

Prior Approval Class O

Change of use from Offices (Use Class B1 a) to Dwellinghouses (Use Class C3)

Site at Howard House, The Runway, HA4 6SE

Submission on behalf of Powerday PLC

May 2019

Submission prepared by James Wells BA (Hons) DipTP MRTPI

Proposal

1. To change the use of the existing offices into 10 apartments

Context of the site

2. Howard House is a 2 storey self contained office building (Use Class B1 a) comprising 870 sq.m floor area. Informal parking is provided around the building. There is parking all around the building at present. Surrounding the site are a variety of similar office based uses with some of these sites being granted permission for residential use.

3. The Runway is a cul de sac subject to a 30 mph speed limit, there are double yellow lines along one side of the road and a single yellow line along the other side (restrictions Monday to Friday 1100 – 1200). The nearest bus stops are located at West End Road (Route E7) and Victoria Road (route 114), both are about 500-600 metres away. There are frequent services with good permeability to the local area. South Ruislip Station is in close proximity to the site and located on the central line with ready access to central London. There is a comprehensive footpath network that provides safe pedestrian access to all local facilities. There is access to the local cycle network.

3. There is a controlled parking zone beyond The Runway.

Pre requisites:

- The building is not on Article 2(5) Land.
- The last use of the building is office use (Use Class B1a).
- The site is not on or form part of a safety hazard area.
- The site is not on or form part of a military explosives storage area.
- The building is not listed or a scheduled monument.

Conditions

Transport and highways impacts of the development

4. The existing use makes provision for off road car parking in an informal arrangement. The proposals are for 5 car parking spaces due to the high level of accessibility at the site (PTAL level 3). On street car parking along The Runway is restricted and beyond the site a controlled parking zone serves to protect residents

in these areas. Overall, this combination serves to strike the balance between parking provision, promoting the use of non-car modes of transport and protecting existing residents. New residents within the proposed development can be excluded from the controlled parking scheme and a control mechanism for this can be agreed.

5. The London Plan sets a maximum standard of less than 1 parking space for 1 and 2 bed units. Hillingdon policy sets a maximum standard of 1.5 spaces for 1-2 bed units. This level of provision meets with policy requirements, promotes sustainable forms of transport and protects residential amenity for surrounding areas.

Contamination risks on the site

6. The proposals are to convert the existing building. As such, there is no additional risk to be considered through the planning process. The only necessary controls for the building will be secured through the Building Regulations process.

Flooding risks on the site

7. The site is not located within a flood risk zone and therefore not subject to any flood risk. This can be confirmed through consultation with the Environment Agency or the Lead Local Flood Authority.

Impacts of noise from commercial premises on the intended occupiers of the development

8. Surrounding the site are a variety of office based uses, residential uses and services that support the local population. There are no industrial type uses that would disturb, or be disturbed by, residential uses. Noise has not been an issue in any of the nearby planning applications.

Conclusion

9. The proposed change of use is eligible to claim the permitted development rights that allow a change of use from offices to dwellinghouses.

10. Each of the conditions that the prior approval request is subject to have been complied with to confirm that there are no conflicts arising.

11. The scheme would not be subject to any conventional planning obligations but would still attract a CIL payment.

12. The change of use should be granted prior approval.