC CONSULTATION

### 3.01 Consultee Comments PUBLIC CONSULTATION

Letters were sent to 143 neighbouring properties and a site notice was displayed outside of the site for a period of 21 days. All methods of consultation expired 05-01-26

## INTERNAL CONSULTEES

### Contaminated Land

Thanks for contacting the Environmental Protection Team (Land Contamination) regarding the above planning application 40050/APP/2025/2712 for the Construction of two additional storeys to provide 38 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).and we would like to comment as follows.

Having consider the applicant submitted Phase I Desk Study Report with reference PH1 - 2025 - 000060 prepared by STM Environmental Consultants Ltd dated 9th June, 2025 taken note of sections 13 (Preliminary Conceptual Site Risk Model (CSM), 14 (Qualitative Risk Assessment), 15 (Conclusions) and 16 (Recommendations), please be advise that, we have no objection to the proposed development but, the following land contamination condition is recommend should the planning application be approved.

### Land Contamination Condition

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A site investigation, including where relevant soil, soil gas, surface water, and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations, and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show

that the works have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority..

REASON: To ensure that risks from land contamination to the future users of the land 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 Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

## Noise

Given the nature and context of the proposed development apparent from the information provided I do not consider noise and vibration to be a material planning issue.

## Urban Design

### 1. Context & Scope

#### Site Context:

- The site acts as an "island" between the River Colne and Grand Union Canal. We note the positive precedent of the neighbouring Papermill House, where comprehensive re cladding and the addition of balconies successfully established a residential character.
- Scope of Review: As a Class AA Prior Approval, the principle of development/height is outside the scope of the following comments. The assessment is strictly limited to statutory matters of external appearance and amenity.

### 2. Baseline Technical Expectations (Case Officer to Verify)

- Space Standards (NDSS): The proposal must demonstrate strict compliance with Nationally Described Space Standards for all 38 units (Article 3(9A)). Any shortfall in GIA or bedroom widths is grounds for statutory refusal.
- Natural Light: All habitable rooms should receive adequate natural light.
- Neighbour Amenity: While a technical assessment is required, the significant separation distances and open nature of the site suggest minimal concern regarding overlooking or loss of light to neighbours.

### 3. External Appearance & Detailing

- Roof Junction: While the proposed approach is broadly acceptable, we invite the applicant to explore maintaining material consistency to the full height of the building. Removing the material change would simplify the massing and potentially relate better to Papermill House.
- Side Elevations: Side elevations form the visual entry to the site. While the proposed articulation somewhat mitigates the lack of fenestration via architectural articulation, we strongly encourage introducing additional windows where the internal layout permits to activate the approach.

- Materiality: We broadly support the proposed brick facade with a metal-clad roof. We require a Materials Schedule (including product names, precedent photos, samples) to confirm the finish matches the colour / tone of the submitted elevations.
- Visual Depth: To prevent a "flat" appearance, our baseline expectation is that all window reveals and architectural recesses exceed 50mm in depth. The applicant should submit details to demonstrate visual depth. This can be done as part of this application or as part of condition discharge as long as this expectation is met / addressed satisfactorily.
- Roof Junction Detailing: Should rooftop metal cladding remain, to ensure the extension does not look "stuck on," the junction between the brick and the metal roof may benefit from being articulated with a minimal setback or shadow gap (min. 50mm).

#### 4. Amenity Enhancements

-Balconies: Drawing on the Papermill House precedent, we view balconies as a highly desirable addition for resident wellbeing. Given the site's separation distances, these could be included without privacy issues. While we recognise this falls outside the specific scope of the Prior Approval assessment, we encourage the applicant to consider this feature to enhance the overall quality of life.

#### Conclusion

We do not raise an objection and are broadly supportive of the proposal, subject to the clarifications on materials and detailing outlined above.

#### EXTERNAL CONSULTEES

##### Environment Agency

We have reviewed all relevant information for the above application and have no objections for this proposal. (Suggested informative added to the DN)

##### Airport Safeguarding

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

##### GLAAS

Thank you for your consultation received on 12 December 2025.

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice in accordance with the National Planning Policy Framework and GLAAS Charter.

This location close to the Colne is archaeologically sensitive primarily due to its proximity to the nationally significant Upper Palaeolithic - Mesolithic hunter-gatherer encampment found at Three Ways Wharf in the 1980s. Subsequent discoveries in Buckinghamshire (e.g. former Sanderson Factory) have shown that there was a local concentration of human occupation around a crossing and pinch point in the river valley.

The application gives little indication as to the nature of groundworks required to support the

additional floors and conversion. Whilst surface works (e.g. landscaping) would not be a concern deeper disturbance for new foundations or services might affect buried archaeological remains.

The proposed development does not affect a scheduled monument and unfortunately the general permitted development order does not provide for prior approval of archaeological mitigation. I can therefore only suggest an informative that an archaeological watching brief is requested on excavation for new foundations or services extending more than 1m below modern ground level.

Ministry of Defence (MOD)

Thank you for consulting the MOD on application reference 40050/APP/2025/2712

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System.

I can confirm that, following review of the application documents, the proposed development would be considered to have no detrimental impact on the operation or capability of a defence site or asset. The MOD has no objection to the development proposed.

The MOD must emphasise that this email is provided specifically in response to the application documents and supporting information provided on the Hillingdon Council website as of the date of this email.

Amendments to any element of the proposed development (including the location, dimensions, form, and/or finishing materials of any structure) may significantly alter how the development relates to MOD safeguarding requirements and may result in detrimental impact(s) on the operation or capability of defence sites or assets.

In the event that any revised plans, amended plans, additional information or further application(s) are submitted for approval, the MOD, as a statutory consultee, should be consulted and provided with adequate time to carry out assessments and provide a formal response whether the proposed amendments are considered material or not by the determining authority.

NATS

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

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace

user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

#### Canals and Rivers Trust

##### Flood Risk

The Grand Union canal (GUC) is located to the east of the site and is referred to in the submitted Flood Risk Assessment (FRA). There does however seem to be some minor discrepancies in the references to the River Gade and GUC. For example, Para 11.10 refers to the canal being to the west of the site, though this would be the River Gade. Para 11.10.1 also refers to Lidor showing steep slopes to the GUC along the western boundary of the site though again, this seems to be the River Gade not the GUC. The Council should in consultation with appropriate bodies such as the Environment Agency and LLFA satisfy itself that the scheme has fully considered the flood risks to the site from all sources and incorporated any necessary mitigation measures.

The applicant is advised that any surface water discharge to the waterway will require prior consent from the Canal & River Trust. As the Trust is not a land drainage authority, such discharges are not granted as of right where they are granted, they will usually be subject to completion of a commercial agreement.

##### Contamination

The submission indicates that further site investigations should be undertaken in relation to potential contamination. It is important to ensure that any works do not adversely impact on the stability of the canal infrastructure or water quality of the canal. Accordingly, these further investigations and details of any remediation works should be secured via condition. Any works should also comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust".

##### Character and appearance of the waterway

The increase in the building height will have a slight impact on the amenity of the canal in the vicinity. The previous scheme for the addition of a further 2-storeys seems to have been a bit more sympathetic visually with the 4th floor set back. As well as returning to the previous scheme, consideration of landscaping in the car park area to mitigate this impact would be beneficial. Nevertheless, considering this building is set further back from the canal, intervening development and existing landscaping the impacts to users of the canal corridor may be more limited.

##### Moorings

The site is close to the waterway and situated a short distance from the Brown's Meadow long-term moorings. The increased height to the building may give rise to concerns regarding privacy and the amenity of those using the waterway for mooring. Any mitigation measures to minimise impacts should therefore be considered. The construction and associated works also have the potential to impact on users of the canal network and the natural environment. It

needs to be recognised that boats do not have the same insulation properties as standard dwellinghouses. It should therefore be ensured that appropriate measures are implemented to manage issues such as noise, dust, disruption etc in order to minimise the impact on moorers. This matter could be address via a Construction and Environmental Management Plan (CEMP) which could be secured by condition.

#### Accessibility

It is noted that a Public Realm and highway improvement contribution was previously secured as part of an approved upward extension on the building. Towpath improvements have already been undertaken adjacent to the site. However, should the Council be minded to secure a contribution as part of this current scheme this may be able to support access to the green space north of Oxford Road as a recreational/wellbeing resource, supporting the council's 10-year cycling strategy.

#### Summary

For clarity we consider conditions should be secured in relation to Contamination, Landscaping and CEMP and should consent be granted we also request that the following informatives are appended to the decision notice:

1. The applicant/developer is advised to contact the Canal & River Trust's Works Engineering Team on 0303 040 4040 in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust".
2. The applicant is advised that any surface water discharge to the Grand Union canal will require prior consent from the Canal & River Trust. As the Trust is not a land drainage authority, such discharges are not granted as of right-where they are granted, they will usually be subject to completion of a commercial agreement. Please contact [utilitiesenquiry@canalrivertrust.org.uk](mailto:utilitiesenquiry@canalrivertrust.org.uk) to discuss further.

Buckinghamshire Council

No objection

## 4.0 RELEVANT PLANNING HISTORY

40050/APP/2025/2713      WATERSIDE  
HOUSE Oxford  
Road

Construction of two additional storeys to provide 38 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).

40050/APP/2025/1875      WATERSIDE

HOUSE OXFORD  
ROAD

Change of use from Commercial (Use Class E) to Residential (Use Class C3) to create 56 dwellings (Application for Prior Approval under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).

**Decision:** 10-10-25            Approval

40050/APP/2025/1876        RIVERVIEW  
HOUSE OXFORD  
ROAD

Change of use from Commercial (Use Class E) to Residential (Use Class C3) to create 56 dwellings (Application for Prior Approval under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).

**Decision:** 10-10-25            Approval

40050/APP/2023/1432        WATERSIDE  
HOUSE OXFORD  
ROAD

Details pursuant to the partial discharge of Condition 7 ((i)(a)&(b) Contamination) in relation to application reference 40050/APP/2022/1804 dated 06-02-2023 for 'Section 73 application to vary Condition 1 of application reference 40050/APP/2020/999 dated 18-05-2020 (Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)) to remove the third floor resulting in the loss of 2 units, relocation of plant and reduce car parking by 2 spaces.'

**Decision:** 07-07-23            Approval

40050/APP/2023/1434        WATERSIDE  
HOUSE OXFORD  
ROAD

Details pursuant to the partial discharge of Condition 7 ((i)(a)&(b) Contamination) in relation to application reference 40050/APP/2022/2886 dated 10-03-2023 for 'Section 73 application to vary Condition 1 of application reference 40050/APP/2021/1916 dated 20-10-2021 'Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))' for minor internal layout changes and design amendments made to the arrangement of the windows and balcony doors.'

**Decision:** 07-07-23            Approval

40050/APP/2023/1436        RIVERVIEW  
HOUSE OXFORD

## ROAD

Details pursuant to the discharge of Condition 7 ((i)(a)&(b) Contamination) of application reference 40050/APP/2022/1806 dated 06-02-2023 for 'Section 73 application to vary Condition 1 of application reference 40050/APP/2020/1009 dated 18-05-2020 (Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)) to remove the third floor resulting in the loss of 2 units, relocation of plant and reduce car parking by 2 spaces.'

**Decision:** 05-07-23                      Approval

40050/APP/2023/1437                      RIVERVIEW  
HOUSE OXFORD  
ROAD

Details pursuant to the partial discharge of Condition 7 (Part (i)(a)&(b) Contamination) of application reference 40050/APP/2022/2897 dated 10-03-2023 for 'Section 73 application to vary Condition 1 of application reference 40050/APP/2021/2467 dated 20-10-2021 'Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))' for minor internal layout changes and design amendments made to the arrangement of the windows and balcony doors.'

**Decision:** 03-07-23                      Approval

40050/APP/2023/88                      WATERSIDE  
HOUSE OXFORD  
ROAD

Details pursuant to the discharge of Condition 7 (Bird Hazard Management Plan) of planning consent reference 40050/APP/2021/1916 dated 20-10-2021 for 'Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))'.

**Decision:** 28-04-23                      Approval

40050/APP/2023/89                      RIVERVIEW  
HOUSE OXFORD  
ROAD

Details pursuant to the discharge of Condition 7 (Bird Hazard Management Plan) of planning consent reference 40050/APP/2021/2467 dated 20-10-2021 for 'Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))'.

**Decision:** 28-04-23                      Approval

40050/APP/2022/3332      Waterside  
   OXFORD ROAD

Details pursuant to the discharge of Condition 4 (Materials) of planning consent reference 40050/APP/2022/2886 dated 10-03-23 for 'Section 73 application to vary Condition 1 of application reference 40050/APP/2021/1916 dated 20-10-2021 'Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))' for minor internal layout changes and design amendments made to the arrangement of the windows and balcony doors'.

**Decision:** 17-03-23                      Approval

40050/APP/2022/3333      RIVERVIEW  
   OXFORD ROAD

Details pursuant to the discharge of Condition 3 (Materials) in relation to planning consent reference 40050/APP/2022/2919 dated 14-02-2023 for 'Section 73 application to vary Condition 2 of application reference 40050/APP/2021/1953 dated 13-07-2021 (Proposed alterations to the facade) for amendments to the arrangement of the windows and balcony doors'.

**Decision:** 17-03-23                      Approval

40050/APP/2022/3334      WATERSIDE  
   OXFORD ROAD

Details pursuant to the discharge of Condition 3 (Materials) in relation to planning consent reference 40050/APP/2022/2918 dated 14-02-2023 for 'Section 73 application to vary Condition 2 of application reference 40050/APP/2021/1954 dated 13-07-2021 (Proposed alterations to the facade) for amendments to the arrangement of the windows and balcony doors'.

**Decision:** 17-03-23                      Approval

40050/APP/2022/3335      RIVERVIEW  
   OXFORD ROAD

Details pursuant to the discharge of Condition 4 (Materials) of planning consent reference 40050/APP/2022/2897 dated 10-03-23 for 'Section 73 application to vary Condition 1 of application reference 40050/APP/2021/2467 dated 20-10-2021 'Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))' for minor internal layout changes and design amendments made to the arrangement of the windows and balcony doors.'

**Decision:** 23-03-23                      Approval

40050/APP/2022/3045      RIVERVIEW  
   HOUSE OXFORD  
   ROAD

Details pursuant to the discharge of Condition 5 (Construction Logistics Plan) of application reference 40050/APP/2021/2467 dated 20-10-2021 for 'Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))'.

**Decision:** 30-11-22                      Approval

40050/APP/2022/3049                      RIVERVIEW  
HOUSE OXFORD  
ROAD

Details pursuant to the discharge of Condition 5 (Construction Logistics Plan) of application reference 40050/APP/2020/1009 dated 18-05-2020 for 'Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))'.

**Decision:** 30-11-22                      Approval

40050/APP/2022/3050                      Waterside  
OXFORD ROAD

Details pursuant to the discharge of Condition 5 (Construction Logistics Plan) in relation to application reference 40050/APP/2021/1916 dated 20-10-2021 for 'Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))'.

**Decision:** 30-11-22                      Approval

40050/APP/2022/3051                      Waterside  
OXFORD ROAD

Details pursuant to the discharge of Condition 5 (Construction Logistics Plan) in relation to application reference 40050/APP/2020/999 dated 18-05-2020 for 'Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))'.

**Decision:** 30-11-22                      Approval

40050/APP/2022/2918                      WATERSIDE  
HOUSE OXFORD  
ROAD

Section 73 application to vary Condition 2 of application reference 40050/APP/2021/1954 dated 13-07-2021 (Proposed alterations to the facade) for amendments to the arrangement of the windows and balcony doors.

**Decision:** 14-02-23                      Approval

40050/APP/2022/2919 RIVERVIEW  
HOUSE OXFORD  
ROAD

Section 73 application to vary Condition 2 of application reference 40050/APP/2021/1953 dated 13-07-2021 (Proposed alterations to the facade) for amendments to the arrangement of the windows and balcony doors.

**Decision:** 14-02-23 Approval

40050/APP/2022/2886 WATERSIDE  
HOUSE OXFORD  
ROAD

Section 73 application to vary Condition 1 of application reference 40050/APP/2021/1916 dated 20-10-2021 'Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))' for minor internal layout changes and design amendments made to the arrangement of the windows and balcony doors.

**Decision:** 10-03-23 Approval

40050/APP/2022/2897 RIVERVIEW  
HOUSE OXFORD  
ROAD

Section 73 application to vary Condition 1 of application reference 40050/APP/2021/2467 dated 20-10-2021 'Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))' for minor internal layout changes and design amendments made to the arrangement of the windows and balcony doors.

**Decision:** 10-03-23 Approval

40050/APP/2022/1843 BRIDGE HOUSE  
OXFORD ROAD

Section 73 application to vary Conditions 3 and 6 of application reference 40050/APP/2018/1737 dated 30-06-20 (Demolition of existing rooftop plant room and replacement with two storey extension to provide 25 new residential units (Use Class C3), ancillary gymnasium (Use Class D2) plus associated landscaping and parking).

**Decision:** 06-02-23 Approval

40050/APP/2022/1844 BRIDGE HOUSE,  
RIVERVIEW  
HOUSE AND  
WATERSIDE  
HOUSE OXFORD

## ROAD

Section 73 application to vary Conditions 2 and 6 of application reference 40050/APP/2019/1865 dated 27-03-20 (Section 73 application to vary the approved plans list condition of application reference 40050/APP/2017/2438 dated 01/09/2017 for (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to residential units (Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (as amended by application reference 40050/APP/2019/3869 dated 21/01/20)).

**Decision:** 06-02-23          Approval

40050/APP/2022/1804          Waterside  
OXFORD ROAD

Section 73 application to vary Condition 1 of application reference 40050/APP/2020/999 dated 18-05-2020 (Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)) to remove the third floor resulting in the loss of 2 units, relocation of plant and reduce car parking by 2 spaces.

**Decision:** 06-02-23          Approval

40050/APP/2022/1806          Riverview  
OXFORD ROAD

Section 73 application to vary Condition 1 of application reference 40050/APP/2020/1009 dated 18-05-2020 (Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)) to remove the third floor resulting in the loss of 2 units, relocation of plant and reduce car parking by 2 spaces.

**Decision:** 06-02-23          Approval

40050/APP/2022/1759          WATERSIDE  
HOUSE OXFORD  
ROAD

Non-material Amendment to application ref: 40050/APP/2020/999 dated 18-05-20 (Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)). The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed) to change the description of development to read:

"Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))."

**Decision:** 05-08-22          Approval

40050/APP/2022/1775          RIVERVIEW  
HOUSE OXFORD  
ROAD

Non-material Amendment to application ref: 40050/APP/2020/1009 dated 18-05-20: Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)). The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.) to change the description of development to read:

'Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).'

**Decision:** 05-08-22          Approval

40050/APP/2022/13          FORMER XEROX  
SITE OXFORD  
ROAD

Request for a Screening Opinion Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017

**Decision:** 06-05-22          No Further  
Action(P)

40050/APP/2021/4092          BRIDGE HOUSE  
OXFORD ROAD

Details pursuant to the discharge of Conditions 11 (Sound Insulation) and 15 (Servicing and Refuse Collection Strategy) in relation to planning consent reference 40050/APP/2018/1737 approved on 30-06-20 for 'Demolition of existing rooftop plant room and replacement with two storey extension to provide 25 new residential units (Use Class C3), ancillary gymnasium (Use Class D2) plus associated landscaping and parking'.

**Decision:** 01-02-22          Approval

40050/PRC/2021/119          FORMER XEROX  
SITE OXFORD  
ROAD

Residential-led redevelopment of the site

**Decision:** 26-10-23          No Further  
Action(P)

40050/APP/2021/1953          RIVERVIEW

HOUSE OXFORD  
ROAD

Proposed alterations to the facade

**Decision:** 13-07-21 Approval

40050/APP/2021/1954 WATERSIDE  
HOUSE OXFORD  
ROAD

Proposed alterations to the facade

**Decision:** 13-07-21 Approval

40050/APP/2021/1916 WATERSIDE  
HOUSE OXFORD  
ROAD

Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

**Decision:** 18-08-21 Approval

40050/APP/2021/2467 RIVERVIEW  
HOUSE OXFORD  
ROAD

Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

**Decision:** 18-08-21 Approval

40050/APP/2021/1318 BRIDGE HOUSE  
OXFORD ROAD

Details pursuant to the discharge of Conditions 13 (Energy Assessment) and 14 (Details of PVs) of application reference 40050/APP/2018/1737 (Demolition of existing rooftop plant room and replacement with two storey extension to provide 25 new residential units (Use Class C3), ancillary gymnasium (Use Class D2) plus associated landscaping and parking).

**Decision:** 27-05-21 Approval

40050/APP/2021/853 LAND ADJACENT  
TO BRIDGE  
HOUSE OXFORD  
ROAD

The installation of a substation and creation of an enclosure to serve Bridge House, with associated access and landscaping

**Decision:** 30-04-21            Approval

40050/APP/2021/817            BRIDGE HOUSE  
   OXFORD ROAD

Non-material Amendment to planning permission reference 40050/APP/2019/3523 (Removal of the existing facade and installation of new windows, doors and balconies at the ground and 1st to 5th floor level) to align with changes made to the internal arrangements and to update the materials used.

**Decision:** 28-05-21            Approval

40050/APP/2021/819            BRIDGE HOUSE  
   OXFORD ROAD

Non-material Amendment to planning permission reference 40050/APP/2018/1737 (Demolition of existing rooftop plant room and replacement with two storey extension to provide 25 new residential units (Use Class C3), ancillary gymnasium (Use Class D2) plus associated landscaping and parking (AMENDED APRIL 2019) to ensure consistency between the amendments made to the ground floor configuration and the exterior facade at Bridge House, as well as details of drainage and landscaping.

**Decision:** 28-05-21            Approval

40050/APP/2021/746            WATERSIDE  
   HOUSE OXFORD  
   ROAD

Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

**Decision:** 19-04-21            Refusal

40050/APP/2021/747            RIVERVIEW  
   HOUSE OXFORD  
   ROAD

Construction of two additional storeys measuring 6.6m maximum height (18.7m above ground level) to provide 31 residential units (Application for Prior Approval under Schedule 2, Part 20, Class AA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

**Decision:** 19-04-21            Refusal

40050/APP/2021/697            Bridge House  
   OXFORD ROAD

Details pursuant to the discharge of Condition 5 (Construction Management Plan) of planning application reference 40050/APP/2019/1865 (Section 73 application to vary the approved plans list condition of application reference 40050/APP/2017/2438 dated 01/09/2017 for (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to residential units (Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (as amended by application reference 40050/APP/2019/3869 dated 21/01/20)).

**Decision:** 06-04-21            Approval

40050/APP/2021/698            Bridge House  
   OXFORD ROAD

Details pursuant to the discharge of Conditions 5 (Landscaping) and 12 (Construction Environmental Management Plan) in relation to planning permission reference 40050/APP/2018/1737 (Demolition of existing rooftop plant room and replacement with two storey extension to provide 25 new residential units (Use Class C3), ancillary gymnasium (Use Class D2) plus associated landscaping and parking (AMENDED APRIL 2019)).

**Decision:** 28-05-21            Approval

40050/APP/2021/356            Bridge House  
   OXFORD ROAD

Details pursuant to the partial discharge of Condition 3 (Part i Contamination) and full discharge of Condition 4 (Sound Insulation and Ventilation Scheme) of planning permission reference 40050/APP/2019/1865 (Section 73 application to vary the approved plans list condition of application reference 40050/APP/2017/2438 dated 01/09/2017 for (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to residential units (Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (as amended by application reference 40050/APP/2019/3869 dated 21/01/20)).

**Decision:** 26-03-21            Approval

40050/APP/2021/152            BRIDGE HOUSE  
   OXFORD ROAD

Non-material Amendment to planning permission reference 40050/APP/2019/1865 (Section 73 application to vary the approved plans list condition of application reference 40050/APP/2017/2438 dated 01/09/2017 for (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to residential units (Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (as amended by application reference 40050/APP/2019/3869 dated 21/01/20)) to amend the ground floor configuration of Bridge House.

**Decision:** 28-05-21            Approval

40050/APP/2020/1000            WATERSIDE  
   HOUSE OXFORD  
   ROAD

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds.

**Decision:** 07-05-20                      Approval

40050/APP/2020/1001                      RIVERVIEW  
HOUSE OXFORD  
ROAD

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 43 residential units, comprising 4 x studios, 7 x 1-beds, and 32 x 2-beds.

**Decision:** 07-05-20                      Approval

40050/APP/2020/1009                      RIVERVIEW  
HOUSE OXFORD  
ROAD

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.

**Decision:** 07-05-20                      Approval

40050/APP/2020/999                      WATERSIDE  
HOUSE OXFORD  
ROAD

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage. (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended))

The plans show 58 residential units, comprising 1 x studio, 56 x 1-beds, and 1 x 2-bed.

**Decision:** 07-05-20                      Approval

40050/APP/2019/4042                      RIVERVIEW  
HOUSE OXFORD  
ROAD

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

**Decision:** 18-03-20 Refusal

40050/APP/2019/4051 RIVERVIEW  
HOUSE OXFORD  
ROAD

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

**Decision:** 18-03-20 Refusal

40050/APP/2019/4054 WATERSIDE  
HOUSE OXFORD  
ROAD

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

**Decision:** 18-03-20 Refusal

40050/APP/2019/4055 WATERSIDE  
HOUSE OXFORD  
ROAD

Prior Approval for the change of use from office to dwellinghouses, together with ancillary car parking, cycle storage and refuse storage.

**Decision:** 18-03-20 Refusal

40050/APP/2019/3869 BRIDGE HOUSE  
OXFORD ROAD

Non-material amendment to planning application reference 40050/APP/2017/2438 (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage) to change the description of development and add an additional condition.

**Decision:** 21-01-20 Approval

40050/PRC/2019/238 FORMER XEROX  
SITE OXFORD  
ROAD

Proposed redevelopment scheme

**Decision:** 24-01-23 No Further  
Action(P)

40050/APP/2019/3523 BRIDGE HOUSE  
OXFORD ROAD

Removal of the existing facade and installation of new windows, doors and balconies at the ground and 1st to 5th floor level

**Decision:** 28-02-20 Approval

40050/APP/2019/1865 Bridge House,  
Riverview House  
and Waterside  
House Oxford Road

Section 73 application to vary the approved plans list condition of application reference 40050/APP/2017/2438 dated 01/09/2017 for (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to residential units (Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (as amended by application reference 40050/APP/2019/3869 dated 21/01/20)).

**Decision:** 17-07-19 Approval

40050/APP/2019/1575 BRIDGE HOUSE  
OXFORD ROAD

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

**Decision:** 29-05-19 Approval

40050/APP/2018/3940 BRIDGE HOUSE  
OXFORD ROAD

Internal works to a building in existing and proposed use as B1 (a) - Office (other than A2) (Application for a Certificate of Lawful Development for a Proposed Development)

**Decision:** 25-01-19 Refusal

40050/APP/2018/3192 BRIDGE HOUSE  
OXFORD ROAD

Change of use from Class B1 to Class A1/A2 usage and external changes to ground floor accommodation.

**Decision:** 12-12-19 Withdrawn (P)

40050/APP/2018/2630 BRIDGE HOUSE  
OXFORD ROAD

Non-material amendment to application reference 40050/APP/2017/2438 (Prior Approval

Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage) for alterations to the internal layout of the floor plans.

**Decision:** 26-10-18 Refusal

40050/APP/2018/1968 BRIDGE HOUSE  
OXFORD ROAD

Details pursuant to Condition 1 (Contamination) and 2 (Noise) of planning permission Ref: 40050/APP/2017/2438, dated 1.09.17 (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.)

**Decision:** 07-09-18 Approval

40050/APP/2018/1736 BRIDGE HOUSE  
OXFORD ROAD

Installation of new windows, doors and alterations to balconies

**Decision:** 20-07-18 Approval

40050/APP/2018/1737 BRIDGE HOUSE  
OXFORD ROAD

Demolition of existing rooftop plant room and replacement with two storey extension to provide 25 new residential units (Use Class C3), ancillary gymnasium (Use Class D2) plus associated landscaping and parking (AMENDED APRIL 2019).

**Decision:** 21-08-19 Approval

40050/PRC/2018/68 BRIDGE HOUSE  
OXFORD ROAD

Large scale residential development

**Decision:** 25-06-18 Objection

40050/APP/2018/1120 BRIDGE HOUSE  
OXFORD ROAD

Non-material amendment to planning application reference 40050/APP/2017/2438 (Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage) for alterations to the internal layout of the floor plans

**Decision:** 09-05-18 Refusal

40050/APP/2017/3356      WATERSIDE  
   OXFORD ROAD

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

**Decision:** 27-10-17              Approval

40050/APP/2017/3357      RIVERVIEW  
   OXFORD ROAD

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

**Decision:** 25-10-17              Approval

40050/APP/2017/3358      BRIDGE HOUSE  
   OXFORD ROAD

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

**Decision:** 27-10-17              Approval

40050/APP/2017/2438      BRIDGE HOUSE,  
   RIVERVIEW  
   HOUSE &  
   WATERSIDE  
   HOUSE OXFORD  
   ROAD

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

**Decision:** 23-08-17              Approval

40050/PRC/2017/63              RANK XEROX  
   CAMPUS OXFORD  
   ROAD

Residential development

**Decision:** 24-04-18              Pre-App Meeting  
   Held

40050/APP/2016/852              BRIDGE HOUSE,  
   DENBRIDGE IND.

ESTATE OXFORD  
ROAD

Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3).

**Decision:** 05-01-17          Approval

40050/PRC/2015/119          BRIDGE HOUSE  
OXFORD ROAD

Pre app

**Decision:** 15-03-17          Pre-App Meeting  
Held

40050/PRC/2014/38          BRIDGE HOUSE  
OXFORD ROAD

Demolition of existing buildings and replacement office building

**Decision:** 04-12-14          Objection

40050/PRE/2001/14          XEROX (UK) LTD,  
DENBRIDGE IND.  
ESTATE, OXFORD  
ROAD

TP PRECORRES - EXTENSIVE CORRES OVER SEVERAL MONTHS RE PARKING FACILITIES.

40050/AA/98/1387          XEROX (UK) LTD  
80 OXFORD ROAD

Erection and retention for a limited period of a two storey portable building for office use

**Decision:** 04-09-98          Approve Limited  
Time

40050/T/97/3024          BRIDGE HOUSE,  
DENBRIDGE IND.  
ESTATE OXFORD  
ROAD

Installation of internally illuminated signage

**Decision:** 07-04-97          Approval

40050/S

Tp Precorres(Installation Of A Microwave Antennae)

40050/N/95/1966 RANK XEROX,  
BRIDGE HOUSE  
OXFORD ROAD

External alterations (recladding) to building

**Decision:** 05-03-96 Approval

40050/L

Tp Pre-Corres Possible Change Of Use

40050/J/95/3003 RANK XEROX,  
BRIDGE HOUSE  
OXFORD ROAD

Installation of internally illuminated sign on building and internally illuminated pole sign

**Decision:** 21-04-95 Approval

40050/G/94/0130 RANK XEROX,  
BRIDGE HOUSE  
OXFORD ROAD

Installation of additional windows at ground floor level

**Decision:** 03-03-94 Approval

40050/E/90/1926 RANK XEROX,  
BRIDGE HOUSE  
OXFORD ROAD

Installation of microwave antenna on roof of building

**Decision:** 25-01-91 Approve Limited  
Time

40050/D/90/3560 RANK XEROX,  
BRIDGE HOUSE  
OXFORD ROAD

Erection of one free standing pole-mounted internally illuminated sign and two sets of individual illuminated letters on existing building

**Decision:** 04-09-90 Approval

40050/C/89/3545 RANK XEROX,

BRIDGE HOUSE  
OXFORD ROAD

Installation of an internally illuminated company identification sign.

**Decision:** 25-08-89                      Refusal

40050

Change Of Use Of Part Of Building To Staff Cafeteria Ret

4.01            Comment on Planning History

Prior Approval was obtained in 2020 for the change of use of Waterside and Riverview House, under Class O of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (GPDO), of the office buildings to residential. Two consents were obtained per building for 46 and 58 residential units.

In 2021 Prior Approval consent was granted under Class AA of the GPDO for a two-storey vertical extension to each building to create 31 additional units. At the same time a full planning application was submitted per building for a new facade which aligned with the Class AA applications and gave the building a more residential look and feel.

In 2022 a Section 96a application was submitted pursuant to the original Class O consents to amend the description of development to remove reference to the number of units (ref. 40050/APP/2022/1759 & 40050/APP/2022/1775). This was obtained to enable the submission of a Section 73 application to the original Class O consents to reduce the number of units per building from 58 to 56 (ref. 40050/APP/2022/1806 & 40050/APP/2022/1804). This was undertaken to enable the Class O and Class AA consents to be built out concurrently. Therefore, a total of 87 units per building were granted permission (174 in total).

In 2022, Section 73 applications (ref. 40050/APP/2022/2918 & 40050/APP/2022/2919) were submitted pursuant to the original facade permissions to make minor changes to windows and doors to take account of detailed design work to enable the delivery of the scheme. In addition, Section 73 applications (40050/APP/2022/2886 & 40050/APP/2022/2897) were also submitted pursuant to the Class AA permissions to address detailed design development.

The Class O permissions lapsed in May 2023 and the Class AA permissions in October 2024. The facade permissions have been implemented as a result of the works undertaken to the building.

These permissions included the provision of a Section 106 agreement which was updated by way of a Deed of Variation under each Section 73 permission, with the latest signed in February and March 2023.

## 5.0 ADVERTISEMENT AND SITE NOTICE

5.1 Advertisement Expiry Date: 29-01-26

5.2 Site Notice Expiry Date: Not  
Applicable

## 6.0 PLANNING POLICES AND STANDARDS

The following Policies are considered relevant to the application:-

Part 1 Policies:

1. **PT1.BE1 (2012) Built Environment**  
(2012) Built Environment
2. **PT1.EM6 (2012) Flood Risk Management**  
(2012) Flood Risk Management
3. **PT1.EM8 (2012) Land, Water, Air and Noise**  
(2012) Land, Water, Air and Noise
4. **PT1.HE1 (2012) Heritage**  
(2012) Heritage

Part 2 Policies:

1. **DMAV 1 Safe Operation of Airports**  
Safe Operation of Airports
2. **DMEI 9 Management of Flood Risk**  
Management of Flood Risk
3. **DMEI 10 Water Management, Efficiency and Quality**  
Water Management, Efficiency and Quality
4. **DMHB 11 Design of New Development**  
Design of New Development

5. **DMHB 16 Housing Standards**  
Housing Standards
6. **DMEI 12 Development of Land Affected by Contamination**  
Development of Land Affected by Contamination
7. **DMHB 4 Conservation Areas**  
Conservation Areas
8. **DMT 1 Managing Transport Impacts**  
Managing Transport Impacts
9. **DMHB 10 High Buildings and Structures**  
High Buildings and Structures
10. **DMT 2 Highways Impacts**  
Highways Impacts
11. **DMT 6 Vehicle Parking**  
Vehicle Parking
12. **LPP D12 (2021) Fire safety**  
(2021) Fire safety
13. **LPP D13 (2021) Agent of change**  
(2021) Agent of change
14. **LPP D14 (2021) Noise**  
(2021) Noise
15. **DMT 4 Public Transport**  
Public Transport
16. **DMT 5 Pedestrians and Cyclists**  
Pedestrians and Cyclists
17. **LPP D6 (2021) Housing quality and standards**  
(2021) Housing quality and standards
18. **LPP HC1 (2021) Heritage conservation and growth**  
(2021) Heritage conservation and growth
19. **LPP SI12 (2021) Flood risk management**  
(2021) Flood risk management
20. **LPP D4 (2021) Delivering good design**

(2021) Delivering good design

21. **LPP T4 (2021) Assessing and mitigating transport impacts**

(2021) Assessing and mitigating transport impacts

22. **LPP T6.1 (2021) Residential parking**

(2021) Residential parking

23. **LPP SI13 (2021) Sustainable drainage**

(2021) Sustainable drainage

24. **LPP T2 (2021) Healthy Streets**

(2021) Healthy Streets

25. **LPP T5 (2021) Cycling**

(2021) Cycling

26. **LPP T6 (2021) Car parking**

(2021) Car parking

27. **NPPF11 - NPPF11 2024 - Making effective use of land  
24**

NPPF11 2024 - Making effective use of land

28. **NPPF12 - NPPF12 2024 - Achieving well-designed places  
24**

NPPF12 2024 - Achieving well-designed places

29. **NPPF2 - NPPF2 2024 - Achieving sustainable development  
24**

NPPF2 2024 - Achieving sustainable development

30. **NPPF5 - NPPF5 2024 - Delivering a sufficient supply of homes  
24**

NPPF5 2024 - Delivering a sufficient supply of homes

31. **NPPF6 - NPPF6 2024 - Building a strong, competitive economy  
24**

NPPF6 2024 - Building a strong, competitive economy

32. **NPPF9 - NPPF9 2024 - Promoting sustainable transport  
24**

NPPF9 2024 - Promoting sustainable transport

## 7.0 REFERENCE DOCUMENTS

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

amended by the Town and Country Planning (General Permitted Development) (England) (Amendment) (No2) Order 2020.

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