

## Report of the Head of Planning, Sport and Green Spaces

**Address** BUILDING 63 PHASE 500 RIVERSIDE WAY UXBRIDGE MIDDLESE

**Development:** Redevelopment of the site to provide 1 industrial unit (2361sqm) for B1(c), B2 and B8 uses and a 80 bedroom hotel (C1 use) with associated restaurant, bar and meeting facilities (755sqm), car parking, landscaping, lighting, plant and equipment and associated works.

**LBH Ref Nos:** 56862/APP/2014/170

**Drawing Nos:** 30357/PL/11  
30357/PL/12  
30357/PL/13  
619.19.01  
619.29.02  
619.39.01 rev A  
30357/PL/01  
30357/FE/37  
30357/PL/03  
30357/PL/04  
30357/PL/05  
30357/PL/06  
30357/PL/07  
30357/PL/08  
30357/PL/09  
30357/PL/10

**Date Plans Received:** 17/01/2014

**Date(s) of Amendment(s):**

**Date Application Valid:** 21/01/2014

### 1. SUMMARY

This application seeks full planning permission for the redevelopment of the site to provide a 2,361 sq.m industrial unit for flexible B1(c), B2 and B8 uses; a three storey 80 bedroom hotel (Use Class C1) and 755sqm of associated restaurant/bar and meeting facilities including 3 meeting rooms, car parking and landscaping, on a site known as Phase 500, located at the southern end of the Riverside Way Estate in Uxbridge.

No objections are raised to the principle of the development for a commercial unit and a hotel and restaurant facility, it is also considered that the proposed development would be visually acceptable in this location. The proposed hotel in this Industrial Business Area is not in strict accordance with planning policies for Industrial Business Areas, however on balance, the proposals seek to enhance the vitality of the North Uxbridge and Uxbridge Industrial Area in order to support their growth and continued viability. There has been no demand to build out the previously approved planning consents at this site for industrial warehouses and marketing information submitted demonstrates that there has been a concerted effort to market the site but without success. Significant enhancements would be made to the surrounding Green Belt, which are considered to significantly enhance the accessibility and visual appearance of this land including the extension of a publicly accessible pedestrian route which runs around the boundary of the site providing opportunities to access to the green belt land and nature reserve from Riverside Way.

The proposal 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**

**1. That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to:**

**A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:**

- i) Air Quality Management contribution £25,000;**
- ii) Construction Training (financial sum for workplace coordinator and in-kind delivery of training scheme);**
- iii) Employment and Training Initiatives end user phase/operators (strategy currently being considered by Officers);**
- iv) Hospitality training contributions (an in-kind scheme is currently being negotiated with the Councils Economic Development Team)**
- v) Green Travel Plan and Construction and Logistics Plan including Service and Delivery Plan;**
- vi) Highways/S278 works;**
- vii) Provision of a publicly accessible pedestrian footpath running along the sites southern and eastern boundary;**
- viii) Financial contributions towards Tree Works within the adjoining nature reserve; £5,000;**
- ix) Financial contribution towards maintenance of the footpath; £575 per annum for a period of 10 years;**
- x) Energy contribution of £45,000; and**
- xi) Project Management and Monitoring Sum: a financial contribution equal to 5% of the total cash contribution.**

**B) That in respect of the application for planning permission, the applicant meets the Councils reasonable costs in preparation of the Section 106 and/or 278 Agreements 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 and conditions of approval.**

**D) If the Legal Agreements have not been finalised by 30th May 2014, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:**

**'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of employment, hospitality and construction training, air quality management, Green Travel Plan and Logistics Plan, Highway/S278 works, provision of a publicly accessible pedestrian route, tree works and footpath maintenance contributions and in-lieu energy contributions). The proposals therefore conflicts with Policy AM2, AM7 and R17 of the adopted Local Plan and the Councils Planning Obligations SPG.'**

**E) That subject to the above, the application be deferred for determination by the**

**Head of Planning, Green Spaces and Culture under delegated powers, subject to completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.**

**F) That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning, Green Spaces and Culture prior to issuing the decision:**

**1 COM3 Time Limit**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990.

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

30357/PL/11  
30357/PL/12  
30357/PL/13  
619.19.01  
619.29.02  
619.39.01 rev A  
30357/PL/01  
30357/FE/37  
30357/PL/03  
30357/PL/04  
30357/PL/05  
30357/PL/06  
30357/PL/07  
30357/PL/08  
30357/PL/09  
30357/PL/10

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

**REASON**

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

**3 COM5 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

WSP note dated Feb 2014

Response to GLA comments prepared by Watkins Payne ref MDC-03-14

CHP Technical Assessment prepared by Watkins Payne

Letter from WSP re Generic Quan Risk assessment dated 21.02.014

Revised Transport Statement v1 dated 18.02.14

Framework Travel Plan; Hotel (Revised) dated 18.02.14

Framework Travel Plan; Beefeater (Revised) dated 18.02.14

Framework Travel Plan; Industrial (Revised) dated 18.02.14

Plants Schedule prepared by TALA  
Letter from WSP dated 10.01.14; Groundwater sampling  
Quantitative Risk assessment ref v1  
Flood Risk Assessment Rev 1  
Cultural Heritage Desk-Based Assessment  
Flood Risk Note dated Dec 2013  
External Lighting and CCTV dated Dec 2013  
Energy Strategy dated Dec 2013  
Design and Access Statement dated Jan 2014  
Air quality assessment  
Utilities Appraisal dated Dec 2013  
Town Centre Statement dated Jan 2014  
Planning Statement dated Jan 2014  
Odour Assessment dated Jan 2014  
Ecological Assessment dated Nov 2013  
Noise impact assessment dated Jan 2014

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

#### REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **4 COM10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **5 COM9 Landscaping (car parking & refuse/cycle storage)**

Prior to the commencement of the relevant part of the development, details of the

following shall be submitted to and approved in writing by the Local Planning Authority:

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage for 86 bikes throughout the site
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as play equipment and furniture)
  
4. Details of Landscape Maintenance
  - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
5. Schedule for Implementation
  
6. Other
  - 6.a Existing and proposed functional services above and below ground
  - 6.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011).

#### **6 COM7 Materials (Submission)**

Prior to the commencement of the relevant part of the development, samples of all external materials for the new buildings shall be submitted to the Local Planning Authority and approved in writing for the following:

External facade materials  
Details of window/door design and materials  
Construction details of canopies and supports  
Details of gabion wall  
Details of lamps and columns  
Boundary treatments  
Signage on the building and also ground mounted signage on the site  
Location and type of pvs

Manufacturers details of cameras

Details of hard surfacing and surface treatments for the parking areas

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

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**7 COM17 Control of site noise rating level**

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest noise sensitive premises. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**8 NONSC Accessibility Management Plan**

Prior to the first occupation of the development hereby approved a comprehensive accessibility Management Plan for the hotel/restaurant facility building shall be submitted to and approved in writing by the Local Planning Authority. The Accessibility Management Plan shall include details of how the continuing management of the hotel will ensure the accessible rooms are maintained and managed, helping inclusive access to become part of the overall operation and business of the hotel.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2011).

**9 NONSC Car Parking restricted to hotel guests and employees**

The car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

To ensure suitable parking provision is provided on the site, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

**10 NONSC Air Extraction and Plant**

No air extraction system or plant shall be used on the premises until a scheme for the

control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**11 COM13 Restrictions - Enlargement of Industrial/Warehouse Buildings**

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies AM14 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**12 COM21 No additional internal floorspace**

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace or mezzanines shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies AM14 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**13 COM23 Hours of Use (Restaurant etc.)**

The restaurant facilities shall not be open for customers outside the following hours: - 0600 to 2300, Mondays - Sundays, Public and Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**14 COM31 Secured by Design**

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

**15 NONSC Restriction of Use; Data Centre**

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the units shall not be used as a data centre.

**REASON**

To ensure compliance with the energy and sustainability details hereby approved and to accord with policies 4.4, 5.2, 5.7 and 5.9, of the London Plan 2011.

**16 NONSC Sustainability**

Prior to the occupation of the development a scheme for the inclusion of living walls and screens (where feasible) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development shall not be occupied until all approved plans have been implemented.

**Reason**

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan 2011.

**17 NONSC Implementation of car/cycle parking**

Prior to the occupation of any part of the development, the following shall be implemented in full in accordance with the details shown on, drawing no 30357/FE/37, hereby approved:

- Electric Vehicle Charging Points;
- Disabled Car Parking Spaces;
- Cycle Parking Spaces;
- Motorcycle Parking Spaces;
- Coach Parking space;
- Taxi-drop off points; and
- Car parking spaces.

Thereafter the facilities shall be retained for the lifetime of the development.

**REASON**

To ensure suitable parking provision is provided on the site, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

**18 NONSC floodlighting Details**

Prior to the commencement of the relevant part of the development, details of floodlighting and an annual maintenance plan shall be submitted to and approved by the Local Planning Authority. The details should include fixtures such as Cowls, to prevent light spill in the local area.

**REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**19 NONSC GLAAS condition**



A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then details of the foundation and groundworks design and methodology must be submitted by the applicant and approved in writing by the planning authority before development commences and the applicant (or their heirs and successors in title) shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

C) No development shall take place other than in accordance with the foundation and groundworks design and Written Scheme of Investigation approved under Part (B).

D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

#### REASON

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological preservation or investigation, including the publication of results, in accordance with Section 12 of the NPPF.

#### **20 NONSC EA condition 1**

No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

#### REASON

To protect groundwater and surface water. The site lies above a principal aquifer and the groundwater below the site is likely to be in connectivity with the adjacent River Colne.

Hence, any polluted groundwater present at the site may pollute the river.

**21 NONSC EA condition 2**

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

**REASON**

To prevent pollution of ground and surface water. The verification report should be undertaken in accordance with our guidance Verification of Remediation of Land Contamination <http://publications.environment-agency.gov.uk/pdf/SCHO0210BRXF-ee.pdf>.

**22 NONSC EA condition 3**

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 a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

**REASON**

To protect groundwater quality from further deterioration.

**23 NONSC EA condition 4**

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. The development shall be carried out in accordance with the approved details.

**REASON**

To protect groundwater. Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

**24 NONSC EA condition 5**

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. All surface water drainage from parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained.

**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.

**25 NONSC EA condition 6**

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:

- plans showing the extent and layout of the buffer zone;
- details of the planting scheme (using locally native plant species, of UK genetic provenance);
- details of any lighting scheme;
- 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.

**26 NONSC EA condition 7**

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:

- detail extent and type of new planting (NB planting within the buffer zone to be of native species);
- details of maintenance regimes;
- details of any new habitat created on site;
- 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.

**27 NONSC Sustainable Water management**

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by WSP dated 29/01/2014 Revision1, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
    - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
    - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).
    - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
    - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
  - ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
  - iii. provide details of the body legally responsible for the implementation of the management and maintenance plan. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
    - incorporate water saving measures and equipment.
  - iv. provide details of water collection facilities to capture excess rainwater;
  - v. provide details of how rain and grey water will be recycled and reused in the development.
- Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011). Residents Services London Borough of Hillingdon.

#### **28 NONSC Non Standard Condition**

No part of the hotel development shall be occupied until the industrial unit has been substantially completed. Substantial completion is defined as delivery of foundation works, provision of a shell and core building (excluding operator fit out).

#### REASON

To secure the delivery of employment development alongside the proposed hotel use in accordance with policy E2 of the Local Plan Part 1 (2012).

#### **29 COM30 Contaminated Land**

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and

evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

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

(iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

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

#### 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 Local Plan: Part Two Saved UDP Policies (November 2012).

#### **30 COM11 Restrictions on Changes of Use for meeting rooms**

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the meeting room facilities within the Hotel/restaurant building shall be used only for the purpose of meeting/conferencing facilities purposes within Use Class B1 (Meeting Places) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

#### REASON

To secure the provision of meeting room facilities and ancillary employment uses within the IBA in accordance with Policy E2 of the Local Plan Part 1 (2012).

#### **31 COM14 No External Storage above 2 metres in height**

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), external storage associated with the use of any part of the site shall not exceed 2 metres in height within any part of the development hereby approved.

## REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure the development does not detrimentally impact upon the adjoining Green Belt and Nature Reserve designations, in accordance with Policy BE13 and OL1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **32 NONSC Non Standard Condition**

No shuttle bus service or other alternative provision for the transfer of visitors from the site to Heathrow Airport or other transport nodes shall be carried out from the site.

The car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel.

## REASON

To prevent unsustainable use of the site and impacts on the local highway network in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

## 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) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
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
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

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.
EC3	Potential effects of development on sites of nature conservation importance
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 2.17	(2011) Strategic Industrial Locations
LPP 2.7	(2011) Outer London: economy
LPP 4.1	(2011) Developing London's economy
LPP 4.11	(2011) Encouraging a connected economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.8	(2011) Coaches
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.18	(2011) Protecting local open space and addressing local deficiency
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 8.3	(2011) Community infrastructure levy
NPPF	National Planning Policy Framework
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
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  
POBS Planning Obligations Supplementary Planning Document, July 2008

**3 114C Compliance with Building Regulations Access to and use of**

You are advised that the scheme is required to comply with either:

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804.

**4 115 Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.



B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

## **5            I60            Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

## **6**

You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. The applicant will be liable to pay the Community Infrastructure Levy to the sum of £63,727.94 on commencement of this development. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

Should you require further information please refer to the Council's Website (<http://www.hillingdon.gov.uk/index.jsp?articleid=24738>).

## **7            I28            Food Hygiene**

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

## **8**

GLAAS informative

The planning authority wishes to secure preservation of the site's archaeological interest. Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

## **9**

## Environment Agency Informatives

We recommend that developers should:

- 1) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- 2) Refer to the Environment Agency Guiding Principles for Land Contamination for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
- 3) Refer to our website at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk) for more information.

The developer should consult with the Environment Agency on measures for the prevention of pollution, with particular reference to the delivery, storage and use of oils, chemicals and pesticides and the drainage of vehicle washing areas. Further information regarding pollution prevention control can be found on the netregs website at [http://www.netregs.org.uk/library\\_of\\_topics/pollution\\_prevention\\_guides.aspx](http://www.netregs.org.uk/library_of_topics/pollution_prevention_guides.aspx)

## Flood Defence Consent

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 the river Colne, designated a main river.

## 10

### Tree/Landscaping Informatives

·All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work-Recommendations'.

·The Wildlife and Countryside Act 1981: Note that it is an offence under the Wildlife and Countryside Act 1981 to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

·Japanese Knotweed is designated as an invasive species by the Environment Agency and is a structurally damaging plant able to penetrate a range of hard man-made surfaces and structures. All Japanese Knotweed identified on site should be accurately plotted on plan and the contaminated areas sealed off. No site clearance or development should be undertaken until Japanese Knotweed remediation works have been completed, and disposed of, by a specialist licensed contractor, in accordance with Environment Agency guidelines.

## 11            I16            **Directional Signage**

You are advised that any directional signage on the highway is unlawful. Prior consent from the Council's Street Management Section is required if the developer wishes to erect directional signage on any highway under the control of the Council.

## 12            I25            **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

## 13

## Accessibility Comments:

The applicants should consider the following in preparation of the Accessible Management Plan.

1. The minimum provision of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) should be:

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails).

NB: Providing 'continental' bathroom facilities in the standard rooms is a feature that many non-disabled people welcome, which, in turn, may allow hoteliers to meet the specification of BS 8300:2009 without providing rooms exclusive 'disabled rooms'; i.e. to provide an inclusive room that caters for all customers.

2. An evacuation lift should be incorporated into the scheme. The lift should be designed and integrated to support Horizontal Evacuation.

3. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently during an 'all-out' evacuation.

## 3. CONSIDERATIONS

### 3.1 Site and Locality

The site currently comprises an approximately 1.7ha irregularly shaped site, at the southern end of the Riverside Way Estate, off Rockingham Road. The site is currently vacant comprising hard landscaping. It is bound 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 proposes a mixed-use development comprising 2,361 sq.m industrial unit for flexible B1(c), B2 and B8 uses; a three storey 80 bedroom hotel (Use Class C1) and 755sqm of associated restaurant/bar and meeting facilities including 3 meeting rooms. The proposal also includes car parking provision, lighting, plant and equipment and associated works. The applicants are also proposing to deliver a publicly accessible pedestrian route around the site which provides unrestricted access to the Green Belt land located to the south of the site.

All works within this full planning application submission would be delivered as a single phase of development, seeking to provide a speculative industrial unit alongside the hotel and restaurant.

### 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/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

56862/APP/2009/2247 Building 63 Phase 500 Riverside Way Uxbridge Middlesex  
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.)

**Decision:** 18-01-2010 Approved

56862/APP/2010/1694 Building 63 Phase 500 Riverside Way Uxbridge Middlese  
Variation of condition listing approved plans of planning permission 56862/APP/2009/2247  
(which should be read in conjunction with application for a non-material amendment  
56862/APP/2010/1355) to replace approved drawing ref: Q2/189/PL/0002 Rev. E (Parameters  
Plan) with amended drawing ref: 10780/SK/019 (Parameters Plan).

**Decision:** 29-10-2010 Approved

#### Comment on Relevant Planning History

Permission was granted for industrial use of this site in 2001. This consent was subsequently renewed and was valid until November 2013. Over the period of 2001-2013, the applicants have failed to secure occupiers for the consented scheme and as such have submitted the current proposals in an effort to bring forward a viable development at the site.

#### **4. Planning Policies and Standards**

National Planning Policy Framework (2012)  
Technical Guide to the National Planning Policy Framework (online 2014)  
The London Plan (2011)  
Draft further alterations to the London Plan (2014)  
Hillingdon Unitary Development Plan Saved Policies  
Hillingdon Local Plan Part 1 (Nov 2012)  
Council's Supplementary Planning Guidance - Accessibility  
Council's Supplementary Planning Guidance for Planning Obligations

The relevant policies of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Local Plan Part 1 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.BE1 (2012) Built Environment  
PT1.E1 (2012) Managing the Supply of Employment Land  
PT1.E4 (2012) Uxbridge  
PT1.E7 (2012) Raising Skills  
PT1.EM1 (2012) Climate Change Adaptation and Mitigation  
PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains  
PT1.EM4 (2012) Open Space and Informal Recreation  
PT1.EM7 (2012) Biodiversity and Geological Conservation  
PT1.HE1 (2012) Heritage  
PT1.T1 (2012) Accessible Local Destinations

##### Part 2 Policies:

AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations  
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  
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
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.
EC3	Potential effects of development on sites of nature conservation importance
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 2.17	(2011) Strategic Industrial Locations
LPP 2.7	(2011) Outer London: economy
LPP 4.1	(2011) Developing London's economy
LPP 4.11	(2011) Encouraging a connected economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.8	(2011) Coaches
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.18	(2011) Protecting local open space and addressing local deficiency
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LPP 7.21	(2011) Trees and woodland
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LPP 7.5	(2011) Public realm
LPP 8.3	(2011) Community infrastructure levy
NPPF	National Planning Policy Framework
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
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
POBS	Planning Obligations Supplementary Planning Document, July 2008

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th February 2014**

5.2 Site Notice Expiry Date:- **19th February 2014**

## 6. Consultations

### External Consultees

The application was advertised as a major development under Article 8 of the Town and Country Planning (General Development Procedure) Order 1995 and 115 neighbours were consulted. 18 letters of comment have been received:

- 4 letters in objection/comment' and
- 14 letters of support.

The comments received are summarised below.

#### LETTERS OF OBJECTION OR COMMENT:

In principle the redevelopment of the site is supported subject to the scheme providing sufficient car parking, avoiding overspill parking effecting local residential roads;

(Officer Comment: It is considered that sufficient car parking has been provided on-site for the industrial unit, hotel and restaurant and the parking provision accords with local planning policies.)

Any signage at this site is proportionate and does not block views.

(Officer Comment: No application has been made for signage, a separate advertisement application is required for any signage proposals at this site.)

Provision of tree planting along the sites eastern boundary to provide a natural barrier.

(Officer Comment: Some tree planting is proposed along the eastern boundary of the site, however much of the land along St Johns road is not under the ownership of the applicant and therefore tree works in this area are outside of the control of the applicant and this planning application.)

The wildlife in and around the site comprises a variety of wildlife, will provisions/precautions be made for the wildlife?

(Officer Comment: Improvements are proposed to the landscaping and biodiversity around the southern site boundary are set out within the landscaping plan. The applicant is also in dialogue with the London Wildlife Trust to agree the improvements.)

During the build phase, trucks should not restrict access to the street/offices.

(Officer Comment: A condition requiring submission and approval of a construction and logistics

plan will be added to the decision notice to ensure details of construction access are secured to avoid any impact upon surrounding businesses.)

During the build period, ensure there is no disruption to power.

(Officer Comment: This is not a material planning consideration. The applicants will be required to apply to infrastructure providers to ensure the relevant consents are in place and no disruption is caused to adjoining businesses.)

Adjoining businesses should be made aware of any infrastructure benefits, e.g. fibre optic cables.

(Officer Comment: The current planning application does not relate to any such infrastructure works/improvements.)

To alleviate car parking resulting from the restaurant, a formal evening car parking agreement should be provided with the industrial unit.

(Officer Comment: This is not a feasible solution for overspill car parking as this has a material impact on the operation of the industrial unit.)

Comments within the Travel Plans are considered to inaccurately refer to cycle routes linking the site to the town centre.

(Officer Comment: The site has provision of a cycle route link to Uxbridge town centre and therefore it is encouraging and supported that the Travel Plan promotes the use of this sustainable mode of transport.)

The "2.0m footway provision along the A4007 to the town centre" mentioned in the documents has one significant gap outside the Dolphin public house, where an unkerbed shared pedestrian/car parking area often causes pedestrians to have to walk in the road at a particularly dangerous point with poor visibility.

(Officer Comment: The Dolphin Public House is located some distance from the site and it is not considered that it is in accordance with guidance to seek contributions for public realm works to the footway in this location, Highways Officers have also not considered this to be an area of concern/need to seek contributions.)

Bus routes 7 and 58 mentioned in supporting documents and elsewhere are commercially-operated, not contracted by TfL, and so do not accept TfL tickets/passes or Oyster cards and may not have the long-term stability of a TfL service.

(Officer Comment: Due to the route of these buses, they are controlled and operated by the adjoining County Council Transport services and not TfL. The operator does not impact upon the long term stability of these or other TfL routes, it will be subject to TfL or County Council service provision and is not a material consideration of this planning application.)

LBH Officers advised the applicants that resident consultation was not necessary during the pre-application stage of the application.

(Officer Comment: Officers have not previously advised this and in all instances, in accordance with Localism, discussions with local residents are encouraged of all applicants, but are not a mandatory requirement.)

Objection raised to the principle of providing a Hotel and restaurant in this site

(Officer comment: This is fully addressed in 'Principle of Development' , section 7.01 of this report.)

Views of the site should include landscaping to protect the view from St Johns Road through prevention of the removal of trees on the eastern boundary and provision of new tree planting on this boundary.

(Officer comment: The trees referred to which run along the eastern boundary of the site are not in the ownership of the applicant. All trees along the eastern boundary are also proposed to be



retained. The London Wildlife Trust (LWT) have sought to secure monies towards tree works in and around the site however it is the LWT who will implement additional tree planting in this location and it is not within the control of the applicant. At present LWT have indicated that there is a programme of tree planting proposed, but this runs along the west boundary of the site, not the eastern.)

Objection raised to provision of a stone filled gabion wall running along the eastern boundary of the site.

(Officer Comment: Following discussions regarding the design of boundary treatment, it was considered that a natural stone wall integrated with climbing plants and landscaping along what is otherwise a prominent elevation was an appropriate design solution. This boundary will also be highly used once the publicly accessible route is in place and therefore this is considered an appropriate design solution over other options such as heras fencing or timber panelled fencing.)

Confusion over tree works on the eastern boundary.

(Officer Comment: The application proposes no loss of trees along the eastern boundary of the site. Whilst the applicants may suggest in their submission that there is a need to reduce/prune trees along the St Johns Road frontage. Any such works are not under consideration under this planning application as they fall outside the site boundary. In any event, the applicants would require the consent of the landowners; London Wildlife Trust as these trees are not in the ownership of the applicant.)

Additional tree planting requested along the eastern boundary of the site

(Officer Comment: As stated earlier, the applicants are seeking to provide some additional tree planting on land in their ownership, however tree planting outside the application site is under the control of LWT.)

Height of hotel is greater than other buildings and should therefore be of a high quality.

(Officer Comment: The councils urban design officer considers the proposed design to be of a high quality and suitable to the site and surroundings of this site. Indicative details of materials are considered appropriate but samples will be requested by condition for approval by the Council. The height of the hotel is 10.5metres to the ridge and is in line with the scale of existing buildings within the IBA.)

Signage is unnecessary and should be removed.

(Officer Comment: The current planning application does not grant consent for any signage on this building. Any future signage will be subject to a separate advertisement consent application which will be considered at a later date, residents will be notified of any future advertisement applications.)

Lighting proposed along the east elevation should minimise light spillage.

(Officer Comment: The lighting is proposed to be shielded by cowls which direct light downwards and avoid light spill. A condition will be imposed to ensure cowls are installed (directing light away from residents) and annual maintenance of these cowls is undertaken to ensure light spill does not impact local residential amenity.)

Development should not impact on flood risk.

(Officer Comment: The Environment Agency and the Councils Water Management Officer have advised that the proposal will not impact on local flood risk.)

Noise from plant associated with the C1 and A3 unit should be mitigated to avoid impacting on local residents.

(Officer Comment: A condition will be imposed to secure silencers and acoustic enclosures to minimise the impact on local residents.)

The proposed restaurant may impact on local pubs and restaurants in the area.

(Officer Comment: A Sequential Test and Impact Assessment has been submitted alongside the planning submission and it is considered that there are no other sequentially preferable sites for a large restaurant facility and as such there will be a limited impact on local businesses. The conclusions of the assessment are accepted by both LB Hillingdon and the GLA. It should also be noted that the primary use of the restaurant will be to serve business users within the local area. In addition, those visiting the hotel may not wish to eat on site and are therefore likely to frequent local venues in the vicinity of the site.)

#### LETTERS OF SUPPORT:

- Will benefit the area by creating jobs;
- Improve the existing streetscene;
- Hotel will allow us to host business partners;
- Meeting rooms will be useful for companies to host lunches/conferences;
- Redevelopment of a long term unsightly plot;
- The proposal will assist the retention and growth of local existing businesses;
- Proposals would create the generation of inward investment;
- The hotel, meeting rooms and restaurant would be convenient for both visitors and staff; and
- The proposals will provide training and job opportunities to benefit the local community and students of Uxbridge College.

#### EXTERNAL CONSULTEE COMMENTS

##### NATIONAL AIR TRAFFIC SERVICES (NATS)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal. However, please be aware that this response applies specifically to the above consultation and only reflects the position of NERL (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NERL in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

##### LONDON WILDLIFE TRUST

The London Wildlife trust have asked for contributions towards the following:

Annual maintenance contributions for the footpath which come to 50p per linear metre. Based on the size of the footpath, this comes to £575 per annum, based on the length of the footpath which is 1150 linear metres. In the interests of fairness, it is considered appropriate that the sum is provided for a 10 year period only and not in perpetuity.

In addition, £5,000 is requested towards tree works within the wider Nature Reserve area, which is a one off payment.

(Officer comment: The requested obligations would be secured through the S106 agreement.)

##### NATURAL ENGLAND

No objection in principle.

##### GREATER LONDON ARCHAEOLOGY ADVISORY SERVICE

## Evaluation

The evaluation should take the form of a grid of archaeological test pits which are sieved for worked flint and other anthropogenic material and recorded/sampled for evidence of formation processes and palaeo-environmental data. An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

## Refer to Science Advisor

The nature and scope of assessment and evaluation should be agreed with GLAAS and carried out by a developer appointed archaeological practice before any decision on the planning application is taken. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been defined a recommendation will be made by GLAAS.

## Condition

A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then details of the foundation and groundworks design and methodology must be submitted by the applicant and approved in writing by the planning authority before development commences and the applicant (or their heirs and successors in title) shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

C) No development shall take place other than in accordance with the foundation and groundworks design and Written Scheme of Investigation approved under Part (B).

D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological preservation or investigation, including the publication of results, in accordance with Section 12 of the NPPF

Informative :The planning authority wishes to secure preservation of the site's archaeological interest. Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

(Officer comment: Due to the flooding and severe weather experienced in February 2014, the applicants have been unable to undertake the further ground investigation survey work requested. GLAAS have agreed to impose the condition above and will assess further survey work through the planning condition details.)

HEATHROW AIRPORT LIMITED

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

## CANAL AND RIVERS TRUST

I can confirm that the site fronts the River Colne, and not the Grand Union Canal, which the Canal & River Trust owns and manages. We therefore consider that there will be limited direct impact on the canal environment.

However, given that the site is walking distance from the canal and its towpath, we would support any improvements to the canal environment, which is likely to be used as amenity for visitors to the hotel and for employees of the business units.

(Officer comment: The proposal seeks to deliver enhancements to the canal environment through the provision of a publicly accessible pedestrian route around the site which will be secured through the S106 agreement.)

## TRANSPORT FOR LONDON

### Access

The main vehicle, pedestrian and cycle access to the hotel is proposed directly from Riverside Way. Service access to both the hotel and industrial plots will be provided via a shared access road located south of an existing hammer head junction that leads to the remainder of the industrial estate. This road will also provide access to the operational car park for the proposed industrial unit

### Land Use

TfL expects that given the nature of the proposed uses in an area of low accessibility with limited access to public transport, the private car is likely to be the preferred mode of travel for employees and visitors. That said, the design of scheme should where possible, facilitate sustainable travel.

### Car parking

The proposed car park will contain a total of 138 spaces of which 11 will be for disabled use and one coach bay. Of these, 113 spaces will be allocated for the hotel and restaurant (8 of these will be accessible) and 25 are operational spaces to serve the industrial/warehouse unit (3 of these will be accessible). It is noted that the total number of car parking spaces has in fact increased by 11 spaces since the original pre-application meeting in December 2013. At the meeting TfL requested that the Transport Assessment provides justification for the level of provision, and how the spaces are expected to be managed and allocated. This information is still outstanding and the applicant should therefore provide justification for this increase.

As stated above, in this location, the private car use may be the main mode of travel but an appropriate balance must be struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

With specific regard to the proposed B class uses, the London Plan states that a maximum of one space per 100-600 sqm should be created. As this would equate to 4-25 parking spaces for this development, the proposal for 25 spaces would therefore be reasonable.

Electric Vehicle Charging Points (EVCPs) will also be provided (20% active and 10% passive provision) to comply with the standards set in London Plan.

### Cycling and walking

86 cycle parking spaces are proposed for use by employees and visitors, which are welcomed by TfL. Of these, 32 cycle stands will be allocated to the industrial unit and 54 to the hotel and

restaurant. As the transport assessment acknowledges the close proximity of local cycle routes (including the nearby tow path), the design of the site should ensure that it links into such facilities. Local cycle routes should be promoted to increase the uptake of cycling at this site, as part of the travel plan measures. The applicant should also consider whether the proposed cycle racks could be more conveniently located close to the hotel, restaurant and bar.

TfL further notes that the applicant is proposing a new pedestrian path encircling the site. The proposed cycling and walking routes within the site should therefore link with this path to provide a convenient and safe access for all users.

TfL also requests that all cycle parking facilities should be secured, covered and shower/ changing facilities be provided to encourage staff/visitors cycling to and from the site.

#### Trip generation and modal split

TfL understands that the site is currently operating as a temporary car park. The Transport Assessment however, does not provide current trip generation data for the existing use. This information is needed to establish the net increase in vehicle trips and their impact on the surrounding highway network. The applicant should therefore provide this data.

Two TRICS sites have been consulted for the estimation of trip generation for the proposed hotel and restaurant. It is noted that both of these sites are located outside the Greater London area (Milton Keynes and Tonbridge), where car use is relatively high compared to London. Whilst TfL notes that there is a limited range of suitable sites on the TRAVL database, the current choice is not representative of these proposals. The applicant should interrogate the TRICS database to see if survey data from the London area for each of the proposed uses are available.

The transport assessment does not include a full mode share assessment for the proposed development and should be revised thereby disaggregating public transport trips.

#### Highway and traffic impacts

Both manual and automatic traffic counts were used to determine current vehicle flow at the St John's Road/Rockingham Road and Riverside Way junctions. The trip generation assessments predict that the hotel and restaurant will generate 795 two way car movements and the industrial unit will generate 221 two-way car movements per day. A junction capacity assessment using PICADY modelling software was also undertaken, concluding that there was enough capacity to accommodate the increase in the road traffic. This is welcomed by TfL. The highway impact on the nearest section of the SRN or TLRN is therefore expected to be minimal mostly due to the distance from the network as well as the dispersal of traffic.

#### Public transport

Given the location of the proposed development, the impact on the public transport network is expected to be limited, but this would be confirmed by the submission of a mode split assessment as requested above.

#### Travel plan

The applicant has submitted three separate workplace travel plans for each element of the proposals which is welcomed by TfL. Regrettably, the content of each plan failed the ATTrBuTE assessment as essential baseline data has been omitted. In addition to this, the travel plans must clearly state how they will be secured. A copy of the ATTrBuTE assessment is attached for reference and the applicant is recommended to review the content of their plan accordingly.

#### Construction and delivery

The applicant is required to submit a Construction Logistics Plan (CLP) in line with London Plan policy 6.14 'Freight'. The CLP should be secured by condition or through section 106 agreements

as appropriate and should also accord with TfL guidance. The plan should identify efficient, safe and sustainable arrangements to be employed at each stage of implementation of the development to reduce and mitigate impacts of freight vehicle movements arising from the scheme, including impacts on the expeditious movement of traffic, amenity and highway safety. Details should, where relevant, include FORS or similar accreditation, site access, loading/unloading and parking arrangements, booking systems and timing of arrivals at and departures from the site, vehicular routes, scope for load consolidation and the use of alternative modes and measures to reduce risks and impact of collisions with vulnerable road users. The submission and the according implementation of these plans should be secured by conditions/s106 obligations.

A draft delivery servicing plan (DSP) should also be secured by a planning condition, to comply with London Plan policy 6.14 'Freight'.

Community infrastructure levy In accordance with London Plan policy 8.3 'Community Infrastructure Levy', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. It is paid by most new developments in Greater London. Boroughs are arranged into three charging bands with rates of £50 / £35 / £20 per square metre of net increase in floorspace respectively. You will be aware that the current rate for Hillingdon is £35 per square metre.

#### Summary

In summary, the main issues raised above need to be resolved before the application can be considered in line with the transport policies set out within the London Plan (2011). These include:

- (a) Clarify how a hotel in this location will encourage sustainable travel choice for visitors and staff given the low PTAL ;
- (b) Justify the increased number of car parking spaces now proposed;
- (c) Provide EVCPs in line with the London Plan standards;
- (d) Provide current trip rates for the site;
- (e) Review trip generation in light of comments above;
- (f) Provide a breakdown of the expected mode share together with baseline figures of visitors and staff travelling to/from the proposed development
- (g) Review the content of all three travel plans in light of comments above;
- (h) Secure a CLP/DSP via appropriate conditions/ obligations.

(Officer comment: A revised transport statement has been received to address the points raised above. The travel plan will be secured through legal agreement, the logistics plan and the delivery and servicing plan will be secured by planning condition. The level of car parking has been reduced across the site and TfL Officers have welcomed the reduction but encourage a further reduction in overall spaces. A direct pedestrian route has also been secured to the cycle parking provision and therefore no further concerns are raised with regard to this cycle parking area. TfL have also inaccurately assessed this scheme based on 138 spaces, subsequent discussions have clarified that this was not the proposal (127 spaces originally proposed and 118 spaces provided in amended plans). TfL have requested the relocation of cycle parking located to the NW of the hotel/restaurant. The applicants are reviewing the layout but at the time of writing this report had made no formal changes. an update on these matters will be provided in the Committee Update Report.)

#### ENVIRONMENT AGENCY

Thank you for consulting us on the above application. We have no objections to the proposed development as submitted subject to the following conditions. Without these conditions we consider the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.

#### Condition 1

No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect groundwater and surface water. The site lies above a principal aquifer and the groundwater below the site is likely to be in connectivity with the adjacent River Colne. Hence, any polluted groundwater present at the site may pollute the river.

The GQRA document doesn't identify the previous use of the site specifically, other than it has been a former industrial site. As there is no explanation of how sources of contamination may have arisen on site it we consider it appropriate to undertake further investigation as no initial site investigation can fully characterise a site. The report doesn't include the groundwater monitoring results for the elevations and contours for groundwater flow directions. A groundwater monitoring programme (elevations and quality) is required prior, during and for a period after the ground works.

The proposed development should not cause further deterioration to groundwater quality.

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

#### Condition 2

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To prevent pollution of ground and surface water. The verification report should be

undertaken in accordance with in our guidance Verification of Remediation of Land Contamination <http://publications.environment-agency.gov.uk/pdf/SCHO0210BRXF-ee.pdf>

#### Condition 3

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 a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To protect groundwater quality from further deterioration.

#### Condition 4

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. The development shall be carried out in accordance with the approved details.

Reason : To protect groundwater. Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

#### Condition 5

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. All surface water drainage from parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained.

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.

#### Condition 6

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:

- plans showing the extent and layout of the buffer zone;
- details of the planting scheme (using locally native plant species, of UK genetic provenance);
- details of any lighting scheme;
- 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.

#### Condition 7

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:

- detail extent and type of new planting (NB planting within the buffer zone to be of native species);
- details of maintenance regimes;
- details of any new habitat created on site;
- 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.

#### Advice to LPA

The Flood Risk Assessment has been based on the new detailed modelling obtained from the Environment Agency, which demonstrates that the site lies within flood zone 1 and outside the 1 in 100yr plus climate change flood extent. Under the memorandum of understanding with Hillingdon for responding to surface water flood risk Hillingdon have the responsibility for assessing the application in this respect.

We note that the site does fall within Flood Zone 3b, however this is likely to be based on superseded modelling data and we have no objections.

#### Advice to applicant

We recommend that developers should:

- 1) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- 2) Refer to the Environment Agency Guiding Principles for Land Contamination for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
- 3) Refer to our website at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk) for more information.

The developer should consult with the Environment Agency on measures for the prevention of pollution, with particular reference to the delivery, storage and use of oils, chemicals and pesticides and the drainage of vehicle washing areas. Further information regarding pollution prevention control can be found on the netregs website at [http://www.netregs.org.uk/library\\_of\\_topics/pollution\\_prevention\\_guides.aspx](http://www.netregs.org.uk/library_of_topics/pollution_prevention_guides.aspx)

#### Flood Defence Consent

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 the river Colne, designated a main river.

(The requested conditions and informatives will be added to any future decision notice.)

GREATER LONDON AUTHORITY

The Mayor considers that the application does not comply with the London Plan for the following reasons:

-The hotel and industrial unit should be bought forward as a single development;

(Officer Comment: This will be secured through planning condition)

-The applicant should reconsider the siting, layout and access arrangements for the hotel and restaurant and the layout of the car park;

(Officer Comment: The council's urban design and conservation officer considers the current/proposed layout to be the most suitable for the site and as such, no changes have been requested of the applicant.)

-The applicant should submit an Accessibility Management plan that set out how the continuing management of the hotel will ensure accessible rooms are maintained and managed.

(Officer Comment: An Accessible Management Plan will be secured by planning condition.)

-The applicant should provide further information on the energy strategy including the demand for cooling; TER calculations and CHP calculations. Further information is also requested on the potential for green roofs and the response to the London Plan drainage hierarchy;

(Officer Comment: A condition will be imposed asking the applicant to investigate the feasibility of providing a green roof. Further information has been prepared and passed onto the GLA.)

-Further information is required on the level of parking provision; the location and design of cycle parking; the trip rate assessment; a mode share assessment; the travel plans; a construction logistics plan and a delivery and servicing plan.

(Officer comment: Additional details have been submitted with regard to the points raised above, the travel plan will be secured through legal agreement, the logistics plan and the delivery and servicing plan will be secured by planning condition. The level of car parking has been reduced across the site and TfL have welcomed the reduction although they also stated that they encourage further reduction at the site or robust justification to provide this level of parking.)

### **Internal Consultees**

#### **FLOODWATER MANAGEMENT OFFICER**

Following the submission of the Design and Access Statement which includes access around the site and links with the waterways addressing the Blue Ribbon Policy requirements, and the Flood Risk Assessment which demonstrates that surface water will be controlled on site reducing the flood risk from the site, and the shows the site is not at risk and the occupants will have a suitable safe access, I am happy to support the approval of the application and recommend approval subject to the following conditions:

#### **Sustainable Water Management**

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by WSP dated 29/01/2014 Revision1, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:

a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.

b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).

c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;

d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

iii. provide details of the body legally responsible for the implementation of the management and maintenance plan. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iii incorporate water saving measures and equipment.

iv. provide details of water collection facilities to capture excess rainwater;

v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011). Residents Services London Borough of Hillingdon.

#### TREES/LANDSCAPE OFFICER

The site is occupied by a cleared and vacant plot on a prominent brownfield site at the southern end of Uxbridge Moor. Situated on an island site, tributaries of the River Colne run to the east and west of the site. The southern part of the site and Council-owned land to the south and east of the site lie within the Green Belt. Land to the north, across Riverside Way, has been the subject of phased re-development of this industrial / business park over recent years by SEGRO. This is the largest single plot to be developed on this industrial estate, and situated immediately to the south-west of the road junction of Riverside Way and Rockingham Road / St John's Road.

The previous phases of development are characterised by well-landscaped plots featuring semi-mature trees. The local landscape character also owes much to the proximity of the mature tree-lined river corridor, the triangle of mature landscape to the south of the site, and associated landscape enhancements along the corridor which have been secured through the recent developments.

There are a number of trees on, and close to, the edges of the site. The most conspicuous landscape feature, from the site entrance is the line of mature London plane trees which line the northern boundary. However, none of the trees are protected by Tree Preservation Order or Conservation Area designation.

#### Proposal

The proposal is to redevelop the site to provide 1 x industrial unit (2361sqm) for B1c, B2 and B8 uses and a 80 bedroom hotel (C1 use) with associated restaurant, bar and meeting facilities (755sqm), car parking, landscaping, lighting, plant, equipment and associated works.

#### Landscape considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

Saved policies OL1-OL5 seek to protect the visual amenity of the Green Belt, expect comprehensive landscape improvements and prevent conspicuous development which might harm the visual amenity of the Green Belt by reason of siting, materials or design.

· The principle of this mixed use development was secured by planning approval ref. 56862/APP/2010/1355. In the interim period, the site has been the subject of pre-application discussions with Hillingdon Council officers, including matters relating to trees and landscape.

· In the previously approved application, the local planning authority had agreed, in principle, that the loss of the line of London plane trees along the frontage is acceptable, subject to the replacement with a new line of trees along this boundary, as part of a comprehensive landscape plan. - In spite of their presence as a landscape feature in this location, the roots of these trees have been lifting the public footway and causing physical damage over a number of years. Root

pruning or other management measures aimed at retaining these trees are not considered to be feasible, without causing irreparable damage to the trees.

- According to the Design & Access Statement (4.7), the proposed site layout has been 'designed to address the public realm and to take advantage of the site context'. The industrial plot (unit 1, plot 2) is sited to the west of the site, while the hotel, with bar and restaurant (plot 1) occupies the eastern area of the site where it will take advantage of the site's prominence at the gateway to Riverside Way - and proximity to St John's Road.
- The Landscape Design section of the D&AS (p.18) describes the site and the evolution of the landscape proposals. Landscape features include the restoration of the southern part of the site (formerly developed) to Green Belt, the provision of a footpath link from Riverside Way around the south of the hotel to link with an existing footpath, the softening of the hotel boundary with post and rail fencing and hedging.
- More detailed proposals are described under 'Landscaping' (section 8.0). This describes the landscape rationale.
- The 36 No. trees to be removed are to be replaced by 100 No. new ones.
- Spoil heaps within the Green Belt are to be removed and the land restored to open Green Belt as a wetland wildflower meadow, thereby enhancing the Uxbridge Moor Nature Reserve.
- In total, 29% of the 1.69Ha site is to be landscaped.
- Specific landscape objectives are set out in this section and illustrated in a Site Landscape Strategy drawing (p.38). The objectives seek to enhance the existing Green Belt and riverside landscape, provide publicly accessible pedestrian routes, provide generous tree-lined landscape buffers around the site perimeters, and filter views of the building elevations and car parks.
- The planting palette includes native planting and non-native plants (berry-bearing and nectar-producing, which have been selected to promote biodiversity and the ecological value of the site), to promote the establishment of a woodland edge and wetland meadow. Ornamental planting will be restricted to the amenity areas close to the hotel and car park.
- On p.29 of the D&AS the public consultation responses include reference to discussions with the London Wildlife Trust (LWT) regarding the landscape proposals for the Green Belt and riverside landscape which is currently managed on behalf of Hillingdon by LWT. Landscape and landscape management proposals (to be conditioned) should refer to the LWT's input.
- Reference is also made to a gabion wall between the restaurant and the river and the site fencing strategy. Details of both should be conditioned will be required.
- The submission includes a Phase 1 Habitat Survey, by Richard Kilshaw, dated November 2013. The conclusions and recommendations in section 4 should be incorporated within the proposals.
- At 4.4 of the Habitat Survey, the presence of two stands of the non-native and highly invasive Japanese Knotweed is noted. Measures to isolate and eradicate this plant in accordance with EA guidance is required.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

#### Recommendations:

The proposals are acceptable subject to the above observations. At a recent site meeting with Terry Andersen Landscape Architects it became apparent that more detailed landscape plans have been prepared than those submitted as part of this proposal. This includes drawing No. 619.19.05 Planting Strategy, Nos.619.39.01 Rev A and 29.02 Rev B, Planting Plan (West) and Planting Plan East.

In the absence of a formal submission of these documents, and responses to the above comments, the following conditions should be imposed: COM6, COM7, COM8, COM9 (parts 1,2,4,5 and 6), COM10.

#### Informatives:

- All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work-Recommendations'.
- The Wildlife and Countryside Act 1981: Note that it is an offence under the Wildlife and

Countryside Act 1981 to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

· Japanese Knotweed is designated as an invasive species by the Environment Agency and is a structurally damaging plant able to penetrate a range of hard man-made surfaces and structures. All Japanese Knotweed identified on site should be accurately plotted on plan and the contaminated areas sealed off. No site clearance or development should be undertaken until Japanese Knotweed remediation works have been completed, and disposed of, by a specialist licensed contractor, in accordance with Environment Agency guidelines.

(Officer Comment: Further revised drawings have been submitted and considered by the Landscape Officer and it is now considered that only the following conditions are required, COM 9 (parts 1, 2, 4, 5 and 6) and COM10.)

#### URBAN DESIGN

Comments: This site is not located in a designated area, although it lies within the proposed Colne Valley Archaeological Priority Zone. GLAAS have raised concerns re the archaeology of the site and require further site investigation as part of the application process.

The design of the scheme has been subject to pre application discussion, and the current proposal addresses many of the issues raised during this process. There are no objections in principle to the development, although the height of the unit is questioned, given that it is taller than the existing adjacent industrial unit.

If minded to approve, then it is suggested that the following conditions are attached:

Samples of all external materials for the new buildings to be submitted for agreement

Details of window/door design and materials

Construction details of canopies and supports

Details of gabion wall

Details of lamps and columns (do they all need to be 8m in height, particularly along the footpath adjacent to the river? Low level lighting might be better in these more sensitive areas)

Boundary treatments

Signage on the building and also ground mounted signage on the site

Location and type of pvs

Manufacturers details of cameras

Details of hard surfacing and surface treatments for the parking areas

No objection in principle.

(Officer comment: A condition requesting the above details will be added to any future decision notice.)

#### LBH HIGHWAYS OFFICER

The development is for the construction of an 80 bedroom hotel with associated restaurant/bar and meeting facilities and an industrial unit, which will be used under the B1c, B2 or B8 Use Classes. Access to the proposed hotel, restaurant/bar and meeting facility will be provided via a new vehicle crossover constructed along Riverside Way. The existing hammerhead that provides access to the site along Riverside Way will be used as a shared access with the proposed industrial unit. The two existing vehicle crossovers along Riverside Way will be stopped up and reinstated as a footway.

As part of the development, it is proposed to provide a total of 105 car, 54 cycle and 6 motorcycle parking spaces that will be allocated for the hotel, restaurant/bar and meeting facilities. In addition, 1 coach parking space will be provided for the use of the hotel. 22 car, 32 cycle and 1 motorcycle

parking space will be provided for the use of the proposed industrial unit.

When considering the proposed car parking provision, it is noted that 80 car parking spaces will be allocated for the use of the hotel, 13 parking spaces for the use of the restaurant/bar and 12 parking spaces for the use of the proposed meeting facility. However, it is considered that the proposed car parking for the hotel and meeting facilities are excessive and therefore, required to be reduced. The car parking provision for the hotel should be reduced to 60 car parking spaces (0.75 spaces per guest room). The car parking provision for the meeting facility should be removed, as this use will be ancillary to the hotel and restaurant and will be subject to a different demand profile.

The traffic generation associated with the proposed development has been assessed using the TRICS and TRAVL Databases. However, the number of selected sample sites in relation to the proposed hotel, restaurant/bar and meeting facilities are limited and their locations are not considered to be representative. Nevertheless, it is considered that the identified traffic generation would be similar to that, which would be expected of the proposed development. In terms of the traffic generation associated with the proposed industrial use, this is considered acceptable.

A capacity assessment has been undertaken of the priority junction of St John's Road and Riverside Way for the base year - 2013 and future year - 2018, with and without development traffic assigned to the highway network, using the PICADY computer programme.

The assessment shows that the junction will operate within capacity, with minimal delays during the AM and PM peak hours in the future year, with development traffic assigned to the highway network. However, the PICADY output for the AM peak hour or information in relation to the geometry of the junction has not been provided. Furthermore, no evidence has been submitted to demonstrate that the model is calibrated and validated.

Nevertheless, from site observations undertaken during the morning and evening peak periods, it is noted that the junction operates within capacity with minimal queuing and delays. As a result, based on the likely increase in vehicular traffic associated with the development, it is considered that there would be no material impact at the junction.

Therefore, provided that the proposed car parking at the site is reduced, it is considered that the development would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, subject to the details below being secured under suitable planning condition/S106 Agreement.

#### Conditions/S106

The proposed car parking provision shall include 10% of all parking spaces to be allocated and designed for the use of disabled users;

In accordance with the London Plan, the development is required to provide 20% (10% active and 10% passive) of all car parking spaces with electrical charging points.

A taxi drop off/pickup area is required to be provided within the site to accommodate 2 No. taxis.

A Car Parking Management Strategy detailing how the car parking provision within the site will be managed is required to be submitted and approved in writing by the LPA prior to first occupation.

The development shall not be occupied until details of the proposed cycle parking facilities have been submitted to and approved in writing by the LPA. Thereafter, the approved cycle parking facilities shall be provided before occupation and maintained and retained at all times for the use of the development.

The development shall not be occupied until the means of vehicular access has been constructed in accordance with the details first submitted to and approved in writing by the Local Planning Authority.

A Traffic Management plan is required to be submitted and approved in writing by the LPA prior to commencement of any works at the site. The Traffic Management plan shall provide the details in relation to access (vehicular and pedestrian) and the parking provision for contracting staff and the

delivery of materials' during construction.

The details provided within the submitted Travel Plan, including the baseline travel surveys are required to be implemented upon first occupation of each of the proposed uses within the development site.

(Officer Comment: All requested conditions will be added to the decision notice. It is noted that Officers have requested a reduction in car parking provision at this site. Some car parking reduction has been achieved at this site, reduced down to 118 spaces, which is welcomed by TfL officers. Whilst it is noted that a further reduction is required by LBH Highways officers, taking into account local residential concerns about overspill parking on adjoining residential streets, it is not considered that any further reduction in car parking is required in order to ensure no overspill into local streets.)

#### LBH ACCESSIBILITY OFFICER

The proposal site comprises 1.69 ha and is 0.75 km from Uxbridge Town Centre. The proposal seeks planning consent for a mixed use development, providing an 80 bedroom hotel and a restaurant building with associated parking and landscaping, in addition to a single unit for employment use with ancillary offices, associated service yard and parking. An access road to service the development is also proposed, at the juncture with Riverside Way.

Access to the site is to be from Riverside Way. The spaces and pedestrian routes will be well defined routes with easy to recognise entrances to car parking areas. Pedestrian routes from the site boundaries and car parking areas to the building will be a minimum of 1200mm wide, with tactile paving provided at road crossing points. It is stated that accessible parking spaces are to be designed in accordance with Part M of the Building Regulations.

It is further stated that the entrance doors to the buildings would have a minimum opening width of 800mm, and the internal doors with surrounds and general compliant with Approved Document M to the Building Regulations.

Access to the upper floors in the industrial unit will be via a staircase and an 8 person passenger lift. It is stated that the hotel will have access to the upper floors via a staircase designed for ambulant disabled people, in addition to two, 8 person lifts suitable for wheelchair users.

It is anticipated that a public toilet accessible to disabled people will be provided on the ground floor of the hotel, in accordance with Part M. The industrial unit would similarly feature an accessible WC and additionally a level access shower. WC will be provided with a level access shower.

The hotel would have 80 bedrooms of which 10% are shown on plan to be fully accessible. However, the following observations are provided in respect of the proposed hotel:

1. The minimum provision of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) should be:

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails).

NB: Providing 'continental' bathroom facilities in the standard rooms is a feature that many non-disabled people welcome, which, in turn, may allow hoteliers to meet the specification of BS 8300:2009 without providing rooms exclusive 'disabled rooms'; i.e. to provide an inclusive room that caters for all customers.

2. An evacuation lift should be incorporated into the scheme. The lift should be designed and integrated to support Horizontal Evacuation.

3. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently during an 'all-out' evacuation.

Conclusion: acceptable. The above issues should be required by condition(s) attached to any grant of planning permission.

(Officer Comment: GLA comments relating to accessibility have requested an Accessibility Management Plan to be submitted and approved for the hotel and this is considered to be a more appropriate means of securing the wider compliance of the hotel with the council and GLA policy requirements. The conditions set out above will not therefore be imposed.)

#### LBH ENERGY AND SUSTAINABILITY OFFICER

##### Energy

The development does not meet the 40% energy reduction target of the London Plan. However, the applicant has undertaken best endeavours to reach the target and I broadly satisfied with the approach adopted.

However, the development is 25tCO<sub>2</sub> short of the target and under Policy 5.2E, an offsite contribution is required to enable the Local Authority to make up for the shortfall.

The Council currently determines the value of the allowable solutions based on the mid price range of the recent consultation set out by the Government.

This advises that an allowable solution should be set at £60 per tCO<sub>2</sub> per annum for 30years.

Accordingly, the S106 contribution should be set at £45,000

(25tonnes shortfall x £60/carbon tonne x 30 year timeframe).

This contribution will allow the Council to find an annual saving of 25tonnes elsewhere in the borough.

In addition, the development must proceed in accordance with the approved energy assessment.

##### Living Walls and Roofs

The following condition is also required:

Condition: Prior to commencement of development a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

Reason: To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

(Officer comment: The requested obligation would be secured as part of the S106 agreement at this site. With regard to living walls and roofs, Officers are advised that it is not feasible to provide living walls and roofs, however it is considered that the applicants should investigate the possibility of making provision and as such the following condition is proposed to be imposed:

Prior to the substantial completion of any part of this development a scheme for the inclusion of living walls and screens (where feasible) shall be submitted to and approved in writing by the Local



Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development shall not be occupied until all approved plans have been implemented.

Reason

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan 2011.)

S106 OFFICER

I consider the following S106 Obligations need to be secured as a result of the proposed scheme:

- i) Air Quality Management contribution £25,000;
- ii) Construction Training (financial sum for workplace coordinator and in-kind delivery of training scheme);
- iii) Employment and Training Initiatives end user phase/operators (strategy currently being considered by Officers);
- iv) Hospitality training contributions (an in-kind scheme is currently being negotiated with the Councils Economic Development Team)
- v) Green Travel Plan and Construction and Logistics Plan including Service and Delivery Plan;
- vi) Highways/S278 works;
- vii) Provision of a publicly accessible pedestrian footpath running along the sites southern and eastern boundary;
- viii) Financial contributions towards Tree Works within the adjoining nature reserve; £5,000;
- ix) Financial contribution towards maintenance of the footpath; £575 per annum for a period of 10 years;
- x) Energy contribution of £45,000; and
- xi) Project Management and Monitoring Sum: a financial contribution equal to 5% of the total cash contribution.

(Officer Comment: The construction, employment and hospitality training strategies have also been agreed and will be secured in the legal agreement for the site.)

WASTE STRATEGY OFFICER

Detailed comments have been provided by the Waste Strategy Officer principally relating to the amount of waste and recycling provision that is required across the site.

The applicants have provided dedicated waste and recycling storage within both the industrial unit and the hotel/restaurant facility. The hotel/restaurant has a number of recyclables incorporated into the layout in an effort to minimise waste and maximise recycling. The proposals are therefore considered to be acceptable.

ENVIRONMENTAL PROTECTION UNIT

Air Quality

An air quality statement has been provided with the application, although it appears to include an assessment based on road transport contribution only, and it appears to make some conservative assumptions. It is not clear if the transport data used in the assessment is correct, however the assessment indicates the AADT data for road vehicles including HGVs was provided by the project transport consultants.

The proposed development is within the declared AQMA and in an area, that based on 2011 CERC modelling undertaken for Hillingdon, is below the European Union limit value (NO<sub>2</sub> - 40.0 mg/m<sup>3</sup>) for annual mean nitrogen dioxide at around 29 to 30 mg/m<sup>3</sup>. It is possible the modelling was underestimating NO<sub>2</sub> levels in this area based on available data at the time. The air quality assessment has used DEFRA background map levels for the area of 30.9 mg/m<sup>3</sup> for NO<sub>2</sub>.

The air quality assessment looked at the impact on the proposed development, excluding energy emissions from the site, at four nearby residential receptors, located at road junctions. The assessment indicates with baseline conditions there is already an exceedance at the junction of Rockingham Road (40.8 mg/m<sup>3</sup>) with the other receptor locations ranging from 38.7 to 39.6 mg/m<sup>3</sup>. With the development an additional 0.3 to 0.6 mg/m<sup>3</sup> of NO<sub>2</sub> is indicated at these locations, which varies from and imperceptible to a small change. No new exceedances are indicated at the receptors considered although two receptors would now only be marginally below the limit value as a consequence of the development.

#### Section 106

Section 106 obligation up to £25,000 should be sought for contribution to the air quality monitoring network in the area. Air quality impacts on the facade of the proposed hotel buildings has not been considered in the assessment. This need not be a significant issue, provided there are no permanent residents at the site. The ingress of polluted air condition is not being recommended in this instance, however any air inlets should be located away from flues and air outlets and extractors. Air should be drawn in from a 'clean' location. The energy strategy refers to the use of micro-CHP alongside solar water heating and PV for electricity generation, however details of the micro-CHP have not been provided.

#### Air Quality Condition 1 - Details of Energy Provision

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012 (September 2007).

REASON: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

(Officer Comment: The applicants have submitted an Energy Statement Addendum document which confirms that micro CHP will not be used at his site, it is not therefore considered to be necessary to impose this condition.)

#### Land Contamination

Historically, the site was formerly a 'works' and has been in an industrial use since the industrial estate opened. Later Ordnance Survey maps show a large works on site. The nature of the works is unknown.

The contaminated land condition is recommended for inclusion on any permission that may be given along with the imported soils condition for any landscaping on site. The additional information submitted (listed above) goes most of the way towards discharging the pre-commencement part of the condition. However, it was noted based on the submitted information that there were spoil heaps on site that have not been investigated and clarification is required on if investigation of these will be undertaken, and if they will be re-used on site; if the additional gas monitoring will be undertaken at the site? There was also reference to some localised hydrocarbon contamination at the site, thought to be from an offsite source which may possibly impact on ground gas generation; it is noted the site is currently predominantly covered in hard standing, and a watching brief/discovery strategy needs to be submitted on how any areas of previously unknown contamination will be addressed once slabs are removed. There were references to 4 out of 7 samples having low levels of asbestos containing materials on site, there is a possibility of more from old demolished buildings for instance, and this would need to be taken into consideration. They need to provide the information regarding the above to address (i)(b) and (i)(c) fully, prior to development works commencing. Clarification is also sought with regard to the human health risk assessment approach with regard to PAH contamination from the soil. It is advisable to consult

with the Environment Agency as well with regard to this application for controlled waters, as a number of groundwater contaminants were noted and the site is adjacent to a river on two sides.

#### Contaminated Land Condition

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

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).

(Officer comment: the applicants are seeking to undertake further investigations in order to address the comments raised. Should the information be submitted, this condition may be amended to a compliance condition. Should the details not be received, the condition will be imposed as drafted above.)

## **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 (IBA) 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 Strategic Industrial Location seeks to accommodate growth and protection of employment land. The London Plan 2011 also designates the site as a Preferred Industrial Location.

The principle of providing a business, industrial and/or warehouse unit on the site for B1(c), B2 or B8 purposes can be established through saved policies LE1 and LE2 of the UDP and policy E2 of the Local Plan Part 1; 2012, providing site specific issues can be satisfactorily addressed. The provision of an industrial unit at this site fully accords with these policies and is therefore considered to be acceptable. It should be noted that insufficient information has been provided to accommodate a data centre facility (which can fall within the B2/B8 use classes) and as such a restrictive condition will be imposed

preventing the occupation of this unit by a data centre facility due to the high energy demands of such developments.

The North Uxbridge IBA comprises of 5.3 hectares alone, this does not include the Uxbridge Industrial Area located to the south. The hotel and associated restaurant is proposed to be located within the southern most part of the IBA and would comprise approximately 0.7 hectares of the IBA, which is not considered to be a substantial proportion of the wider IBA.

Evidence has been provided that the site has remained vacant since 2005, despite having been extensively marketed for a period of seven years. The applicants have also undertaken a further survey of local businesses within a two mile radius which all acknowledge that a hotel/restaurant and meeting room facility would assist in supporting local businesses and promoting growth and retention of businesses in the local IBAs.

Whilst the inclusion of a hotel, restaurant and meeting room facility does not fully accord with the IBA designation, policy E2 of the Local Plan Part 1; 2012 seeks to accommodate additional hotel accommodation in Uxbridge and this site is therefore considered to accord with policy E2. London Plan policies also allow limited release of industrial land and there is robust evidence and justification to support the limited transfer of this industrial land to provide alternative uses which would support the wider IBA and local businesses.

An indicative construction training, employment and hospitality strategy has also been submitted to the Council which seeks to secure a proportion of jobs during all phases of the development are for local/ LB Hillingdon residents and this further supports the redevelopment of this site which endeavours to provide local job creation within the Borough.

In order to ensure that the industrial unit which will provide the majority of employment at this site is delivered, a condition will be imposed on any future planning consent to prevent the occupation of the hotel until the industrial unit is substantially completed.

The provision of an ancillary restaurant at the site seeks to primarily serve those within the industrial estate and users of the meeting room facilities. A Sequential Test and Impact Assessment has also been undertaken to ensure this provision of retail has no unacceptable impact on the Uxbridge Town Centre and its conclusions show that the proposals will not impact existing, committed and planned investment in the town centre. As such, this out of town retail unit is considered to be acceptable.

On balance, the proposed hotel and restaurant use at the site is considered to be acceptable as it seeks to facilitate the growth and retention of local businesses in the area.

As the hotel and restaurant facility is only considered to be acceptable as a supporting use to serve the industrial estate, conditions will be imposed on any planning consent granted preventing long stay car parking associated with Heathrow Airport and a condition restricting the provision of any shuttle bus or other service which takes hotel visitors to and from Heathrow Airport. This seeks to ensure that the use of the hotel is for supporting the IBAs and the hotel does not lead to an increase in vehicle movements within the local highway network.

It should be noted that a similar proposals for the provision of a hotel facility within the IBA has been granted consent in recent years within Edmonton (North London), this scheme

was also GLA referable. The applicant has referenced this development as an example of a hotel assisting and facilitating the growth of an existing IBA site.

#### **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 that 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 the proposals respect to character of the local area 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 does not conflict with aircraft safeguarding criteria as confirmed by NATS and Heathrow Airport Limited.

#### **7.05 Impact on the green belt**

The site is currently hardstanding, surrounded by green Belt and the River Colne on three sides, the southern and western boundaries fall within the Green Belt.

Policy OL5 and London Plan policy 7.16 seek to secure the enhancement of the Green Belt by providing access, enhancing landscape and biodiversity.

The rear boundary of the existing industrial unit at number 25 Riverside Way mirrors the building line of the proposed industrial unit. The proposals seek to provide an industrial unit with a maximum height of 14m to be erected in this location.

The relationship on the western boundary is considered to be acceptable and would allow for an additional 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 application also provides for the soft landscaping of areas of land within the Green Belt, to the south and east 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.

The current proposals also seek to provide a publicly accessible walkway running around the perimeter of the site and providing full public access to the Green Belt, this element of works fully accords with saved policies OL5 of the UDP and 7.16 of the London Plan.

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**

Policies BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development will complement and improve the character and amenity of the area.

The application site forms the southern part of the Riverside Way Estate, which is largely characterised by relatively large scale 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 for the industrial units and 10.5 metres for the hotel development. The proposed industrial unit, located to the west of the site, would follow the building line established by existing buildings to the north, and the plans demonstrate that the built area would be respectful of the Green Belt land to the south and east.

Given the industrial nature of the area, it is not considered that the proposed industrial unit development would be unduly prominent in this location or out of keeping with the character and appearance of surrounding development.

The hotel, restaurant and meeting room facility occupy the eastern area of the site. The restaurant has been orientated to provide a point of visual interest as you enter the IBA via Riverside Way. The restaurant will also seek to accommodate external seating to provide an active frontage within a relandscaped setting. The restaurant building itself measures 6.3metres to its ridge. The hotel building is set behind, but connected internally to the restaurant building. The hotel building comprises three floors of accommodation and measures 10.5 metres to its ridge. The layout is considered to be appropriately set within the context of the site. The lower form of development fronts the Riverside Way frontage and the taller built form is set within the site providing some relief when viewed from Riverside Way. The built form of the hotel does not extend substantially into the site as car parking is laid out to the rear of the site, along the southern boundary. This layout provides an additional buffer of built form between the Green Belt and nature reserve to the south and the built form on site.

The Green Belt land to the south would be relandscaped 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 in accordance with saved policy BE13 of the UDP.

#### **7.08 Impact on neighbours**

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

The proposed development area 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 BE20, 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 planning permission for a hotel, restaurant and meeting room facility and an industrial/commercial development. Accordingly, considerations relating to the living conditions of future residential occupiers are not pertinent to this scheme, however the hotel facility does provide adequate accommodation and facilities for future visitors.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) are concerned with traffic generation, and access to public transport. Policies AM14 and AM15 are concerned with on-site parking. The site has a PTAL of 1b with bus stops just outside the site on Rockingham Road.

##### TRAFFIC IMPACT

Vehicular access is facilitated via a new access road which would separate the industrial and hotel development, both would be accessed off Riverside Way. This arrangement is considered to be acceptable and raises no highways concerns.

The application has been supported by a transport statement, which indicates that the identified traffic generation would be similar to that, which would be expected of the proposed development. In terms of the of the traffic generation associated with the proposed industrial use, this is considered acceptable.

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

The hotel, restaurant/bar and meeting facilities currently propose the provision of 96 car, 54 cycle and 6 motorcycle parking spaces. In addition, 1 coach parking space will be provided for the use of the hotel and three taxi drop off points adjacent to the hotel entrance. In addition, the proposed industrial unit proposes 22 car, 32 cycle and 1

motorcycle parking space will be provided for the use of the proposed industrial unit.

This car parking provision at the site has been reduced following concerns raised by both TfL and LBH Highways Officers that the site was making an over provision for car parking associated with the hotel, restaurant and meeting room facilities. It is welcomed that the applicants have sought to reduce the car parking provision at the site, albeit a greater reduction of spaces is encouraged by TfL and LBH Highways.

Weighed in the balance, whilst the applicants may not have reduced the overall car parking as much as TfL and the LBH Highways Officers may have liked, local residents have raised concerns of overspill parking being of concern in local roads. As such, the level of car parking provision at the site is considered acceptable as the site is not well connected to local public transport links and survey data indicates that the majority of users for this site would travel by car.

Adequate provision has been made for the manoeuvring of HGV's on site, in relation to the industrial unit and service and refuse collection vehicles to the hotel and restaurant.

The application site is also considered to deliver sufficient cycle parking provision and motorcycle spaces.

A travel plan framework has been provided for the various uses across the site 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 site layout, highways considerations, and level of car parking. 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.

#### **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 detail to demonstrate that an appropriate level of security could be achieved at the site.

#### **7.12 Disabled access**

Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that developments of this type incorporate inclusive design, as do Policies 7.1 and 7.2 of the London Plan. Further detailed guidance is provided within the Accessible Hillingdon SPD.

Local and London Plan policies require the provision of 10% of hotel rooms to be wheelchair accessible, this has been achieved in the proposed layout. The submission and approval of an Accessibility Management Plan will be required to demonstrate how the continuing management of the hotel will ensure accessible rooms are maintained and managed. This will be secured by condition.

The industrial unit has also demonstrated that accessibility requirements accord with the Councils SPD and is therefore considered to be acceptable and accords with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Subject to an appropriate condition it is considered that the hotel would provide an



inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

#### **7.13 Provision of affordable & special needs housing**

The application seeks permission for a hotel, restaurant and meeting room facility and an industrial unit. Accordingly, considerations relating to affordable and special needs housing are not relevant.

#### **7.14 Trees, landscaping and Ecology**

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

### TREES AND LANDSCAPING

The site is currently vacant hard-standing 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 returns 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 Johns 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 trees surveyed, 36No. are required to be removed but 100No are to be planted in and around the site. 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.

Substantial landscaping is proposed in and around both the hotel and industrial unit which seek to deliver enhancements to the wider setting of this site both in the context of the Green Belt to the south and the industrial area to the north. This also includes the provision of a landscaped publicly accessible pedestrian route which will further enhance the setting of the Green Belt and encourage access into the Green Belt. A direct access from the new access road into the Green Belt area is also proposed securing full pedestrian access.

The proposals are considered to comply with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### 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.

The London Wildlife Trust have commented that they would be supportive of proposals subject to securing obligations towards tree works in the nature reserve and maintenance for the publicly accessible path to ensure it is usable and provides a continuous walking route. This has been secured and should ensure full access to the Green Belt and Nature Reserve.

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**

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site.

The application shows the location of dedicated waste and recycling facilities within the industrial unit and the hotel, restaurant and meeting room facility. Storage areas for both waste and recycling is appropriate in terms of access arrangements.

The proposals therefore accord with local planning policy requirements.

#### **7.16 Renewable energy / Sustainability**

Policy 5.7 of the London Plan advises that boroughs should ensure that developments will achieve a reduction in carbon dioxide emissions of 40% 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 5.4 of the London Plan requires submission of an assessment of the energy demand and carbon dioxide emissions from proposed major developments, which should demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development.

##### Energy

The development does not meet the 40% energy reduction target of the London Plan 2011. However, the applicant has undertaken best endeavours to reach the target and this approach is broadly accepted.

However, the development is 25 tonnes short of the target and under Policy 5.2 of the London Plan, an offsite contribution is required to enable the Local Authority to make up for the shortfall. The applicant has agreed to provide a contribution to meet this shortfall which be secured through the S106 agreement at this site and therefore the proposals fully accord with the London Plan policy requirements.

##### Sustainability

Whilst both the Council and the GLA welcome the provision of urban greening across the development site, the applicants have not provided details of the potential to provide green roofs and walls. It is therefore considered appropriate to secure a condition which require the applicant to investigate the possibility of incorporating green roofs and walls within the overall development.

#### **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 1, with small parts of the site closer to the

watercourses being within Flood Zone 2 and 3 and small areas within the site suffering surface water drainage issues. Accordingly consideration of flood risk is necessary in relation to the current proposals.

The application is supported by a detailed flood risk assessment and drainage strategy, which demonstrates that surface water will be controlled on site reducing the flood risk from the site, and the shows the site is not at risk and the occupants will have a suitable safe access.

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 consider 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.

#### **7.18 Noise or Air Quality Issues**

##### **NOISE**

The application is supported by a noise assessment. This assessment has been reviewed in detail by the Council's Environmental Protection Unit who have advised that the proposals were considered to be acceptable in principal. It is however proposed to seek to secure further details of plant enclosures to ensure mitigation measures can be put in place within the plant of the hotel/restaurant facility which is located closest to the nearest residential receptors.

Subject to the imposition of conditions, 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.

##### **AIR QUALITY**

The application site lies within the South of the Borough where Air Quality is of significant concern and the application has been supported by an Air Quality Assessment, as such the applicants have agreed to provide a financial contribution of £25,000 towards air quality improvements in the borough.

#### **7.19 Comments on Public Consultations**

Full comments have been provided on the issues raised through the public consultation in section 6.0 of this report.

#### **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support art, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

The Heads of Terms are as follows:

- i) Air Quality Management contribution £25,000;
- ii) Construction Training (financial sum for workplace coordinator and in-kind delivery of training scheme);

- iii) Employment and Training Initiatives end user phase/operators (strategy currently being considered by Officers);
- iv) Hospitality training contributions (an in-kind scheme is currently being negotiated with the Councils Economic Development Team)
- v) Green Travel Plan and Construction and Logistics Plan including Service and Delivery Plan;
- vi) Highways/S278 works;
- vii) Provision of a publicly accessible pedestrian footpath running along the sites southern and eastern boundary;
- viii) Financial contributions towards Tree Works within the adjoining nature reserve; £5,000;
- ix) Financial contribution towards maintenance of the footpath; £575 per annum for a period of 10 years;
- x) Energy contribution of £45,000;and
- xi) Project Management and Monitoring Sum: a financial contribution equal to 5% of the total cash contribution.

#### **7.21 Expediency of enforcement action**

Not Applicable.

### **8. Observations of the Borough Solicitor**

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in "Probity in Planning, 2009".

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

## Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have "due regard" to the above goals means that members should consider whether persons with particular "protected characteristics" would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances."

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

### **9. Observations of the Director of Finance**

Not Applicable

### **10. CONCLUSION**

This application seeks full planning permission for the redevelopment of the site to provide a 2,361 sq.m industrial unit for flexible B1(c), B2 and B8 uses; a three storey 80 bedroom hotel (Use Class C1) and 755sqm of associated bar and meeting facilities including 3 meeting rooms, 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.

No objections are raised to the principle of the development for a commercial unit and a hotel and restaurant facility, it is also considered that the proposed development would be visually acceptable in this location. The proposed hotel in this Industrial Business Area is not in strict accordance with planning policies for Industrial Business Areas, however on balance, the proposals seek to enhance the vitality of the North Uxbridge and Uxbridge Industrial Area in order to support their growth and continued viability. There has been no demand to build out the extant planning consents at this site for industrial warehouses and marketing information submitted demonstrates that there has been a concerted effort to market the site but without success. Significant enhancements would be made to the surrounding Green Belt, which are considered to significantly enhance the accessibility and visual appearance of this land including the extension of a publicly accessible pedestrian route which runs around the boundary of the site providing opportunities to access the green belt land from Riverside Way.

The proposed car parking is considered to be acceptable and no objections are raised on highway grounds. The proposal 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 Local Plan: Part One (November 2012)

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

Planning Obligations Supplementary Planning Document (July 2008)

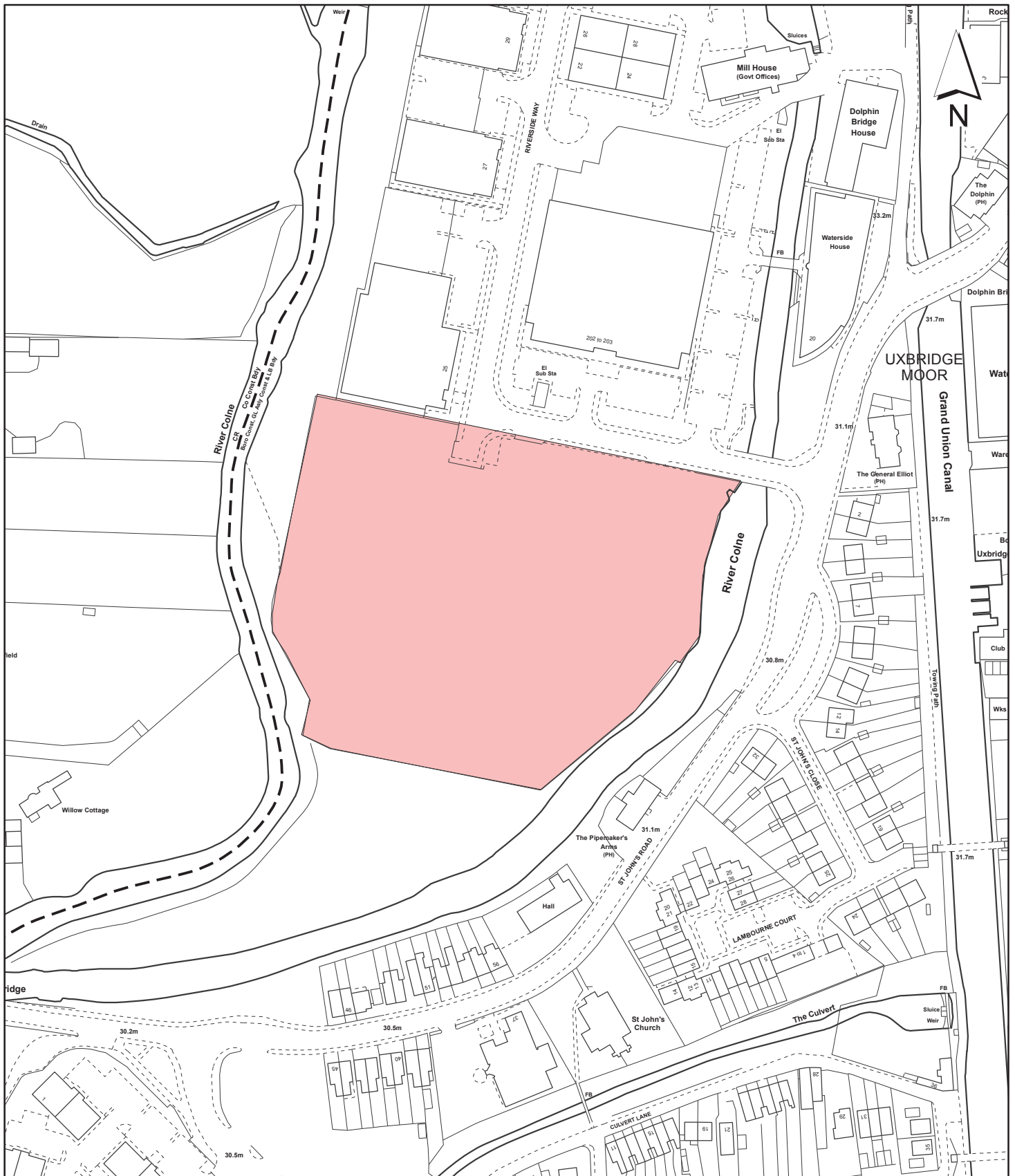
Revised Chapter 4: Education Facilities of the Planning Obligations SPD (adopted 23 September 2010)

London Plan (July 2011)

National Planning Policy Framework (March 2012)

**Contact Officer:** Mandip Malhotra

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**Notes**

Site boundary

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Site Address

**Building 63 Phase 500  
 Riverside Way  
 Uxbridge**

Planning Application Ref:

**56862/APP/2014/170**

Planning Committee

**Major Application**

Scale

**1:2,000**

Date

**April 2014**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
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