



## PROGRESS PLANNING

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

*Planning, Transport, Design and Access Statement*

Prepared by Progress Planning on behalf of:

Dholak Estates Limited

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## Introduction

This statement has been prepared to support a planning application for 'the part conversion of lower ground level to residential comprising 2 residential flats'.

These units will be studios and will be completed as part of the overall conversion of the existing building from office to residential which has been approved and subject to a new prior approval application to secure 19 residential flats and erection of additional storey to provide 4-flats.

In total, the final residential building would comprise 25 units consisting of 9 studios and 14 x 1-bedroom flats and 1 x 2-bedroom flats. For clarity, this application is only seeking planning permission for the additional 2 studio flats at the lower ground floor level.

## Executive Summary

In terms of principle of development, an extant prior approval application and erection of an additional residential storey establishes the residential use of the site and it is considered that providing an two units. Given local, regional and national planning policies are supportive of increasing housing supply, the principle of development is considered acceptable.

The quality of the proposed accommodation exceeds national and regional planning policy in terms of internal space, access to daylight and outlook, and the units would offer future occupiers good quality living accommodation.

The proposal would result in no changes to the appearance of the building. Therefore, the approved style and finish would be secured and would maintain the appearance of the surrounding area. Given no changes to the scale and nature of the proposed changes, the development would not cause any harm to the residential amenity of neighbouring properties or those within the rest of the building.

Subject to a legal agreement to restrict access to parking permits for future occupiers, the proposal would not cause any parking concerns given there are parking restrictions on surrounding roads and it is located within a Metropolitan Town Centre with access to good public transport. In addition, adequate cycle parking is available at lower ground floor level which will encourage the occupiers to use alternative, green modes of transport.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.

## The Site

The existing building was constructed in the 1980s and has consented planning permission for a total of 23 residential units.

The site has access directly from Cowley Road and is situated next to a bus stop. The site is located on the eastern side of Cowley Road, between it and the River Frays from which it takes its name. Immediately to the southwest there is a pedestrian bridge leading to Austin Waye and Rockingham Recreation Ground. The building is located approximately 300m from Uxbridge Town Centre, 450m from Uxbridge Underground Station and 50m from Rockingham Recreational Ground. The site has a PTAL rating of 4 and is located in a Controlled Parking Zone. The River Frays and its embankment is in Flood Zone 3 and parts of Cowley Road suffer from surface water drainage issues. Cowley Road is one of the main arterial routes into Uxbridge Town Centre and the building is situated at the entrance to the town when travelling into it from West Drayton / Yiewsley.

Frays Court is a red bricked detached building that comprises a lower ground floor currently containing parking, cycle and refuse storage. This proposal seeks the part conversion of this into 2 residential studios flats.

## Proposed Development

The proposal is for the part conversion of the lower ground floor into 2 residential studios flats. The aim would be to deliver these alongside the flats secured under prior approval for the change of use and full planning application for a total of 23 units.

## Planning History

The existing building was constructed in the 1980s and was previously used as an office building (application ref:130304/UB/1375). Subsequently, Prior Approval Application 13010/APP/2020/1006 secured consent for 19 residential units on the site in early 2020 and a full planning application seeking the erection of a roof extension to provide 4 residential units was secured later that year (13010/APP/2020/1790). The building is currently undergoing construction works and as such the applicant aims to incorporate the additional units during the construction phase.

## Policy Context

The proposed development would be assessed against the Development Plan Policies contained within the Hillingdon Local Plan, the London Plan 2021, the NPPF 2021 and supplementary planning guidance by both the London Borough of Hillingdon and GLA.

## Principle of Development

The principle of residential units has been established under the prior approval application which sought and secured 19 units (13010/APP/2020/1006) and the full planning application which secured 4 additional units (13010/APP/2020/1790). It is the intention of the applicant to ultimately deliver 25 units on this site (23 under the prior approval application and full planning application and a further 2 in this planning application). In terms of principle of development, it is considered that providing an additional 2 units within the perimeter of a consented scheme to be acceptable. Notwithstanding the sites, highly accessible location next to the Metropolitan Town Centre would make the most efficient use of the building and given local, regional and national planning policies are supportive of increasing housing supply, the principle of development is considered acceptable.

Policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 – Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies.

Policy H1 (Increasing housing supply) of the London Plan provides explicit strategic support for the provision of housing in London.

As mentioned above, in terms of principle of development, it is considered that providing 2 additional residential units on this site next to Uxbridge Town centre and along a main arterial route would make the most efficient use of the building, in accordance with strategic policy H1 of the Local Plan: Part 1 – Strategic Policies (2012); Policy H1 of the London Plan 2021 Increasing housing supply; and the National Planning Policy Framework.

## Assessment of the site

### Impact on the character and appearance of the area

Strategic Policy S01 of the Local Plan: Part 1 seeks to conserve and enhance the borough's heritage assets and their setting by ensuring new development, including changes to the public realm, are of high quality design, appropriate to the significance of the heritage assets, and seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration.



The development is neither a listed building nor located within a conservation area, the proposal would not amend the external appearance of the existing building and therefore would not impact the character and appearance of the area.

### Impact on neighbouring properties

The building is located on an arterial route leading into Uxbridge Metropolitan Town Centre. The proposal would not extend the building nor create any negative externalities. There are no neighbouring residential properties that would be impacted by the proposal. Therefore, the amenity of occupiers within neighbouring properties is considered to be safeguarded.

### Living conditions for future occupiers

The Government's national space standards contained in the Technical Housing Standards sets out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupiers.

The proposal is for 2 studio flats which would require a minimum of 37 sqm each. The proposed flats would measure 37 sqm and 42 sqm. Therefore, the development would coincide and exceed the minimum internal space standards of Policy D6 Housing quality and standards. All habitable rooms have access to adequate outlook and daylight, please see accompanying daylight report which confirms this. In addition, none of the residential units are solely north facing, so all habitable spaces benefit from direct sunlight for at least part of each day.

### Transport Considerations

Please refer to the accompanying transport report. In terms of policy see below.

DMT1 Managing Transport Impacts of Hillingdon's Local Plan: Part 2 – Development Management Policies states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

DMT2 Highways Impacts of Hillingdon's Local Plan: Part 2 – Development Management Policies states that development proposals must ensure that safe and efficient access to the highway network is provided; the proposal does not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents; safe and convenient facilities for pedestrians and cyclists are provided; impact on local amenity and congestions are minimised by routing through traffic by the most direct means; there is suitable mitigation measures to address any traffic impacts.

DMT6 Vehicle Parking of Hillingdon's Local Plan: Part 2 – Development Management Policies sets the local parking standards required for development.

Policy T5 'Cycling' of the London Plan sets minimum standard for cycle parking.

Policy 6.13 'Parking' of the London Plan sets maximum standards laid out in Table 6.2 in the parking addendum. In addition, developments must:

- Provide parking for disabled people
- Meet the minimum cycle parking standards set out in Table 6.3
- Provide for the needs of businesses for delivery and servicing

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

Policy T6.1 Residential parking of the emerging London Plan sets maximum standards and stipulates that the maximum level of parking for residential development in PTAL 4 in outer London is up to 0.5 parking spaces per unit.

The site benefits from an existing access point and parking court at lower ground floor level which will not be changing for this proposal. The existing access and layout is not considered to raise any highway safety concerns.



Image of existing undercroft / access / parking

The proposal seeks 2 additional studio flats. The aim is to deliver these units as part of the overall conversion of the building to residential that is being secured via prior approval.

Ultimately it is anticipated that the building would incorporate a total of 25 units comprising of 9 studios and 14 x 1-bedroom flats and 1 x 2-bedroom flats. The building would accommodate 17 car parking spaces of which 2 would be accessible bays. Given the fact the flats are studio flats, no car parking is proposed. This is considered entirely appropriate given the sites location and development comprising only studios and 1 bedroom units; is positioned immediately beside a bus stop, is located within 400m of Uxbridge tube station and the Metropolitan Town Centre, the level of car parking being provided is considered reasonable for the development. As there are parking controls in the surrounding area, a S106 could restrict access for future occupiers from obtaining parking permits which would ensure there were no overspill car parking. On this basis, the balance of car parking provision is considered acceptable.

It is worth mentioning that the development would provide 33 cycle parking spaces for the occupants of the development which would also encourage green modes of transport. This level is in accordance with Hillingdon's Local Plan policy for cycle parking and they would all be secured, sheltered, and accessible.

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

The refuse store would be accessible to residents and to collection vehicles as per the existing arrangements for the office and for the previously approved residential development which will be delivered as part of the redevelopment of the site.

Given that the general servicing arrangements for the site would remain similar to existing, it is considered that the proposal will not raise any transport or highway safety issues with regards to refuse/recycling.

Overall in transport terms, the development is considered to comply with policies DMT1, DMT2, and DMT6 of the Hillingdon's Local Plan: Part 2 – Development Management Policies; policies 6.3, 6.9 and 6.13 of the London Plan and policy T6.1 of the emerging London Plan.

## Contamination

There are no known contamination risks on the site and the previous uses and adjacent uses are not considered to give rise to any such risks. Given the nature of the development there is considered to be limited risk of contamination to future occupiers. In addition, the proposal would not involve any ground works.

## Flooding

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

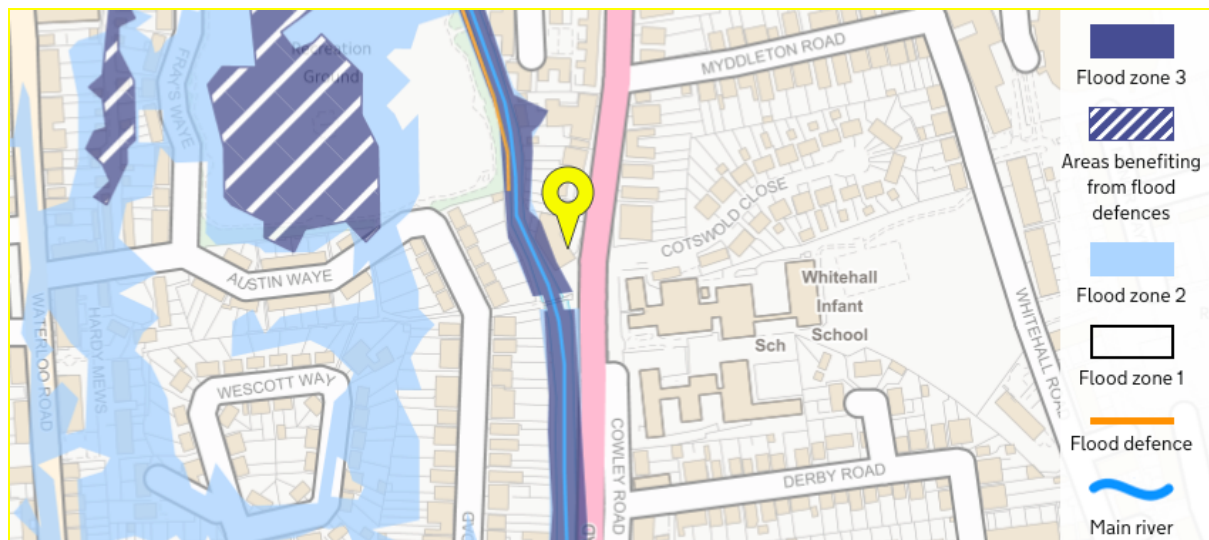


Image 3 – Environment Agency's Flood Map

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

## Noise

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

The proposal would safeguard future occupiers from adverse levels of noise.

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

## Summary

Residential use has long been established at the Frays Court site. The site is in a highly accessible location next to the Metropolitan Town Centre and the proposal would make the most efficient use of the building. Given local, regional and national planning policies are

supportive of increasing housing supply, the principle of development is considered acceptable.

The proposal would result in no changes to the appearance of the building. The quality of the proposed accommodation exceeds national and regional planning policy in terms of internal space, access to daylight and outlook, and the units would offer future occupiers good quality living accommodation.

Subject to a legal agreement to restrict access to parking permits for future occupiers, the proposal would not cause any parking concerns given there are parking restrictions on surrounding roads and it is located within a Metropolitan Town Centre with access to good public transport. In addition, adequate cycle parking is available at lower ground floor level which will encourage the occupiers to use alternative, green modes of transport.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.