

Report of the Corporate Director of Planning & Community Services

Address BUILDING 63 PHASE 500 RIVERSIDE WAY UXBRIDGE MIDDLESE

Development: Redevelopment of the site to provide up to 7,200 sq m of light industrial (Class B1c) and/or general industrial (Class B2) and/or storage and distribution (Class B8) floorspace, including ancillary office floorspace together with associated car parking and landscaping (Outline Application).

LBH Ref Nos: 56862/APP/2009/2247

Drawing Nos: Q2/189/PL/0001
Q2/189/PL/0002 Rev E

Date Plans Received: 19/10/2009 **Date(s) of Amendment(s):** 19/10/2009

Date Application Valid: 19/10/2009 17/12/2009

1. SUMMARY

This application seeks outline planning permission for the redevelopment of the site to provide up to 7,200m² of B1c (light industry), B2 (general industrial) and/or B8 (storage and distribution) floorspace with ancillary office space, car parking and landscaping, on a site known as Phase 500, located at the southern end of the Riverside Way Estate in Uxbridge. Details of access have been provided at this stage with details of appearance, landscaping, layout and scale reserved for future consideration.

The application site has historically been used for industrial use and, in this instance, the site benefits from an extant outline planning permission for provision of B1c, B2 and B8 use on the site (ref: 56862/APP/2001/2595). Variation to condition 1(ii) of that consent to allow an extension of time to submit reserved matters until May 2010 was approved in September 2006 (ref: 56862/APP/2006/2311).

No objections are raised to the principle of the development and it is considered that the proposed development would be visually acceptable in this location. Significant enhancements would be made to the surrounding Green Belt, which are considered to significantly enhance the accessibility and visual appearance of this land. The proposed car parking is considered to be acceptable and no objections are raised on highway grounds. The proposed is considered to comply with relevant UDP and London Plan policies and, accordingly, approval is recommended subject to the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 as amended and relevant conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

a) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

i) Travel plans to be prepared in accordance to be prepared in accordance with TfL's guidance and to include a bond quantum of £20,000.

- ii) A financial contribution of £25,000 towards air quality monitoring initiatives.
 - iii) A contribution of £2,500 for every £1 million build cost towards construction training initiatives in the borough.
 - iv) Public realm improvement works to 4 hectares of Green Belt at the southern end of the site. Including the restoration of the land and the ongoing management and maintenance at the applicants expense.
 - v) A contribution equal to 5% of the total cash contributions to enable the management and monitoring of the S106 agreement.
- b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.
- c) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.
- d) That if by 18th January 2009, the S106 Agreement has not been finalised, delegated powers be given to the Director of Planning and Community Services to refuse planning permission for the following reasons:
1. The development is not considered to have made adequate provision, through planning obligations, for contributions towards construction training or monitoring, or monitoring. Given that a legal agreement or unilateral undertaking has not been secured to address this issue, the proposal is considered to be contrary to Policy R17 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Council's Supplementary Planning Document for Planning Obligations (Adopted July 2008).
 2. The development is not considered to have provided appropriate mitigation measures, which in this case would be a travel plan to TFL guidelines and contributions towards air quality monitoring initiatives, to ensure that there would be no detrimental impact on local air quality within a designated Air Quality Management Area contrary to policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), Hillingdon's Air Quality Supplementary Planning Guidance (Adopted 2002) and Policy 4A.6 of the London Plan (February 2008).
 3. The development would fail to provide appropriate enhancement and landscaping of associated Green Belt Land in order to mitigate the impacts of the proposed built form and accordingly would result in a detrimental impact on the visual amenity of the Green Belt contrary to Policy OL5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).
- e) That subject to the above, the application be deferred for determination by the Director of Planning and Community Services under delegated powers, subject to the completion of legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers to the applicant.
- f) That if the application is approved, the following conditions be attached:-

1 OUT1 Time Limit- outline planning application

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

2 OUT2 Reserved matters - submission

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission: -

- (a) Layout
- (b) Scale
- (c) Appearance
- (d) Access
- (e) Landscaping

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

3 OUT3 Approval of Details

Approval of the details of the access, landscaping, layout, scale and appearance of the development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority, before development is commenced.

The detailed drawings and supporting documentation to be submitted shall as part of the reserved matters shall incorporate the following:

- (i) Traffic and car parking arrangements, including electric vehicle charging points capable of charging multiple vehicles, the means of ingress and egress, new road junctions, the closure of existing access (where appropriate), visibility splays, the phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
- (ii) A delivery and servicing plan, to include details of the parking, turning, loading and unloading arrangements,
- (iii) The use, surface treatment and landscaping of all open areas not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles,
- (iv) Hard and soft landscaping plans (including green roofs),
- (v) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,
- (vi) Full plans and elevations of all buildings and any other structures, incorporating details of all materials to be used for external surfaces, including samples of all such materials,
- (vii) Plans and elevations of all boundary treatment and incorporation of full details of height and materials,
- (viii) Details of refuse and recycling facilities, secure cycle storage, changing facilities, lockers and showers for users of and visitors to the development,
- (ix) A construction management plan including a method statement,
- (x) Plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities;
- (xi) Detail of energy efficiency and sustainability measures.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended), and

- (i) and (ii) To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (iii) To ensure the appearance of the locality is protected in accordance with Policies BE 13 and BE38 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (iv) To ensure the Local Planning Authority is able to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them, to ensure the site is adequately landscaped and to accord with Policy BE38 of the Hillingdon Unitary Development Plan Saved Polices (September 2007) and Policy 4A.11 OF THE London Plan (February 2008),
- (v), (vi) and (vii) To ensure the development relates satisfactorily to adjoining Green Belt land and other properties in accordance with Policies OL5 and BE13 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (viii) To provide a safe and secure environment in accordance with Policies 4B.1 and 4B.6 of the London Plan (February 2008);
- (ix) To protect the amenity of neighbouring occupiers and accord with polices OE1 and BE19 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (x) To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Polices (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.
- (xi) To provide appropriate on site renewable energy and reduce carbon emissions in accordance with Chapter 4A of the London Plan (February 2008), PPS1 and PPS - Planning and Climate Change.

4 NONSC Archaeology

No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

REASON

To ensure the investigation of the site and recording of findings in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Polices (September 2007).

5 NONSC EA1

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) October 2009 and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 100year plus climate change critical storm so that there is at least a 60% reduction in run-off from the existing site discharge rate and no increase to the risk of flooding off-site.
2. Provision of compensatory flood storage on / or in the vicinity of the site to a 1 in 100year plus climate change flood event.
3. Finished floor levels are set no lower than 30.8 m above Ordnance Datum (AOD).

REASON

To prevent flooding to the site and elsewhere by ensuring the satisfactory storage of/disposal of surface water from the site and compensatory storage of flood water is

provided. To reduce the impact of flooding on the proposed development and future occupants.

6 NONSC EA2

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON

The groundwater below the site is likely to flow into the adjacent River Colne. Hence, any polluted groundwater present at the site may pollute the river. Therefore, if contamination is encountered during development, a strategy to deal with the contamination must be devised to ensure the groundwater and the adjacent river remain free from pollution.

7 NONSC EA3

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

REASON

Confirmation of the foundation design and assessment of the associated risk that the foundations pose to the deep groundwater system is required. This is because foundation piles installed through contamination have the potential to mobilise contaminants. This can result in their release into the environment and may lead to pollution of the groundwater.

8 NONSC EA4

The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved. No infiltration of surface water drainage into the ground is permitted unless where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

REASON

SUDs are proposed as a means of disposing of surface water at the site. Some forms of SUDs (primarily soakaways) can result in groundwater pollution. Hence, details of the proposed drainage regime at the site are required to ensure that the groundwater and the adjacent river remain free from pollution.

9 NONSC EA5

Prior to the commencement of development a scheme for the provision and management of the buffer zone alongside the River Colne shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include:

1. plans showing the extent and layout of the buffer zone;
2. details of the planting scheme (using locally native plant species, of UK genetic provenance);
3. details of any lighting scheme;
4. details demonstrating how the buffer zone will be protected during development and

managed/maintained over the longer term.

This buffer zone shall be measured from the top of the bank (defined as the point at which the bank meets the level of the surrounding land) and shall be free of structures, hard standing and fences. All buildings including balconies and cantilevered structures, must be set back at least 8 metres from the bank top of the watercourse. Formal landscaping should not be incorporated into the buffer zone.

REASON

To maintain the character of the River Colne and provide undisturbed refuges for wildlife using the river corridors and in order to avoid problems such as fragmentation of the buffer by fencing; the placing of rubbish near the bank; the introduction of non-native species into the buffer; and pressure for inappropriate bank retention works. To accord with government policy in Planning Policy Statement 1 and Planning Policy Statement 9 and the UK Biodiversity Action Plan.

10 NONSC EA6

Prior to the commencement of development a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority. The scheme shall include the following elements:

1. detail extent and type of new planting (NB planting within the buffer zone to be of native species);
2. details of maintenance regimes;
3. details of any new habitat created on site;
4. details of treatment of site boundaries and buffer zones to the River Colne.

REASON

This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy (PPS9).

11 NONSC EA7

Prior to the commencement of development, a detailed method statement for the removal or long-term management /eradication of Japanese Knotweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures to prevent the spread of Japanese Knotweed during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.

REASON

Japanese Knotweed is an invasive plant, the spread of which is prohibited under the Wildlife and Countryside Act 1981. Without measures to prevent its spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment.

12 NONSC Contamination

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a

remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works, which form part of this remediation scheme, shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works.

Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

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 policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

13 NONSC Details relating to 3(i)

The electric vehicle charging points, capable of charging multiple vehicles, approved in compliance with Condition 3(i) shall thereafter be implemented in accordance with the approved plans

REASON

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

14 NONSC Details relating to 3(ii)

The parking/turning/loading/ unloading arrangements approved in compliance with Condition 3(ii) shall accord with the Local Planning Authority standards and shall be provided before the development is occupied, or brought into use, or within such longer period as the Local Planning Authority may agree in writing. Thereafter, they shall be retained for so long as the development remains in existence.

REASON

To ensure that adequate facilities are provided and retained to service the development without creating conditions prejudicial to the free flow of traffic in accordance with Policies AM3 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

15 NONSC Details relating to 3(vii)

The boundary treatment for the development approved in compliance with Condition 3(vii) shall be provided before occupation of any of the buildings approved in the relevant phase or within such longer periods as the Local Planning Authority may agree in writing. The boundary treatment shall thereafter be retained for so long as the development remains in existence.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

16 NONSC Details relating to 3(viii) Part 1

The cycle parking arrangements approved in compliance with Condition 3(viii) shall

contain details of covered and secure cycle storage, changing facilities, lockers, and showers for users of and visitors to the development. 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 Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

17 NONSC Details relating to 3(viii) Part 2

The refuse and recycling arrangements approved in compliance with Condition 3(viii) shall be covered, appropriately sign posted, secure and screened. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

18 NONSC Details relating to 3(ix)

The construction management plan approved in compliance with Condition 3(ix) shall contain details of:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) 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).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/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 OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

19 NONSC Details relating to 3(x)

The plans and details relating to disabled access and facilities approved in compliance with Condition 3(x) shall ensure that:

- (i) All areas to which the public have access designed to achieve where feasible, a

gradient no steeper than 1:60,

(ii) Level access is provided to all buildings

(iii) Building entrances (including level approaches, signposting, types and dimensions of door width and lobby openings) meet the needs of disabled persons,

(iv) All buildings, including their approach designed in accordance with BS 8300:2009,

(v) External areas, including landscaped areas designed to be inclusive.

The facilities approved in compliance with Condition 3(xii) shall be provided prior to the occupation of each relevant phase of development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development and to ensure adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.

20 TL4 Landscaping Scheme (outline application)

The development hereby permitted shall be landscaped and planted in accordance with a fully detailed scheme to be submitted to and approved in writing by the Local Planning Authority as part of the details of the proposed development required by condition No. 3

The scheme shall include:-

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme.

The scheme shall also include details of the following:-

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

21 TL3 Protection of trees during site clearance and development

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local

Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.
5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

22 TL7 Maintenance of Landscaped Areas

The reserved matters of landscaping required under condition number 3 shall include a landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

23 SUS2 Energy Efficiency Major Applications (Outline - Bespoke)

The reserved matters submissions relating to layout, scale and appearance required by condition 3 shall be accompanied by an energy efficiency report which must be approved in writing by the Local Planning Authority.

The energy efficiency report shall demonstrate that the development will achieve the highest level of reduction in carbon dioxide emissions required by either the Mayors Energy Hierarchy as set out in the London Plan Consolidated with Alterations since 2004 (February 2008), or the adopted policy on carbon dioxide reductions at the time of submission.

No development shall take place on site until the energy efficiency report has been approved and thereafter the methods identified within the approved report shall be integrated within the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London Plan (February 2008).

24 NONSC Green Roof

The reserved matters of Layout, Appearance and Landscaping required by condition 3 shall demonstrate the provision of a green roof system to the buildings or provide a robust justification in writing for the omission of such a system for approval.

No development shall take place until details of the green roof system or the omission of

such a system has been approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved details.

REASON

In order to ensure proper consideration of and compliance with Policy 4A.11 of the London Plan (February 2008).

INFORMATIVES

1 I52 **Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
EC3	Potential effects of development on sites of nature conservation importance
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

3

You are advised that all matters are reserved on the current outline application and therefore further consideration will be required in relation to the majority of material planning matters and adopted policies at reserved matters stage.

In particular you are advised that any proposal which would involve the creation of a service yard in the east or south-east corners of the approved development area would have significant potential to have detrimental impacts associated with noise. An appropriate and up to date noise assessment should be submitted alongside any reserved matters submission and if the development cannot be demonstrated to fully comply with relevant policy any reserved matters application may be:

- a) Refused due to an unacceptable noise impact; or
- b) Be approved subject to conditions securing a combination of physical and administrative noise mitigation measures.

4

The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.

5

The following planning informative should be attached to any planning permission granted:

Under the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any works in, over, under or within 8m of a main river such as The River Colne and the Uxbridge Moor Loop. This is irrespective of any planning permission granted.

6

GREEN ROOFS

This site would provide an ideal opportunity to incorporate a green roof into the design of the industrial building. We want green roofs to be a mainstream technology within new developments in London, in keeping with the Greater London Authority's Living Roofs policy. Our vision is that developers will promote the use of green roofs to:

1. create a better and more sustainable London
2. deliver better quality places to live and work
3. create a low-carbon city
4. adapt to and mitigate the effects of climate change

Green roofs can:

1. Help maintain pre-development or greenfield run-off volumes and rates from development sites.
2. Reduce energy consumption.
3. Improve biodiversity on all new development sites.
4. Help ensure that developments are designed to adapt to climate change.
5. Help improve the quality of water/run-off.

There are also benefits for the developer and their team:

1. Civil and Mechanical Engineers will be able to use the green roof in run-off calculations and reduce the need for air conditioning.
2. Landscape and Ecology Consultants can mitigate impacts and improve the development for ecology.
3. The cost of the green roof over the lifetime of a development is no more than a conventional roof and can be balanced with savings in other areas, such as ground-level storm water solutions and energy demand

BUFFER ZONES

The corridor adjacent to a watercourse provides important habitat for the terrestrial life-stages of many aquatic insects e.g. dragonflies. In order that this river corridor can be of benefit to wildlife it should remain undeveloped and in a natural state. Buffer zones to watercourses are required for the following purposes: (i) to allow the watercourse to undergo natural processes of erosion and deposition, and associated changes in alignment and bank profile, without the need for artificial bank protection works and the associated destruction of natural bank habitat; (ii) to provide for the terrestrial life stages of aquatic insects, for nesting of water-related bird species, and for bank dwelling small mammals; (iii) to provide a "wildlife corridor" bringing more general benefits by linking a number of habitats and affording species a wider and therefore more robust and sustainable range of linked habitats; (iv) to allow for the maintenance of a zone of natural character with vegetation that gives rise to a range of conditions of light and shade in the watercourse itself. This mix of conditions encourages proliferation of a wide range of aquatic species, including fish; (v) to allow, where appropriate, for the regrading of banks to a lower and safer profile, in areas where there is public access; (vi) to prevent overshadowing of watercourses by buildings; and (vii) to reduce the risk of accidental pollution from run-off. The buffer zone should be managed so as to foster a natural character with native trees and shrubs used and any grass areas left unmown or mown only later in the season to enhance their floristic and habitat value. These measures benefit various kinds of wildlife, but are particularly important for terrestrial life stages of aquatic insects, such as dragonflies.

PLANTING

It is advised that any proposed planting within the buffer zone, and elsewhere on the site wherever possible, should comprise native species. Use of locally native species in landscaping plans is essential in order to benefit local wildlife and to help maintain the region's natural balance of flora. It will also help to prevent the spread of invasive, alien species within the region.

LIGHTING

Artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using/inhabiting the river and its corridor habitat. Sodium lamps should be used where possible as they have the least impact on wildlife, particularly invertebrates, which bats feed on. The use of mercury lamps should be avoided as they emit ultraviolet light which affects numerous insect species. There should be no light spill from external artificial lighting into the watercourse or adjacent river corridor habitat. To achieve this the specifications, location and direction of external artificial lights should be such that the lighting levels within 8 metres of the top of bank of the watercourse are maintained at background levels. We consider background levels to be a Lux level of 0-2. Artificial lighting should be directional and focused with cowlings to light sources in close proximity to the river corridor. The river channel with its wider corridor should be considered Intrinsically Dark Areas and treated as recommended under the Institute of Lighting Engineers 'Guidance Notes for the Reduction of Light Pollution'.

FENCING

If replacement fencing is proposed within the buffer zone the fencing must be of an open type, such as palisade, iron railings or wooden post and rail. This fencing must have a clear gap below. Open fencing maintains a more continuous buffer zone of broadly natural character along the bank top, providing a corridor for the unrestricted movement of wildlife.

BASELINE ECOLOGICAL SURVEY AND ASSESSMENT REPORT

We are satisfied with the ecological survey documentation supplied as part of the Baseline Ecological Survey and Assessment Report, produced by Viewpoint Associates LLP. We advise that suitable conditions are drawn up by the LPA to cover the recommendations proposed; in particular, relating to any European Protected Species or Biodiversity Action Plan species.

7 152 **Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3. CONSIDERATIONS

3.1 Site and Locality

The site currently comprises an approximately 1.4ha irregularly shaped site, at the southern end of the Riverside Way Estate, off Rockingham Road. The western most part of the site is currently being informally used for car parking for the adjacent commercial building. The remainder of the site is vacant. It is bounded to the north by Riverside Way, the main access into the estate, and industrial warehouse buildings; to the west by the River Colne, which demarks the London Borough of Hillingdon/South Buckinghamshire borough boundaries, and beyond by residential properties on large open plots; to the south by open Green Belt land; and to the east also by the River Colne, beyond which is St. John's Road.

The majority of the site falls within the North Uxbridge Industrial and Business Area as shown on the Hillingdon Unitary Development Plan Proposals Map. The southern and

western most part of the site falls within the Green Belt and is designated as a Nature Conservation Site of Metropolitan or Borough Grade I Importance. Parts of the River Colne to the east and west of the site, in addition to some land to the south, are designated as a nature reserve managed by the London Wildlife Trust and form part of London's Blue Ribbon Network. The application site lies within Flood Zone 2, and small sections of the site adjacent to the watercourses lie within Flood Zone 3. Rockingham Road and St. John's Road are designated as London Distributor Roads.

3.2 Proposed Scheme

The application seeks outline planning permission for the redevelopment of the site to provide up to 7,200 sq m of light industrial (B1c) and/or general industrial (B2) and/or storage and distribution (B8) floorspace including ancillary office floorspace together with associated car parking and landscaping. All matters, i.e. appearance, landscaping, layout, scale and access are reserved for subsequent approval. Although not for approval, two potential scheme options are submitted as indicative information to provide an indication of the potential layout and appearance of buildings and how they could be configured within the site together with access, parking and landscaping arrangements.

The applicant has submitted various technical papers that describe the development and assess the impact of the proposal. These are summarised below:

* Planning Statement

This statement sets out the information in support of the application, describes the proposed development and demonstrates how this accords with relevant planning policies at national, regional and local level.

* Design and Access Statement

This statement describes the site context and sets out the considerations and design rationale which have contributed to the design of the proposed development.

* Flood Risk Assessment

* Transport Statement (incorporating Travel Plan)

* Air Quality Assessment

* Geo-Environmental Assessment

* Sustainability & Energy Strategy

* Ecological Assessment

* Soft Landscape Specification

* Landscaping Management Manual

* Arboricultural Survey

* Archaeological Desk Top Survey

* Waste Management Strategy

* Noise Assessment

3.3 Relevant Planning History

56862/APP/2001/2595 Land At North East And South Areas Of Riverside Way Estate Rockir
REDEVELOPMENT OF SITES TO PROVIDE CLASS B1(a), (b) AND (c), B2 AND B8 USE
WITH ASSOCIATED PARKING AND LANDSCAPING (OUTLINE APPLICATION)

Decision: 25-05-2004 Approved

56862/APP/2005/116 Land At North East And South Areas Of Riverside Way Estate Rockir
RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE,
LANDSCAPING AND MEANS OF ACCESS) FOR PHASES 300 AND 400 IN COMPLIANCE
WITH CONDITION 1 OF OUTLINE PLANNING PERMISSION REF.56862/ APP/2001/2595
DATED 25/05/2004: REDEVELOPMENT TO PROVIDE CLASS B1(a),(b) & (c), B2 AND B8
USE WITH ASSOCIATED PARKING AND LANDSCAPING

Decision: 09-06-2005 Approved

56862/APP/2005/1675 Land At North East And South Areas Of Riverside Way Estate Rockir
DISCHARGE OF CONDITION 4 OF PLANNING PERMISSSION REF: 56862/APP/2005/116
DATED 13/06 2005 IN RESPECT OF DETAILS OF THE ACCESS ROAD AND PAVEMENT
BETWEEN THE APPLICATION SITE AND MILL HOUSE

Decision: 28-06-2005 Approved

56862/APP/2005/1898 Land At North East And South Areas Of Riverside Way Estate Rockir
DETAILS OF ACCESS TO PARKING SPACES IN COMPLIANCE WITH CONDITION 3 OF
PLANNING PERMISSION REF.56862/APP/2005/477 DATED 14/04/2005: CONSTRUCTION
OF TWO DISABLED CAR PARKING SPACES

Decision: 22-07-2005 Approved

56862/APP/2005/3006 Land At North East And South Areas Of Riverside Way Estate Rockir
DETAILS OF A PROGRAMME OF ARCHEOLOGICAL WORK IN COMPLIANCE WITH
CONDITION 7 OF OUTLINE PLANNING PERMISSION REF: 56862/APP/2001/2595 DATED
25/05/2004 'REDEVELOPMENT OF SITE TO PROVIDE CLASS B1(a), (b) AND (c), B2 AND
B8 USE WITH ASSOCIATED PARKING AND LANDSCAPING'

Decision: 09-12-2005 Approved

56862/APP/2005/485 Land At North East And South Areas Of Riverside Way Estate Rockir
NOTICE NO.1 - DETAILS OF A SITE SURVEY PLAN, TREE PROTECTION MEASURES,
LANDSCAPE MAINTENANCE, WORKS TO A WATERCOURSE, REMOVAL OF
VEGETATION , EXTERNAL LIGHTING, TRAFFIC ARRANGEMENTS AND TRAFFIC
MANAGEMENT DURING CONSTRUCTION, REFUSE STORAGE, ACCESS TO BUILDINGS,
PARKING FOR PEOPLE WITH DISABILITIES AND STORAGE OF WASTE RECEPTACLES
(PHASE 300 AND 400) IN COMPLIANCE WITH CONDITIONS 2, 4, 6, 13, 14, 15, 17, 19, 20,
21, 22 AND 25 OF OUTLINE PLANNING PERMISSION REF.56862/APP/2001/ 2595 DATED
25/05/2005: REDEVELOPMENT TO PROVIDE CLASS B1(a), (b) & (c), B2 AND B8 USE WITH

ASSOCIATED PARKING AND LANDSCAPING
NOTICE NO.2 - DETAILS OF SURFACE WATER CONTROL IN COMPLIANCE WITH
CONDITION 12 OF OUTLINE PLANNING PERMISSION REF. 56862/APP/2001/ 2595 DATED
25/05/2005: REDEVELOPMENT TO PROVIDE CLASS B1(a), (b) & (c), B2 AND B8 USE WITH
ASSOCIATED PARKING AND LANDSCAPING

Decision: 10-06-2005 Approved

56862/APP/2005/493 Land At North East And South Areas Of Riverside Way Estate Rockir
APPROVAL OF RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL
APPEARANCE, LANDSCAPING AND MEANS OF ACCESS) FOR A 20 SPACE CAR PARK
PURSUANT TO OUTLINE PLANNING PERMISSION REF.56862/APP/2001/ 2595 FOR
'REDEVELOPMENT TO PROVIDE CLASS B1 (A), (B) AND (C), B2 AND B8 USES WITH
ASSOCIATED CAR PARKING AND LANDSCAPING (OUTLINE APPLICATION)

Decision: 14-04-2005 Approved

56862/APP/2006/2311 Land At North East And South Of Riverside Way Estate Rockingham
VARIATION OF CONDITION 1(ii) (TO ALLOW AN EXTENSION OF TIME TO SUBMIT
RESERVED MATTERS) OF OUTLINE PLANNING PERMISSION REF: 56862/APP/2001/2595
DATED 25/05/2004 'REDEVELOPMENT TO PROVIDE B1 (a), (b) & (c) B2 AND B8 USES
WITH ASSOCIATED PARKING AND LANDSCAPING'

Decision: 11-09-2006 Approved

Comment on Relevant Planning History

The site benefits from an extant outline planning permission for provision of Class B1(a), (b) and (c), B2 and B8 floorspace with associated parking and landscaping (ref: 56862/APP/2001/2595, as varied by pp ref: 56862/APP/2006/2311) which remains valid until May 2010.

4. Planning Policies and Standards

Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Statement Planning and Climate Change
Planning Policy Guidance Note 4 (Industrial, Commercial Development and Small Firms)
Planning Policy Guidance Note 13 (Transport)
Planning Policy Guidance Note 24 (Planning and Noise)
Planning Policy Statement 25 (Planning and Flood Risk)
The London Plan (February 2008)
Council's Supplementary Planning Guidance - Transport Accessibility and Movement
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance for Planning Obligations

The relevant policies of the Hillingdon Unitary Development Plan Saved Policies (September 2007) are referenced in the relevant section below.

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.1 To maintain the Green Belt for uses which preserve or enhance the open nature of the area.
- PT1.6 To safeguard the nature conservation value of Sites of Special Scientific Interest, Sites of Metropolitan Importance for Nature Conservation, designated local nature reserves or other nature reserves, or sites proposed by English Nature or the Local Authority for such designations.
- PT1.7 To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.
- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.23 To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes.
- PT1.24 To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.
- PT1.25 To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.32 To encourage development for uses other than those providing local services to locate in places which are accessible by public transport.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- OL1 Green Belt - acceptable open land uses and restrictions on new development
- OL2 Green Belt -landscaping improvements
- OL5 Development proposals adjacent to the Green Belt
- EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves
- EC3 Potential effects of development on sites of nature conservation importance
- BE13 New development must harmonise with the existing street scene.
- BE25 Modernisation and improvement of industrial and business areas
- BE34 Proposals for development adjacent to or having a visual effect on rivers
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area

- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- LE3 Provision of small units in designated Industrial and Business Areas
- LE7 Provision of planning benefits from industry, warehousing and business development
- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **17th December 2009**
- 5.2** Site Notice Expiry Date:- Not applicable

17th December 2009

6. Consultations

External Consultees

The application was advertised as major development under Article 8 of the Town and Country Planning (General Development Procedure) Order 1995 and 90 neighbours were consulted. 3 replies have been received raising the following concerns:

- (a) Concerns regarding adequacy of parking and increase in on street car parking
- (b) Traffic impact, in particular HGV's
- (c) Loss of residential area to industrial units
- (d) Loss of privacy

SOUTH BUCKS DISTRICT COUNCIL

Object for the following reasons:

Any increase in floorspace above that allowed on appeal would inevitably result in additional floorspace and bulk and additional hardsurfacing at the expense of soft landscaping, which would be likely to render the proposed development more visible from within the adjacent Green Belt contrary to paragraph 3.15 of PPG2.

Objection is also raised to the lack of landscaping along the western boundary of the site adjacent the River Colne given the scale of the proposed development and particular objection is raised to the proximity of Unit B Option 2 to the western boundary of the site adjacent to the River Colne especially when it is viewed in conjunction with the adjacent Warehouses to the immediate north.

As such, the proposal would be contrary to policies GB1 and EP4 of the South Bucks District Local Plan (adopted March 1999).

The properties in Cherry Tree Lane may suffer increased levels of noise and disturbance from the manoeuvring of HGV's and employees vehicles accessing the site.

ENVIRONMENT AGENCY

No objection, subject to conditions.

LONDON WILDLIFE TRUST

Are supportive of the proposals, although proposals would need to be reviewed in further detail on submission of reserved matters.

ENGLISH HERITAGE - ARCHAEOLOGY

The archaeological assessment accompanying the application indicates that the site has the potential to contain archaeological remains. The proposed development may, therefore, affect remains of archaeological importance.

No objection, subject to the archaeological position should be reserved by attaching a condition to any consent granted under this application.

Internal Consultees

HIGHWAYS

The vehicular traffic generation based on surveys carried out in June,2009 and assessment of the Rockingham Road/Riverside Way junction show a reduction in traffic compared to that approved in year,2001.

The junction has been demonstrated to operate within capacity in year 2014, with a ratio of flow to capacity of 0.685.

72 car parking spaces are provided, the Council's maximum standard could permit 98 spaces

HGV's will be able to access and egress the site in forward gear.

A travel plan framework has been provided. A Condition is required to ensure delivery of a 10 year travel plan complying with current TfL guidance.

No objections are raised on highway grounds.

URBAN DESIGN - Comments on superseded parameters plan

The scheme regards the development of the phase 500 of the Rockingham Road Industrial Estate in the form of an outline application for B1, B2 and B8 use and 72 car parking spaces.

The application site is situated to the west of the existing Rockingham Road Industrial Estate, a coherent development with access from Riverside Way, bounded to the North and South by the River Colne. Part of the application site is situated in the Green Belt, and abuts the Uxbridge Moor, a Nature Conservation Area. Large parts of the site currently consist of hard standing, and part of the application site is currently used for car parking. However, the site has a strategic location, as it is bounded by the River Colne to the north as well as to the south. The water corridor creates a strong and strategic potential for ecological as well as recreation purposes. The site is surrounded by vegetation along the west, north and south boundaries. However, the existing vegetation does not provide much of a screening in wintertime, and consequently large parts of the site are currently visually exposed, especially from the south. The island effect of the geographical location is part of the distinct character of the site, and needs to be retained from a local as well as regional point of view. The river landscape forms part of a strategical blue ribbon network, of great potential importance for Uxbridge as well as for west London as a whole. It is therefore not advisable to erect any type of solid, high boundary screens or fence to disguise the proposed development, as this would block essential views and disrupt the continuity and freeflowing character of the river landscape.

Two options for re-development have been shown for indicative purposes, firstly a single unit, positioned to the south west of the site, enhanced by some new planting along the south bank and Riverside Way, and the delivery zone positioned to the north of the proposed building.

The second indicative option proposes a twin unit with joint access from Riverside Way, and the new development units positioned to the south and to the north of the access point. Option 2 is characterised by a larger total footprint and a configuration which forces the built elements closer to the northern river bank. Whilst the proposed southern block has an active frontage in the form of a glazed single element along Riverside Way, the northern building has been set further back and presents a blank facade along the eastern edge, with the main frontage and access positioned along the internal access road. Tree and shrub planting creates a green structure along the internal access street. From an urban design point of view the lack of a coherent active frontage along Riverside Way is a strong drawback, which needs to be revised in the detailed design process. It is also important to ensure that the proposed landscaping is carried out in a scale which matches the proposed large scale of development in terms of extent, size and quality of vegetation.

A key consideration from an urban design point of view is the visual impact of the development on the character and appearance of the adjacent Green Belt. Notably the proximity of the Northern Block in Option 2 is considered to have a detrimental visual impact on the river landscape corridor as seen from the North of the site, as the scale, height and massing of the building would be very prominent, and would dominate views into the site.

The topography of the site is relatively flat, and the retention of the character and appearance of the existing landscape border surrounding the site along the river bank is an essential aim for the area, in order to retain the local distinctiveness of the site. This includes creating a respectful distance to the river Colne and the surrounding river banks, where existing vegetation is an essential landscape element.

From an urban design point of view it is considered that the western boundary of the proposed unit B protrudes too far into the river landscape, and that the proposed Option 2 consequently would have a detrimental visual impact on the tranquil and semi-wild appearance of the Green Belt. It is consequently recommended that the western commercial block should not protrude any further to the west than the existing building line of the commercial building at the adjacent No. 25 Rockingham Road.

Although a visual impact assessment of the impact of the proposal on the Green Belt was requested at pre-application stage, we note that no such information has been submitted as part of this application. One key issue which requires further information is the visual impact of the proximity of the south-west corner of the single unit in option 1 to the river bank, and the adjacent existing development.

CONSERVATION OFFICER

This is a large industrial site adjacent to the Uxbridge Moor Conservation Area and opposite to the General Elliot PH, Grade II listed.

Given the location of the site, any new proposals should be in keeping with the appearance and character of the Conservation Area and should not be detrimental to the setting of the listed building. An archaeological survey for the site should also be carried out in consultation with GLAAS (Greater London Archaeological Advisory Service).

With regards to the overall plan, at this stage, the outline option 2 showing two smaller units (Unit A+B) would be considered more appropriate in terms of bulk addition and mass, in comparison to one large unit as shown in option 1. However, this would have to be assessed in detail, once full drawings showing height and design including servicing arrangements of the proposed buildings are submitted as part of the next stage of application.

Option 2 (Unit A+B) considered more appropriate, subject to elevation and design details. Archaeological survey required, and should be conditioned.

TREES & LANDSCAPE

An amended parameters plan have been received which confirms that the western edge of the built development will not extend beyond the line of the existing buildings to the north.

This arrangement will equate to the 10 metre set back suggested in my previous email and will secure a wider spatial buffer between the mass of the westernmost building and the river corridor.

No objection.

ENVIRONMENTAL PROTECTION UNIT - CONTAMINATION

No objection, subject to conditions.

ENVIRONMENTAL PROTECTION UNIT - AIR QUALITY

The air quality assessment follows appropriate methodology and I have no comments to make with regards to this aspect. The only assessment made within the air quality report is for the road traffic associated with the proposed development. No details have been provided of any sources of emission that may be associated with energy provision for the site. Should this change, especially if there is a request for the use of renewable energy sources such as biomass or use of renewable fuels such as biodiesel, a further air quality assessment will need to be submitted.

Construction

The report references the London Councils and GLA Best Practice Guidance for the control of dust and emissions from construction and demolition sites. Before any development commences the site must be risk assessed using this Guidance and a construction management plan submitted for approval, including all mitigation measures necessary, to protect nearby residents during this process.

Operational

The report has assessed the pollutant concentrations at the nearest sensitive receptors and concluded that although there is an increase in pollutant concentrations these are deemed insignificant.

The pollutant concentration with regards to annual mean nitrogen dioxide at the worse case receptor is predicted to be above the mandatory EU limit value in 2009. By the time of the development this has been assessed, even with a predicted increase in pollutant concentrations from the operation of the development, to drop to below the permitted level by 2014. This is due to assumptions made in improvements in background concentrations including improved future road vehicle technology.

It should be noted, however that, in common with many urban areas, the levels of concentrations in Hillingdon are not in fact showing a significant downward trend in concentration levels therefore a degree of precaution should be applied to this situation. In addition the existing receptors are experiencing pollution levels above the mandatory EU limit value which comes into force in 2010 therefore in this case all efforts must be made to reduce emissions and improve pollution levels.

The London Councils Air Quality and Planning Guidance, as referred to in the assessment, would define this development within the category APEC B ie not sufficient for refusal however mitigation measures must be considered.

Given the above I would advise that all mitigation measures to reduce emissions from the operation of the site should be evaluated for potential use. This would include traffic management measures to reduce the impact of the road traffic on the surrounding road network, ensure emissions from traffic directly related to the site are addressed ie use of travel plans for employees, use of fleet management plans to reduce emissions from any HGVs or other fleet vehicles using the site including the use of alternative fuels and/or electric vehicles where appropriate.

Given that the development will increase levels of pollution in an area predicted to be close to the permitted levels I would request a s106 contribution for air quality monitoring within the area and for measures associated with implementation of the Air Quality Action Plan.

ENVIRONMENTAL PROTECTION UNIT - NOISE

The information submitted indicates that the scope of the proposed outline permission, for example

indicative option 2, has the potential to produce noise resulting in significant harm to residential amenity. This is a consequence of the service yard of one of the units being located relatively close to the nearest noise sensitive receivers.

I would therefore suggest that a proposal similar to option 2 should not be sought at reserved matters stage. If the applicant insists on pursuing any option in which the service yard is situated in the south east or east of the site, strict conditions would have to be imposed in order to make the noise impact acceptable. These conditions could cover (i) restrictions on hours of use such as to prevent use at night, (ii) prohibition of use of vehicle reversing alarms or restrictions on types of vehicle reversing alarm, and (iii) increasing height of acoustic fence and locating acoustic fence closer to service yard to make it more effective.

S106 OFFICER

Proposed Heads of Terms:

- A 10-year Green Travel Plan to be prepared in accordance with TfL's guidance and to include a bond quantum of £20,000.
- A financial contribution of £25,000 towards air quality monitoring initiatives.
- A contribution of £2,500 for every £1 million build cost towards construction training initiatives in the borough.
- Public realm improvement works to 4 hectares of Green Belt at the southern end of the site. These works will include the restoration of the land and the ongoing management and maintenance. The applicant will undertake these works at their own expense.
- A contribution equal to 5% of the total cash contributions to enable the management and monitoring of the S106 agreement.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

A large proportion of the site falls within the North Uxbridge Industrial and Business Area as designated in the Hillingdon Unitary Development Plan Saved Policies September 2007 and the planning history indicates that industrial use of this site has been well established since at least the early 1980s.

The site also benefits from an extant outline planning permission for provision of Class B1(a), (b) and (c), B2 and B8 floorspace with associated parking and landscaping (ref: 56862/APP/2001/2595, as varied by pp ref: 56862/APP/2006/2311) which remains valid until May 2010.

The principle of providing business, industrial and/or warehouse units on the site for B1(c), B2 or B8 purposes can be established through policies LE1, LE2 and LE3 of the UDP, providing site specific issues can be satisfactorily addressed.

7.02 Density of the proposed development

The application seeks outline planning permission for an industrial/commercial development. Accordingly, considerations relating to residential density are not pertinent.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

The application site does not lie within an archaeological priority area, however the site is of a size whereby consideration of archaeology is necessary.

The application has been supported by a desk based archaeological assessment. The assessment has been reviewed by English Heritage who are of the view the site has the potential to house archaeological remains, but that subject to a condition to ensure the undertaking of appropriate assessments prior to development the proposals would be acceptable.

Subject to an appropriate condition the proposal would comply with policy BE3.

The application site lies in proximity to the southern tip of the Uxbridge Moor Conservation Area and in proximity to the General Elliot PH (A Grade II Listed Building), However the proposals would retain a buffer of at least 38m, including landscaping, between the proposed development and either of these areas.

The Council's Conservation Officer considers that an appropriate appearance, with respect to impact on these areas, could be achieved at reserved matters Stage and accordingly no objection is raised to the proposal with respect to policies BE4 or BE10 of the Saved Policies UDP.

7.04 Airport safeguarding

The proposal would have a maximum height of 14m as demonstrated by the submitted parameters plan and would not conflict with any airport safeguarding criteria.

7.05 Impact on the green belt

There is some uncertainty as to the precise location of the Green Belt boundary due to the scale of the UDP constraints plan, however at the time of writing this report the balance of evidence would suggest that the proposed development area would run precisely along the Green Belt Boundary to the north of the site.

Accordingly, the proposed built form should be considered with respect to Policy OL5 of the Saved Policies UDP which states 'The Local Planning Authority will normally only permit proposals for development adjacent to or conspicuous from the Green Belt if it would not injure the visual amenities of the Green Belt by reason of siting, materials, design traffic or activities generated'.

An amended parameters plan had been received which would line up the development area with the rear boundary of the existing industrial unit at number 25 Riverside Way. The proposal would allow for a building with a maximum height of 14m to be erected in this location.

The amended plan is considered to provide for an improved relationship on the western boundary and would allow for an additional 10m landscape buffer to be provided alongside the Green Belt, it should be noted that this area is covered with hard standing in the existing situation. The approved outline masterplan included the provision of buildings in this location (i.e. the current scheme accords with the previously approved masterplan).

The application also provides for the soft landscaping of areas of land within the Green Belt, to the south of the application site, which are currently set as hardstanding, and these proposals would serve to further enhance the visual amenity of the Green Belt.

Overall, the proposals would provide for an enhanced area of landscaping on the western boundary of the site with the Green Belt and enhance the landscape setting of Green Belt land to the south of the application site. Overall it is considered that the scheme would adequately enhance the western boundary to compensate for proposed built form and would enhance the visual amenity of the Green Belt as a whole. Accordingly the proposal is considered to comply with Policy OL5 of the Saved Policies UDP.

7.07 Impact on the character & appearance of the area

The application site forms the southern part of the Riverside Way Estate, which is largely characterised by relatively large scale modern industrial buildings and associated car parking. The existing estate has been developed to a high standard and, as such, it is important that the proposed development meets this design quality in terms of scale,

massing, height, materials and landscaping.

To the east and west the site is surrounded by relatively narrow strips of Green Belt land beyond which is the River Colne. The southern part of the site is also designated as Green Belt, although this is currently poorly maintained, and still contains hardstanding from the previous building on the site.

The plans confirm that the proposed development would have a maximum height of 14m and would have a maximum floorspace of 7,200m² although the likely layout is unclear at this outline stage. To the west the area of built development would follow the building line established by existing buildings to the north, and the parameter plans indicate the built area would be respectful of the Green Belt land to the south and east. Notably the extant permission at the site allows for considerably more floorspace and also encroaches onto the Green Belt land to the south.

Given the industrial nature of the area, it is not considered that the proposed development would be unduly prominent in this location or out of keeping with the character and appearance of surrounding development. Full details of layout, scale, appearance and landscaping would be provided at reserved matters stage and the developer has confirmed that the development would reflect the high quality design of the existing estate.

The Green Belt land to the south would be restored and significant improvements would be made to the areas to the east and west of the built area, adjacent to the river corridors. It is considered that this would significantly enhance the character and appearance of the existing Green Belt, the future development on the site and the surrounding area.

7.08 Impact on neighbours

The proposed development area, upon which building could be located, is approximately 38m from the Pipemakers Arms PH, which is likely to have a residential unit above and approximately 50m from the nearest purely residential property and a maximum height of 14m is proposed for any buildings on site.

Accordingly it is considered that the proposed development area is sufficiently separated from residential properties that it would not give rise to any concerns regarding loss of light, overlooking or loss of amenity by way of dominance.

The proposal would therefore be appropriate with regard to Policies BE10, BE21 or BE24 of the Saved Policies UDP.

Potential impacts on neighbouring properties arising from the proposed use, with regard to noise, are addressed in the relevant section below.

7.09 Living conditions for future occupiers

The application seeks outline planning permission for an industrial/commercial development. Accordingly, considerations relating to the living conditions of future residential occupiers are not pertinent.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

TRAFFIC IMPACT

Matters relating to access are reserved at this stage, however the development would necessarily be served by a vehicular access from Riverside Way.

The application has is supported by a transport statement, which is based on recent surveys from June 2009. The statement indicates that the current proposal would result in

reduced trip generation and a reduction in traffic as the Rockingham Road/Riverside Way junction when compared to the extant planning permission. This is primarily because the planning permission currently proposed would not allow office use, which result in significantly higher trip generation than industrial uses.

The Council's Highways Officer has reviewed the information and considers that it has been demonstrated the the junction would operate within capacity and that the proposal is acceptable in terms of traffic generation.

CAR PARKING AND LAYOUT

Given the outline nature of the proposal only indicative details have been provided at this stage. However, the submission indicates the provision of 72 car parking spaces, which would accord with the Council's maximum standards, although the final level of necessary provision would depend on the floorspace agreed at reserved matters stage.

Adequate space could be provided for the manoeuvring of HGV's on site, although the precise layout would remain subject to reserved matters approval.

The application site is also considered to contain adequate space to accommodate cycle storage of an appropriate design, the precise level of which would be dependant on the floorspace approved at reserved matters stage.

A travel plan framework has been provided and the completion of a detailed travel plan and its implementation for an appropriate period would be secured through a S106 serving to minimise levels of car parking and traffic generation.

Overall, the submission indicates that the proposed development would be acceptable in terms of traffic generation and would be capable of providing an appropriate site layout, in terms of highways considerations, and level of car parking. The schemes layout is reserved for subsequent consideration and detailed highways matters in this respect would form part of a subsequent reserved matters application, accordingly detailed conditions are not necessary at this stage.

Subject to a legal agreement to secure the implementation of a Travel Plan the proposed development would accord with policies AM2, AM7, AM9, AM14 and AM15.

No objections are raised on highway grounds.

7.11 Urban design, access and security

Issues relating to design and access are dealt with elsewhere within this report.

In relation to security the proposal contains adequate flexibility that an appropriate level of security could be achieved through the detailed design which would need to take place at reserved matters stage.

7.12 Disabled access

The application seeks outline planning permission for an industrial/commercial development with all matters reserved.

The consideration of disabled access hinges on aspects of layout and building design which are not currently under consideration. However, there is sufficient scope within the submitted parameters plan to ensure that the development would fully meet the needs of people with disabilities and this would be ensured through the consideration of a reserved

matters application at a later stage.

7.13 Provision of affordable & special needs housing

The application seeks outline planning permission for an industrial/commercial development. Accordingly, considerations relating to affordable or special needs housing are not pertinent.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

The 1.4ha site is currently part-vacant hard-standing / part-used as a temporary car park, following the demolition of a former office building. It comprises a roughly triangular site at the southern end of the Riverside Way Estate, bounded to the north by the tree-lined estate road and to the east and west by two tree-lined arms of the River Colne which converge at the southern end (forming the apex of the triangular plot). In addition to the trees edging the riversides the southern end of the site comprises an area of deciduous woodland. An informal footpath provides access to the River Colne (west arm) and wraps around the south of the site from where it return to Riverside Way via the west bank of the east arm of the river.

There are no Tree Preservation Orders affecting trees on, or close to, the site. Uxbridge Moor Conservation Area is situated to the east of St John's Road (to the east of the R. Colne). The southern and western edges of the site fall within the Green Belt and is designated a Nature Conservation Site of Metropolitan or Borough Grade 1 Importance. Part of this land is a designated Nature Reserve (Uxbridge Moor), managed by the London Wildlife Trust.

An arboricultural implications assessment has been submitted in support of the application and concludes that, of the 150No trees surveyed, 54No. are required to be removed. Of these, 18No. trees are to be removed to facilitate the development, with the remaining 36No. recommended for removal on the grounds of good arboricultural practice.

The Council's Trees and Landscape Officer has reviewed the proposals for tree removals and has no objections with regard to the proposals for tree removals.

Amended plans have been received which set the western boundary of the development area in line with the rear building line of the neighbouring building at no. 25 Riverside Way, thereby ensuring that an appropriate landscape buffer will be retained with the Green Belt/Conservation Area to the west. The proposals would also involve the removal of hardstanding from the southern area of the site and replaced with soft landscaping to enhance the surrounding landscape value and complement neighbouring Green Belt Land.

Matters relating to landscaping are reserved for subsequent determination and detailed aspects of the landscape proposals will need to be approved at this stage, accordingly the development proposals are considered acceptable in terms of Policy BE38.

ECOLOGY

The Green Belt land to the south and west of the site and adjacent river corridors are designated as Nature Conservation Sites of Metropolitan or Borough Grade I Importance and also as Nature Reserves managed by the London Wildlife Trust.

There is some uncertainty as to the precise location of the boundary due to the scale of the UDP constraints plan. However, the London Wildlife Trust have advised that their records show the boundary of the Nature Reserve only extends to the boundary of property ownership and the proposed development area would therefore allow for a landscape buffer of approximately 10m to the Nature Reserve at the west of the site. This area is currently covered by hard standing and the proposals would therefore serve to enhance the landscaping and habitat in this location.

The London Wildlife Trust have commented that they would be supportive of proposals to restore parts of the site to soft landscaping and potentially improve access to the nature conservation area. However, have provided no detailed advice relating to the potential impacts of the proposal on ecology.

The ecological assessment indicates that the some trees within the Nature Reserve are scheduled for removal due to poor quality, however these could be removed without harm to protected species.

A sufficient landscape buffer would be provided adjacent to the Nature Conservation Area to prevent the built form from having a detrimental impact on ecology and accordingly the proposal is considered to comply with Policy EC1 of the Saved Policies UDP.

7.15 Sustainable waste management

Policy 4A.22 of the London Plan requires the provision of suitable waste and recycling storage facilities in all new developments.

The application is supported by a Waste Management Briefing Note which sets out objectives to provide waste storage areas for both waste and recycling in areas which are appropriate in terms of access arrangements.

Given the outline nature of the application the refuse and recycling storage areas are not shown at this stage, however there is sufficient scope within the outline proposals for appropriately located and designed storage facilities to be provided. Subject to an appropriate condition the development would accord with policy 4A.22 of the London Plan.

7.16 Renewable energy / Sustainability

Chapter 4A of the London Plan requires developments to incorporate sustainable design features and make a contribution towards mitigating and addressing climate change.

Policy 4A.1 requires developments to make the fullest contribution to the mitigation of and adaptation to climate change and to minimise emissions of carbon dioxide. The policy requires that proposals use less energy, supply energy efficiently and use renewable energy.

Policy 4A.7 requires that developments achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible.

Policy 4A.11 expects major developments to incorporate living roofs and walls where feasible to achieve as many of the following objectives as possible: accessible roof space, adapting to and mitigating climate change, sustainable urban drainage, enhancing biodiversity and improved appearance.

The application is supported by a Sustainability and Energy Statement in order to address

these issues. The methodology of the statement and indicative measures proposed are considered to generally fall below the requirements of the London Plan and insufficient justifications have been provided for this shortfall (including in relation to the lack of green roofs and insufficient provision of renewable technology).

However, the application seeks outline planning permission with all matters reserved and given this situation it cannot be expected to address all issues in detail. The application proposes two large industrial buildings on a relatively open site and it is considered that subject to appropriate detailed design at reserved matters stage the outline proposals currently under consideration would be capable of meeting the policy criteria of the London Plan.

Subject to conditions to secure details of the incorporation of the Mayor's Energy Hierarchy and the provision of Green Roofs (or a detailed and appropriate justification for the lack of such provision) alongside the submission of any reserved matters submission it is considered that the development would accord with the sustainability policies set out within chapter 4A of the London Plan and the objectives set out within PPS1 and PPS Planning and Climate Change.

7.17 Flooding or Drainage Issues

Policy OE7 of the Saved Policies UDP seeks to prevent developments in areas liable to flooding unless appropriate flood protection measures are proposed. Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere.

The site lies largely within Flood Zone 2, with small part of the site closer to the watercourses being within Flood Zone 3. Accordingly consideration of flood risk is necessary in relation to the current proposals.

Of relevant to this consideration the application seeks outline permission for the erection of industrial buildings (Use Classes B1c, B2 and/or B8) which are defined as less vulnerable uses in terms of flood risk and the site is currently 100% hard surfaced containing a stockpile of materials.

The application is supported by a detailed flood risk assessment and drainage strategy, which concludes that the proposal would reduce the level of impermeable hard surfacing on site by 12.5% and subject to the implementation of SUDS and other mitigation measures would achieve appropriate surface water run off rates. The report further concludes that the development would provide safe dry vehicular access to/from the development and that the development proposals as a whole are robust complying with guidance within PPS25 - Development and Flood Risk.

The Environment Agency have reviewed the submission and consider that, subject to the imposition of conditions, the development would have no unacceptable impacts with regard to flood risk or the environment in general.

Overall, it is considered that flood risk has been adequately taken into account within the development proposals and that the development would not give rise to increased risk of flooding elsewhere or result in unacceptable risks for future employees. Subject to conditions the proposal would comply with Policies OE7 and OE8 of the Saved Policies UDP and guidance within PPS25 - Development and Flood Risk.

7.18 Noise or Air Quality Issues

NOISE

The application is supported by a PPG24 noise assessment. This assessment has been reviewed in detail by the Council's Environmental Protection Unit who have advised that if a service yard were to be proposed in the east or south-east of the site, as shown by indicative option 2, the development would give rise to a level of noise which would potentially result in the need for physical and/or operational mitigation measures.

However, all matters are reserved for subsequent consideration and the parameters plan submitted is equally capable of accommodating a development which does not give rise to these concerns. Given the outline nature of the application it is not possible to determine if such restrictions are necessary, or the type of restrictions that may be appropriate until submission of a reserved matters application. If conditions were attached at this outline stage they may not meet the test within circular 10/95 and issues relating to the appropriateness of the development in terms of noise should therefore be dealt with at reserved matters stage. If the proposals submitted at reserved matters stage gave rise to significant noise concerns they could be refused or appropriate conditions attached.

Having regard to the outline nature of the application it is considered that the application is capable of providing for a development which accords with Policies OE1 and OE3 of the Saved Policies UDP. However, further consideration of noise will be necessary at reserved matters stage and an informative is recommended to advise the applicant of potential issue.

AIR QUALITY

The application site lies within the South of the Borough where Air Quality is of significant concern and has been supported by an Air Quality Assessment.

The development is defined within the category APEC B of The London Councils Air Quality and Planning Guidance, this category indicating that air quality impacts are not sufficient for refusal however mitigation measures must be considered.

The Council's Air Quality Officer within the Environmental Protection Unit has reviewed the proposals and advised that subject to the implementation of mitigation measures the development is considered acceptable.

The development would provide for air quality mitigation measures in the form of a Green Travel Plan and a contribution towards air quality monitoring initiatives which are to be secured by way of a legal agreement. Subject to the completion of an appropriate legal agreement the proposal is considered acceptable in terms of its impact on air quality.

7.19 Comments on Public Consultations

Issues (a), (b), (d) and the comments from South Bucks District Council are addressed within the body of the report.

In relation to issue (c) the proposed development is located within an Industrial and Business area as referenced within the Principle of Development section and is in accordance with the relevant policies.

In relation to the comments from South Buck District Council amended plans have also been received which serve to increase the size of the landscape buffer on the western

boundary with the Green Belt. This amended plan is considered to address concerns in this regard.

7.20 Planning obligations

Policy R17 of the Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open spaces, facilities to support arts, culture and entertainment facilities through planning obligations in conjunction with other development proposals.'

The Council's S106 officer has advised that contributions should be provided towards construction training, air quality, provision of a comprehensive Travel Plan, and project management and monitoring. The applicant has agreed to the restoration of Green Belt land at the southern end of site and to the ongoing management and maintenance of this land.

Subject to a legal agreement to secure the Heads of Terms set out within the recommendation the application would provide for appropriate planning obligations.

7.21 Expediency of enforcement action

Not Applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

None.

10. CONCLUSION

This application seeks outline planning permission for the redevelopment of the site to provide up to 7,200m² of B1c (light industry), B2 (general industrial) and/or B8 (storage and distribution) floorspace with ancillary office space, car parking and landscaping, on a site known as Phase 500, located at the southern end of the Riverside Way Estate in Uxbridge. Details of access have been provided at this stage with details of appearance, landscaping, layout and scale reserved for future consideration.

The application site has historically been used for industrial use and, in this instance, the site benefits from an extant outline planning permission for provision of B1c, B2 and B8 use on the site (ref: 56862/APP/2001/2595). Variation to condition 1(ii) of that consent to allow an extension of time to submit reserved matters until May 2010 was approved in September 2006 (ref: 56862/APP/2006/2311).

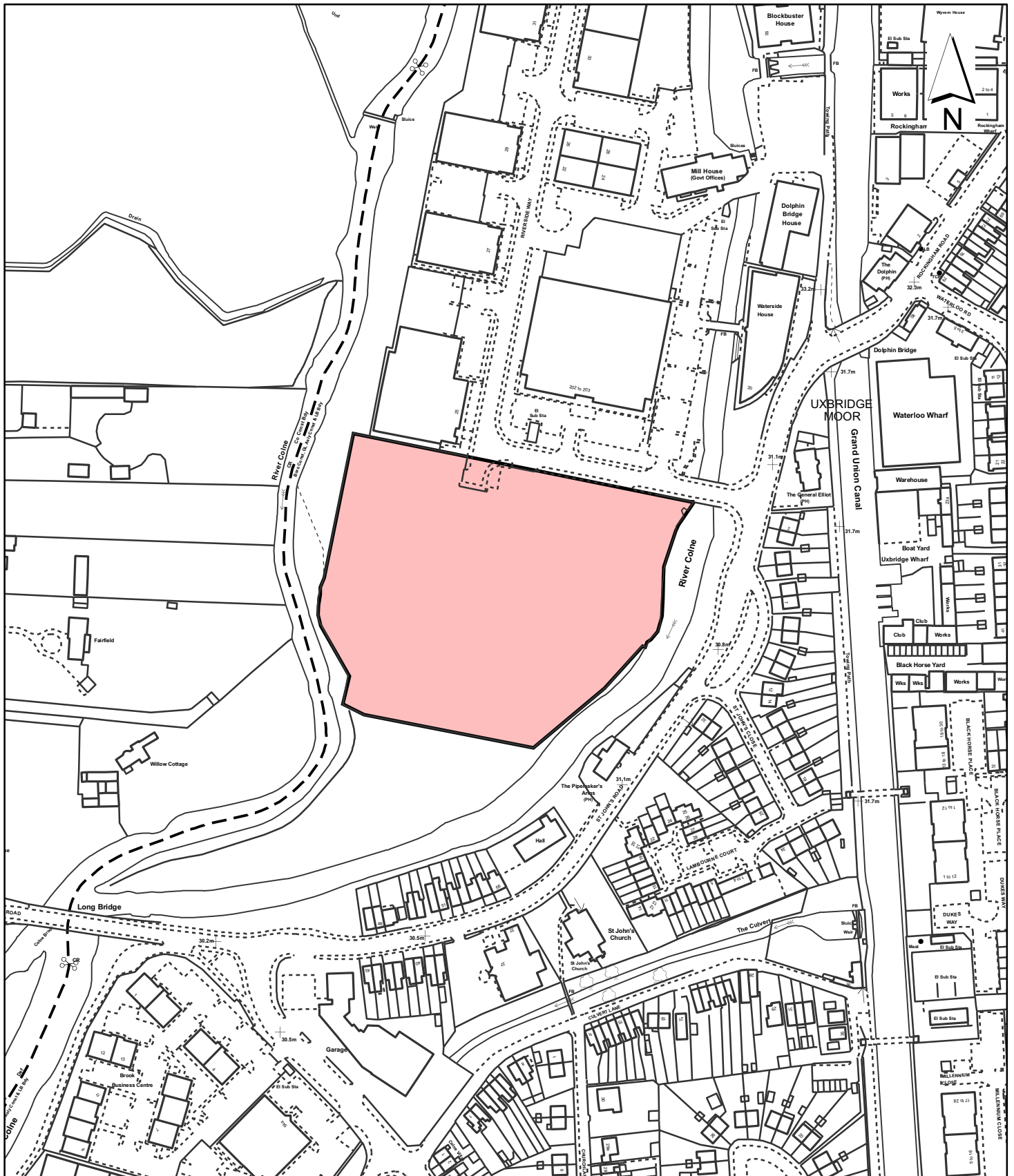
No objections are raised to the principle of the development and it is considered that the proposed development would be visually acceptable in this location. Significant enhancements would be made to the surrounding Green Belt, which are considered to significantly enhance the accessibility and visual appearance of this land. The proposed car parking is considered to be acceptable and no objections are raised on highway grounds. The proposed is considered to comply with relevant UDP and London Plan policies and, accordingly, approval is recommended subject to the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 as amended and relevant conditions.

11. Reference Documents


Hillingdon Unitary Development Plan Saved Policies (September 2007)
The London Plan - Consolidated with alterations since 2004 (February 2008)
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Guidance 2: Green Belts
Planning Policy Guidance 4: Industrial, Commercial Development and Small Firms
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1
Planning Policy Statement 9: Biodiversity and Geological Conservation
Planning Policy Guidance 13: Transport
Planning Policy Guidance 16: Archaeology and Planning
Planning Policy Statement 22: Renewable Energy
Planning Policy Statement 23: Planning and Pollution Control
Planning Policy Guidance 24: Planning and Noise
Planning Policy Statement 25: Development and Flood Risk

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Notes

 Site boundary

For identification purposes only.

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Site Address

**Building 63 Phase 500
Riverside Way
Uxbridge**

Planning Application Ref:
56862/APP/2009/2247

Planning Committee
Central and South

Scale
1:2,500

Date
December 2009

**LONDON BOROUGH
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