



**ALLPORT HOUSE, COWLEY BUSINESS PARK,
UXBRIDGE UB8 2AD**

Roof extension to existing building to create x9 additional flats, external alterations and erection of refuse/recycling and cycles stores.

Planning Statement

February 2020

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1.0 Introduction

- 1.1 On behalf of our client, Kings Oak Brunel LLP, this Planning Statement has been prepared in support of a planning application for:

Roof extension to existing building to create x9 additional flats, external alterations and erection of refuse/recycling and cycles stores.

- 1.2 This statement should be read in conjunction with the following drawings and reports:

Architectural Plans, prepared by 4D Studio:

Existing Drawings:

4D_1920_PL_600 Existing Location Plan
4D_1920_PL_601 Existing Block Plan
4D_1920_PL_100 Existing Ground Floor
4D_1920_PL_101 Existing First Floor
4D_1920_PL_103 Existing Car parking plan

Proposed Floor Plans

4D_1920_PL_610.3 Proposed Second Floor 9 flats
4D_1920_PL_611.3 Proposed Third Floor 9 flats
4D_1920_PL_612.3 Proposed Roof Plan Floor 9 flats

Proposed Elevations

4D_1920_PL_620 A Existing and Proposed East Elevations
4D_1920_PL_621 A Existing and Proposed West Elevations
4D_1920_PL_622 A Existing and Proposed North Elevations
4D_1920_PL_623 A Existing and Proposed South Elevations

Proposed Sections

4D_1920_PL_624 Proposed Section AA
4D_1920_PL_625 Proposed Section BB

Proposed Car Parking, Cycle and Refuse Store Plan and

4D_1920_PL_630
4D_1920_PL_631
4D_1920_PL_632

3D Visuals

4D_1920_PL_633

FOR REFERENCE Drawings Previously Consented under Prior Approval ref : 46104/APP/2019/2606

4D_1920_PL_200 Previously Consented Proposed Ground Floor
4D_1920_PL_201 Previously Consented Proposed First Floor

FOR REFERENCE Previously Consented under Planning Application ref: 46104/APP/2019/3845

4D_1920_PL_500 Previously Consented Existing and Proposed East Elevations
4D_1920_PL_501 Previously Consented Existing and Proposed West Elevations
4D_1920_PL_502 Previously Consented Existing and Proposed North Elevations
4D_1920_PL_503 Previously Consented Existing and Proposed South Elevations

- Design and Access Statement, prepared by 4D Studio;
- Transport Assessment, prepared by Caneparo Associates Ltd;
- Sustainability and Energy Statement, prepared by BlueSky Unlimited;
- Flood Risk Assessment, prepared by EAS;

2.0 Background and Planning History

- 2.1 Allport House has some recent relevant planning history, namely the two granted Prior Approval applications that have secured the effective change of use from office to residential. These approvals are in the process of being implemented, with final discharge of pre-commencement conditions presently underway.
- 2.2 Even more recently, planning permission was granted for replacement windows and the replacement of some windows with opaque rendered panels (granted 22nd January 2020). These building works will enhance the quality of the conversion to residential, facilitated by the grant of the Prior Approval.

Prior Approval ref: 46104/APP/2018/1215

- 2.3 This application, submitted on 28th March 2018, proposed:

Prior Approval for the change of use from Use Class B1(a) (Offices) to Use Class C3 (Residential) to provide up to 20 self-contained units

- 2.4 It was granted, subject to conditions, on 1st June 2018.

Prior Approval ref: 46104/APP/2019/2606

- 2.5 This application, submitted on 5th August 2019, proposed:

Change of use from B1(a) Offices to C3 Residential (Prior Approval) to provide 28 residential units.

- 2.6 It was granted, subject to conditions, on 30th September 2019.

Full Planning Application ref: 46104/APP/2019/3845

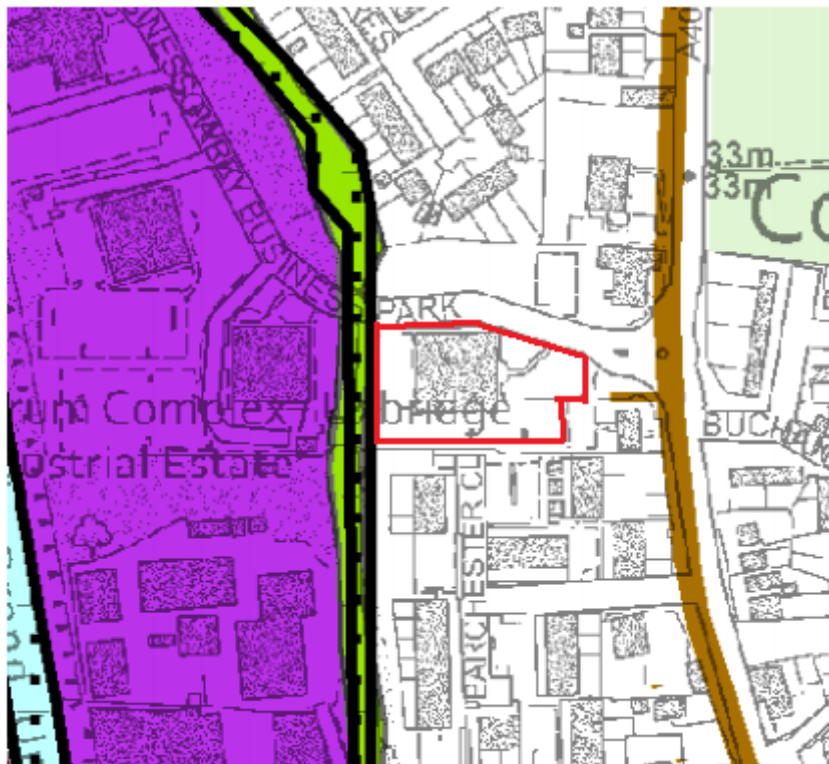
- 2.7 This application, submitted on 27th November 2019, proposed:

Replacement of windows and glazing and installation of new render panels and wall to match existing brickwork.

- 2.8 Granted full planning permission on 22/01/2020.

3.0 Site Description and Planning Designations

- 3.1 Allport House (also previously known as Cygnet House) is a two storey office premises, typical in appearance and situated at the entrance to Cowley Business Park, to the south of the internal link road of the same name. Car parking is provided on areas of hardstanding to the south and west of the premises benefitting from a formalised arrangement and accessed from Cowley Business Park. The unit is currently vacant.
- 3.2 Allport House lies approximately two miles South of Uxbridge town centre and is accessed via Cowley Road. It lies a short distance inside the M25 and is flanked by Fray's River and Cowley Road to the east and the Grand Union Canal to the West. With the exception of Allport House the other remaining office buildings are all 3 storeys high.
- 3.3 Cowley Road runs from Uxbridge in the North to Cowley in the South. It is a largely residential street environment with some retail. Brunel University Halls of Residence lie to the east of Cowley Business Park, accessed from the opposite side of Cowley Road.



Extract from the Policies Map (2020) Site outline in red

- 3.4 The site is not Article 2(5) land as defined within the above Order and is not subject to an Article 4 direction preventing the proposed change of use under permitted development rights. The subject site is not located within a protected area.
- 3.5 As seen in the extract from the Policies Map (above), the site is not subject to any statutory or other (non-planning) designations, which may otherwise require special consideration.
- 3.6 Outside of the small employment area, the surrounding character of the area comprises a mix of residential and employment uses. The site itself is flanked by residential properties to the north beyond Fray's River and storage and light industrial to the south over the Grand Union Canal.
- 3.7 The surrounding and adjoining boundaries are dense vegetated. Mature trees and shrubs along the Eastern boundary of the business park form part of an 'Area Forming Links in Green Chain' and 'Nature Conservation Sites of Metropolitan or Borough Grade I Importance'. The Grand Canal running North-South to the West of Teal House is also a 'Nature Conservation Site of Metropolitan Importance'. Allport House is located outside of these designated areas.

- 3.8 Allport House benefits from excellent poor transport accessibility with a level of 1b rating (on a scale of 1 to 6, where 1 is poor and 6b is excellent). That said, the site benefits from existing surfaced car parking for 70 cars including spaces for disabled users.

4.0 Proposed Development

- 4.1 The proposed involves the extension to the roof of the existing building to create Nine additional residential units (split level flats). The application also includes associated refuse/recycling and cycles stores, and external alterations to the appearance of the building.
- 4.2 While the last lawful use was office (the building is presently vacant), there are two extant Prior Approvals in place for the conversion of the two storeys of office accommodation to residential use. The most recent of these approvals (ref: 46104/APP/2019/3845 – for 28 flats) will be fully implemented before the development proposed by this planning application would be commenced. Thus, the office use will have effectively ceased.
- 4.3 The proposed roof extension will require the removal of the existing roof, erection of a single floor of accommodation and a new roof which will contain roof space rooms (mostly bedrooms and bathrooms). The new roof design will create a large open-air atrium, which will provide enhance daylight, sunlight and ventilation for 2nd and 3rd floor flats, as well as making them dual aspect.
- 4.4 All flats will meet GLA and Local Plan minimum floorspace standards and will contain built-in storage for each flat.
- 4.5 The proposed mix of nine unit is weighed toward providing large, family-sized dwellings, in response to the identified borough-wide requirement for larger market units, particularly three-bedroom properties.
- 4.6 The mix and size of proposed units is set out in the table below:

Unit Number	Type	Internal Area (GIA)
Flat 29	3B/5P	94sqm
Flat 30	3B4P	93sqm
Flat 31	2B/4P	87sqm
Flat 32	2B/4P	82sqm
Flat 33	3B/4P	89sqm
Flat 34	3B/6P	95sqm
Flat 35	4B/7P	117sqm
Flat 36	3B/4P	93sqm
Flat 37	3B/5P	94sqm

- 4.7 In terms of materials to be used in the extension and roof reconstruction works, the new fabric will match existing materials where appropriate and introduce a synthetic external render to match the external brickwork.
- 4.8 Private amenity space is provided for all nine flats, with an additional 119 sqm of communal amenity space.
- 4.9 The refuse and recycling store will be located in the front (west) car park.
- 4.10 The secure cycle store will also be located in the western corner of the site (adjacent to the front car park). It will be fully enclosed with a single point of entry. 58 cycles can be securely parked inside, using 'Sheffield' stands.
- 4.11 The original office car park serving Allport House provided 70 parking spaces. The extant prior approval scheme allocated 43 of these spaces to the 28 proposed flats (based on 1.5 spaces per flat). This left a remainder of 27 parking spaces.

- 4.12 The proposed 9-units can be supported with an allocation of 14 of these residual parking spaces, based on a policy compliant 1.5 spaces per flat.

5.0 Relevant Planning Policies

- 5.0.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the relevant Development Plan, unless material planning considerations indicate otherwise. The Development Plan for LB Hillingdon comprises the following documents:

- National Planning Policy Framework (2019)
- London Plan (2016)
- Hillingdon Local Plan Part 1: Strategic Policies (2012)
- Hillingdon Local Plan Part 2: Development Management Policies (2020)

- 5.0.2 The most relevant within Part 1 of the Local Plan are:

Policy E1	Managing the Supply of Employment Land
Policy H1	Housing Growth
Policy H2	Affordable Housing
Policy BE1	Built Environment

- 5.0.3 The most relevant policies for Development Management purposes are contained in Part 2 of the Local Plan.

DME 2	Employment Uses Outside of Designated Sites
DMH 2	Housing Mix
DMH 3	Office Conversions
DMH 7	Provision of Affordable Housing
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMT 1	Managing Transport Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking

6.0 Planning Considerations

6.0.1 The main issues to be considered pertinent to the consideration of this planning application are:

- Principle of Development
- Impact on Character and Appearance of the Area
- Housing Quality
- Impact on Residential Amenities
- Parking

6.1 Principle of Development – Land Use

6.1.1 The site is located within the built-up area of the Cowley Business Park, in Uxbridge, where the principle of new development is acceptable. The development of new housing, to meet the borough's need, is also acceptable in principle.

6.1.2 The existing building (presently vacant) was last in use as a B1(a) office. The site lies outside of any designated employment site (e.g. SILs, PIL or IBPs).

6.1.3 Notwithstanding the above, the approval (and forthcoming implementation) of the change of use of the office building to residential use (facilitated by the Prior Approval) effectively recategorizes the use from employment to residential.

6.1.4 As such, the planning policies that relates to the protection of employment floorspace (DME 1: Employment Uses Outside of Designated Sites & Policy DME 2: Employment Sites Outside Designated Employment Areas) are not relevant to the proposal.

6.1.5 The implementation of this proposal can be tied to the completion of pre-commencement conditions associated with the Prior Approval, via a 'Grampian condition'.

6.2 Design and Impact on the Character of the Area

6.2.1 Paragraph 127 of the NPPF states that planning policies and decisions should ensure the developments, inter alia:

- a) will function well and add to the overall quality of an area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; and
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users.

6.2.2 At paragraph 130, it is stated that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

6.2.3 The current building is an example of more modern commercial architecture and is of little architectural merit itself, however, the site is prominent one on the Cowley Business Park.

6.2.4 The building is currently finished office specification fenestration external facing materials. Given the forthcoming conversion of the building to residential use, there is scope for enhancements and for it to make a more positive contribution to the character and appearance of the area.

6.2.3 The proposal seeks to improve the architectural merit of the building. The roof extension to the building has been designed to complement the existing two storey scale and form. The extensions would introduce gable roofs and dormer window, that would help to define the building as residential in character and appearance.

- 6.2.3 The main changes to the building will improve the appearance of the building and therefore will have a positive impact on the character and visual amenities of the area in accordance with policies DMHB 11 and Policy BE1 of the Local Plan.

6.3 Housing

Affordable Housing

- 6.3.1 Policy H2 of the Local Plan Part 1 sets out the Council's requirements for affordable housing, seeking 35% of all new units on development that provide 10 or more units.
- 6.3.2 While the existing building has capacity to accommodate a roof extension to provide additional housing units. based on other Local Plan requirements to provide large 'family-sized' units, the output of units generated by this development will be 9 flats. As such, this scale of development does not trigger the requirement for affordable housing as set out within policy H2.

Tenure and mix

- 6.3.3 Policy DMH 2: Housing Mix sets out the Council's requirements for the provision of a mix of housing units of different sizes to reflect local housing need.
- 6.3.4 Based on the Council's current information on housing need, which indicates a substantial borough-wide requirement for larger units, particularly three-bedroom properties, this proposal includes 77% of units as three or four bedroom flats.
- 6.3.5 All nine units will be for private sale.

Housing Quality

- 6.3.6 Local Plan policy DMHB 11: Design of New Development seeks to secure high quality design in all developments.

All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

i) harmonising with the local context by taking into account the surrounding:

- *scale of development, considering the height, mass and bulk of adjacent structures;*
- *building plot sizes and widths, plot coverage and established street patterns;*
- *building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;*
- *architectural composition and quality of detailing;*
- *local topography, views both from and to the site; and*
- *impact on neighbouring open spaces and their environment.*

ii) ensuring the use of high-quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and

v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

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

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

- 6.3.7 The proposed extensions to Allport House seek to create a distinctive and attractive addition to the building and to complement this peripheral commercial and residential area.
- 6.3.8 The scale and extent of the roof extension means that there would be no adverse impact on the amenity of any neighbours.
- 6.3.9 The internal layout of the nine flats have been designed to exceed minimum floorspace standards and provide useful internal storage and amenity space.
- 6.3.10 High quality materials will be used throughout the extension, to integrate the new fabric with the original building and collectively form an attractive building.

6.4 Transport and Parking

- 6.4.1 A detailed Transport Assessment and Travel Plan has been prepared by Caneparo Associates and is submitted with the application.
- 6.4.2 The Site is located within an excellent accessible London location. As such a high proportion of trips associated with the proposals can be expected to be made by sustainable modes of travel.
- 6.4.3 The proposal seeks to extend the existing building to provide an additional 9 residential units, bringing the total to 37 units accounting for the 28 units already permitted by a Prior Approval.
- 6.4.4 The existing site has 66 car parking spaces. 42 of these spaces were allocated to the prior approval conversion scheme, which leaves 14 parking spaces. 14 spaces provides a policy compliant 1.5 spaces per flat (based on 9 flats).
- 6.4.5 The proposal has been assessed taking into consideration policy and existing conditions and can be summarised as follows:
 - The site will provide car parking at a 1.5 spaces per unit ratio, in line with the London Plan and Hillingdon DMP car parking maximum standards. The proposals include 6 disabled spaces and 5 active and 5 passive charging bays, as well as 3 motorcycle parking bays;
 - Cycle parking will be provided in line with Hillingdon's DMP cycle parking standards and adopted London Plan standards;
 - There will be no material change in the number of vehicle trips generated by the site during the critical weekday peak periods;
 - The development is expected to generate 4-6 deliveries per day, with deliveries undertaken on-site in the same manner as for the previous office use. This level of servicing is not anticipated to have a material impact on the local highway network.
 - Refuse will be collected on-site from within the car park, with refuse collected by the Council's refuse collection operatives

- 6.4.6 In conclusion, it is considered that the development proposal is appropriate for the location, will have no material impact on the local transport network, and is in accordance with relevant adopted national, regional and local policy guidance.

6.5 Impact on Amenity

- 6.5.1 Policy DMHB 11: Design of New Development, seeks to ensure that the amenity of neighbouring properties is protected. It states that planning permission will not be granted for development that causes harm to the amenity of occupiers and neighbours in terms of loss of daylight, sunlight, outlook and privacy.
- 6.5.1 In terms of a loss of privacy through overlooking, considerable thought has gone into the design process to design-out any overlooking problems – be it between the new flats created or to neighbours adjacent to the site.
- 6.4.1 Given the separation distances to neighbouring properties to the south, it is considered there will be no undue loss of privacy through overlooking, nor overshadowing or massing impacts.
- 6.4.2 As such, the proposed dwelling would have no harmful impact on the amenity of neighbouring properties, in accordance with Policy DMHB 11 of the Local Plan.

6.6 Flooding

- 6.6.1 The site currently consists of an office block which already has permission to convert the offices to create 28 self-contained residential units. The main existing office building already has permission to be converted to create 28 self-contained residential units.
- 6.6.2 This planning application is supported by a Flood Risk Assessment, prepared by EAS.
- 6.6.3 The FRA identifies the site as being located within Flood Zone 1 on the EA flood map, which indicates a 'low' risk of flooding from fluvial and tidal sources. 'Low' risk areas have an annual probability of flooding of less than 0.1% (or 1 in 1000 years).
- 6.6.4 The existing bridge which is directly over Fray's River is at least 180mm above surrounding ground levels and therefore is confirmed to be within Flood Zone 1.
- 6.6.5 The EA Flood Risk from Surface Water map included shows that the majority of the site is within an area at very low risk of surface water flooding. However, there is a small flow-path which could create pooling on site during extreme events.
- 6.6.6 The area at risk of surface water flooding is low risk between 0.1 -1% annual probability of occurring and low depth (less than 300mm). This is a localised low spot between the Cowley Business Park Road and the car park on site which can be seen in the topographical survey in Appendix D of the FRA.
- 6.6.7 There is to be no increase in building roof area or hardstanding and therefore no amendments to the existing below ground surface water drainage layout are required.
- 6.6.8 Overall, the site is at low risk of flooding from all sources of flood risk.

6.7 Sustainability

- 6.7.1 This Statement has been prepared in support of a planning application for the construction of a two-storey extension onto the existing building at Allport House, Cowley Business Park, Cowley, Uxbridge to create nine, 2, 3 and 4 bedroom apartments.
- 6.7.2 The Statement includes an energy demand assessment how selected energy efficiency, low-carbon

and renewable energy technologies have been considered and those that have been incorporated into the scheme.

- 6.7.3 SAP calculations have been prepared for a representative sample of the new apartments, which have been based upon the construction specification set out within the report and the detailed planning drawings. The calculations provide an accurate assessment of the energy demand and carbon dioxide emissions arising from the new apartments and allow the testing of different technologies.
- 6.7.4 It is proposed to enhance the fabric insulation standards of the new apartments above the minimum required by the Building Regulations (Part L – 2013). The energy efficiency standards provide a 2.47% reduction in emissions before the incorporation of any renewable technologies. The proposal is of insufficient scale to efficiently provide a communal space heating and hot water system either with CHP or not and therefore the units will be provided with individual heating systems.
- 6.7.5 It is proposed to install air source hot water heat pumps (ASHPs) into all new apartments. These installations provide space heating and hot water from renewable technologies.
- 6.7.6 The reductions in carbon dioxide emissions can be summarised as follows:

	Carbon Emissions	% reduction
	KG CO2 per year	%
Baseline Emissions (TER)	16,839	
Actual Emissions using ASHPs (DER)	12,501	25.76%

- 6.7.7 The apartments achieve a water efficiency target of 105 litres per person per day.
- 6.7.8 As such, the requirement of policy DMEI 2: Reducing Carbon Emissions are met.

7.0 Conclusion

- 7.1 This application seeks full planning permission for a roof extension to existing building to create x9 additional flats, external alterations and erection of refuse/recycling and cycles stores.
- 7.2 The site is located within the built-up area of the Cowley Business Park, in Uxbridge, where the principle of new development is acceptable. The development of new housing, to meet the borough's need, is also acceptable in principle.
- 7.3 The existing building (presently vacant) was last in use as a B1(a) office. The site lies outside of any designated employment site (e.g. SILs, PIL or IBPs).
- 7.4 Notwithstanding the above, the approval (and forthcoming implementation) of the change of use of the office building to residential use (facilitated by the Prior Approval) effectively recategorizes the use from employment (B1a) to residential (C3). If necessary, approval of this planning application can be tied to the completion of pre-commencement condition and implementation of the Prior Approval scheme, via a 'Grampian condition'.
- 7.5 The proposal includes the creation of nine additional flats over and above the 28 flats which will be created by the conversion under Prior Approval. The proposal includes external alteration to the roof and elevations of the building in connection with the prior approval and includes cycle and refuse stores to serve the wider development.
- 7.6 The amenity of neighbouring residential properties – albeit those located some considerable distance from the application site – would not be adversely affected by the proposed roof extensions.

- 7.7 The propose nine units would all exceed minimum space standard, while also offering internal storage and private amenity space.
- 7.8 The mix of unit sizes, which has been designed to offer a high proportion of 3+ bedroom flats is complaint with the Council's policy prescription to encourage the development of 'family-sized' units.
- 7.9 The supplied Transport Assessment demonstrates that the site can more than adequately accommodate car and cycle parking to support the additional units and will result in a net reduction in trip generation compared to the former office use.
- 7.10 Consequently, the proposal would represent sustainable development and as such should be approved in accordance with the NPPF.