

Report of the Head of Planning, Sport and Green Spaces

Address BRIDGE HOUSE, DENBRIDGE IND. ESTATE OXFORD ROAD UXBRIDGE

Development: Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3)

LBH Ref Nos: 40050/APP/2016/852

Drawing Nos: 13035_(01)-E-001_Existing West and North Elevator
Bridge House D and A Statement Part 2
Bridge House D and A Statement Part 3
Bridge House D and A Statement Part 1
MA_3041_1001 Landscape Masterplan
MA_3041_2000 Landscape Masterplan Roof Level
MA_3041_2001 Level 7 Roof Terrace Illustrative Masterplan
13035_(03)-P-008_Proposed Roof Plan_PL2
13035_(03)-P-0B0_Proposed Basement Floor Plan_PL2
13035_(03)-X-001_Proposed Site Section_PL2
13035_(03)-X-002_Proposed Section_PL2
13035_Bridge House_Area Schedule_Planning Submission
13035_(03)-E-001_Proposed West Elevation_PL2
13035_(01)-E-002_Existing East and South Elevator
13035_(01)-P-001_Existing Typical Floor Plan_PL2
13035_(01)-X-001_Existing Bridge House Section_PL2
13035_(03)-E-002_Proposed North Elevation_PL2
13035_(03)-E-003_Proposed East Elevation_PL2
13035_(03)-E-004_Proposed South Elevation_PL2
13035_(03)-E-005_Proposed Multi Storey Car Park E
13035_(03)-P-001_Proposed First Floor_PL2
13035_(03)-P-002_Proposed Second Floor Plan_PL2
13035_(03)-P-003_Proposed Third Floor Plan_PL2
13035_(03)-P-004_Proposed Fourth Floor_PL2
13035_(03)-P-005_Proposed Fifth Floor Plan_PL2
13035_(03)-P-006_Proposed Sixth Floor Plan_PL2
13035_(03)-P-007_Proposed Seventh Floor Plan_PL2
Site Access Survey Summary
MA_3041_1000 Rev F Illustrative Masterplan
13035_(03)-P-0G0_Proposed Ground Floor Plan_PL2
13035_(03)-S-001_Proposed Location Plan_PL3
MA-3041-3000 Rev A Landscape Section A
MA-3041-3001 Rev A Landscape Section E
MA-3041-3002 Landscape Section C
13035_(03)-S-002_Proposed Site Plan_PL5

Date Plans Received: 29/02/2016

Date(s) of Amendment(s):

11/10/2016

Date Application Valid: 08/03/2016

29/02/2016

02/11/2016

02/08/2016

DEFERRED ON 16th November 2016 FOR FURTHER INFORMATION .

This application has previously been presented to the Major Applications Planning Committee on the 16th of November 2016. The resolution of the Committee on the 16th of November 2016 was to defer the application as Members required further information on the proposed highways mitigation measures.

Following Planning Committee's resolution to defer the application a meeting was held between the Applicant's Transport Consultants and the Council's Highways Engineers on the 21st of November 2016. Subsequent to this meeting the Applicant has confirmed acceptance of the requirement to increase the obligation towards improvements to the local highway network from £150,000 to £500,000. This contribution remains independent of other contributions sought to mitigate the impact of the development, such as the £150,000 contribution towards public realm improvements and £30,000 toward improvements to the canal/towpath.

The applicant has also provided an additional plan to show potential highways mitigation works (plan reference MBSK161122-1).

Following the meeting on the 21st of November 2016 the Council's Highways Engineer has provided the additional comments below:

'Following the deferment of this application from the last committee held on 16th November 2016, the developer's traffic consultants arranged a meeting with the Council highways engineers.

The outcome was that their client is seeking a resolution before the end of the year and a transport study of the highway network involving traffic surveys and modelling could take up to 6 months to complete.

In view of this they are agreeable to a sum of £ 500,000 for highway mitigation works. The study would have to be carried out prior to commencement of the development.

Some ideas of possible highway mitigation works were presented to members at the last committee, and their viability is to be investigated by the developer. In the event that full mitigation is not achievable within the length of Oxford Road some mitigation works may have to be carried out further upstream in order to reduce journey times to the levels that existed before the development.

Considering the scale of the development, the amount now being offered provides us comfort that the end result could be achieved.'

In addition comments have been received from the Council's Partnerships and Business Engagement Manager:

'The proposed redevelopment of Bridge House on the Denbridge Industrial Estate, is very much welcomed from an economic development perspective. The original Bridge House was constructed in the late 1960's and whilst it has undergone considerable updating the building is now some 50 years old and very much of its age. It is noted that two of the town's major office complexes of a similar age and design, namely Charter Place and the former Allied Irish offices in Belmont Road have both undergone recent multi million pound refurbishments and expansions.

These developments both nearing completion reflect the current demand for open plan, flexible and above all quality office accommodation. The Bridge House development is planned with a

similar objectives in mind and once approved it would add further quality accommodation to Uxbridge's office sector.

Uxbridge continues to be the home of a number of household names who have their corporate or regional headquarters in the town, for example Hertz, Coca Cola, Xerox are all long term occupiers. And whilst the town continues to enjoy a good reputation in terms of its location and its excellent public transport connections, officers are keenly aware of the range of alternative options available to corporate organisations looking for good quality office accommodation in the West London and Thames Valley area.

In order to maintain and strengthen its position as a town that is great for businesses and residents alike a range of Uxbridge businesses with support from the Council are seeking to create the Uxbridge Business Improvement district, which all being well will be operational in 2017. One of Uxbridge BID's key tasks will be to promote the town as a destination for businesses and investors and the approval of the Bridge House scheme will afford another positive example of a town that supports and has confidence in its business sector.

Bridge House, in addition to adding further quality to the town's office accommodation portfolio and affording Uxbridge a landmark building on its Western border, will deliver a comprehensive training and employment scheme during the construction phase.'

Case Officer's comments:

Following the discussions between the Applicant's Transport Consultants and the Council's Highways Engineers and the increased contribution of £500,000 to highways mitigation the application is recommended for approval subject to the above amendment to the proposed S106 legal agreement and originally proposed conditions.

1. SUMMARY

This application seeks full planning permission for the demolition of an existing office building (Use Class B1(a)) and multi-storey car park and the redevelopment of the site to provide a new office (Use Class B1(a)) of 22,875 sqm, associated multi-storey car park and cafe (Use Class A1/A3) of 87 sqm plus landscaping and improvement works to the adjacent canal towpath.

The site fronts onto Oxford Road (A4020) and is between the River Colne and the Grand Union Canal. The site is within, but on the north western boundary of, Uxbridge Town centre and is within an Archaeological Priority Area.

It is considered that the proposed development would result in an acceptable visual impact on the visual amenities of the site, the wider area, the adjacent Green Belt and Conservation Area, and the nearby listed building. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring units and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds.

The development proposals accord with the saved Development Plan policies, the Local Plan Part 1 policies, the London Plan and the NPPF and, accordingly, approval is recommended subject to conditions and the completion of a S106 Legal Agreement.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to:

A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008,

B) 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:

- 1. Highway Works: S278/S38 for required Highways Works**
- 2. Contribution towards improvements to the local highway network with an upper limit of £500,000, plus a transport appraisal to include modelling of the local network prior to commencement of the development.**
- 3. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.**
- 4. Employment Training Initiatives**
- 5. Refuse & Delivery Management Scheme**
- 6. Canal Towpath/Canal and River Trust, as follows;-**
 - a) £30,000 Contribution towards improvements to the Canal Towpath/Canal and River Trust, including a management scheme for the future maintenance of the Towpath;**
 - b) a survey of the condition of the waterway wall and schedule of the repairs;**
 - c) submission of details for approval relating to improved access to the canal and its towpath, and for the opening up of the canalside area.**
- 7. Travel Plan: to include £20,000 Bond**
- 8. Public Realm Contribution of £150,000**
- 9. Off-site sustainability contribution of £95,400 to a carbon fund.**
- 10. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

C) That in respect of the application for planning permission, the applicant meets the Council's 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.

D) That Officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

E) If the Legal Agreements have not been finalised by 31st March 2017 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (relating to highway works (including Travel Plan), construction training, employment training, project management, refuse and delivery management scheme, works to the canal towpath, a public realm improvement contribution, off-site sustainability contribution and project management and monitoring fee). The proposal therefore conflicts with policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations

SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

F)That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement 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.

G)That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning and Enforcement 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;

- 13035_(03)-S-001_Proposed Location Plan_PL3
- 13035_(03)-S-002_Proposed Site Plan_PL5
- 13035_(03)-P-0B0_Proposed Basement Floor Plan_PL2
- 13035_(03)-P-0G0_Proposed Ground Floor Plan_PL4
- 13035_(03)-P-001_Proposed First Floor_PL2
- 13035_(03)-P-002_Proposed Second Floor Plan_PL2
- 13035_(03)-P-003_Proposed Third Floor Plan_PL2
- 13035_(03)-P-004_Proposed Fourth Floor_PL2
- 13035_(03)-P-005_Proposed Fifth Floor Plan_PL2
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- MA_3041_2000 Landscape Masterplan Roof Level
- MA_3041_2001 Level 7 Roof Terrace Illustrative
- MA-3041-3000 Rev A Landscape Section A
- MA-3041-3001 Rev A Landscape Section B
- MA-3041-3002 Landscape Section C;

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 (2016).

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:

Design and Access Statement February 2016

Planning Statement

Environmental Assessment April 2013

Verified Views February 2016

Landscape Strategy February 2016

Historic Environment Assessment January 2016

Construction Ecology Management Plan (RT-MME-119773-04)

Demolition and Construction Logistics Appraisal February 2016

Daytime Bat Survey (RT-MME-119773-02)

Drainage Management Plan October 2015

Ecological Assessment (RT-MME-119773-01)

Energy Strategy Rev E

Flood Risk Assessment 2015

5 Year Habitat Management Plan (RT-MME-119773-06)

Sustainability Appraisal Rev E

Site Access Survey Summary

Arboricultural Survey (RT-MME-119773-03)

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 provisions of Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

4 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of glazing, decorative brickwork, high level plant, balustrades and means of enclosure, signage, details of the main entrance and construction of the timber cladding and fins, external terracing and ramps have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

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).

5 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 COM9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

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

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including 21 disabled parking spaces, 111 electric vehicle charging spaces, 48 passive charging spaces and 35 motorcycle spaces)

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as furniture)

3. Living Walls and Roofs

3.a Details of a scheme for the inclusion of living walls, roofs and screens. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary

3.b Justification as to why no part of the development can include living walls and roofs

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

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 (2016).

7 COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

8 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 (2016) Policies 7.1 and 7.3.

9 NONSC Accessible Shower

Prior to the commencement of development a scheme for the inclusion of a minimum of one accessible self-contained shower cubicle designed in accordance BS 8300:2009, 12.4 and figure 50, shall be submitted to and approved in writing by the Local Planning Authority. It would be acceptable to be an accessible toilet cubicle and self-contained shower cubicle. The development must proceed in accordance with the approved scheme.

REASON

To ensure that the development is in accordance with London Plan Policy 3.1 and the Council's 'Accessible Hillingdon' Supplementary Planning Document.

10 NONSC Ecology Enhancements

Prior to the commencement of development a scheme for the inclusion of measures to promote and support flora and fauna shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include detailed landscaping and ecology enhancement plans for the boundary that includes the banks of the River Colne. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat in close proximity to the bank of the River Colne. The development must proceed in accordance with the approved scheme.

Reason

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

11 NONSC Roof Plan/PVs

Prior to the commencement of development a roof plan showing the incorporation of 400m² of PVs across the development in line with the energy strategy (Rev E, Hoare Lea, February 2016). The plan shall be accompanied by detailed specification of the PVs and a monitoring regime including the reporting of annual carbon savings from the PVs to the Local Planning Authority. The development must proceed in accordance with the roof plan and supporting details.

Reason

To ensure the development contributes to a carbon reduction saving in accordance with Policy 5.2 of the London Plan.

12 COM14 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 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 to ensure that adequate parking and loading facilities can be provided on the site, in accordance with provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

13 COM15 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, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- b) Capacity of Receptors
 - i. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
 - ii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
 - iii. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;
- c) Minimise water use.
 - i. incorporate water saving measures and equipment.
 - ii. provide details of how rain and grey water will be recycled and reused in the development.
- d) Long Term Management and Maintenance of the drainage system.
 - i. Provide a management and maintenance plan
 - ii. Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
 - iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
 - iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- f) From commencement on site
 - i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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, surface water is handled as close to its source as possible and to conserve water supplies in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies 5.12, 5.13 and 5.15 of the London Plan (March 2016) and the National Planning Policy Framework.

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

15 N12 Air extraction system - noise and odour

No air extraction system 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 approved scheme shall then be fully implemented before the development is occupied/the use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012) and London Plan (2016) Policy 7.15.

16 NONSC Construction Environmental Management Plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air

quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan (November 2012) and London Plan (2016).

17 OTH2 Archaeology

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) 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 (A), and the provision made 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 archaeological investigation and the subsequent recording of any remains prior to development, in accordance with Policy BE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy 7.8 of the London Plan (March 2016) and The National Planning Policy Framework.

18 NONSC Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Plan has been submitted to and approved in writing by the Local Planning Authority.

The submitted plan shall include details of:

-Management of any flat/shallow pitched/green roofs on buildings may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless submitted to and approved in writing by the Local Planning Authority.

Reason:

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
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
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. Proposals for industry, warehousing and business development

LE1	
LE6	Major officer and other business proposals in town centres
LE7	Provision of planning benefits from industry, warehousing and business development
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
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LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.25	(2016) Increasing the use of the Blue Ribbon Network for passengers and tourism
LPP 7.26	(2016) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
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LPP 7.3	(2016) Designing out crime
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

3

a) The applicant is reminded of the duties set out in the Equality Act 2010, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability.

The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments.

As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people

b) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

c) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

d) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

4

The Council's Waste Management Officer has provided the following guidance:

Office Accommodation

a) The proposal is for a large commercial office building. As the waste is from a commercial premise the site operators have a Duty of Care to contain the waste safely until it is collected by a licensed waste carrier.

b) The waste produced from the premises could either be contained in 1,100 bulk bins, the dimensions of which are given in the table below:-

Bin Size - 1,100 litre Eurobin

Height - 1370mm

Depth - 990mm

Width - 1,260mm

c) Alternatively either 12 cubic yard front end loader bins, or 40 cubic yard roll on-roll off bins could be used to contain the waste arising. The latter would give to opportunity to be fed through compactors, to optimise the load being taken away, which is good practice.

d) The anticipated volume of waste could be calculated by multiplying anticipated number of employees by 50 litres.

f) Recyclable waste should be separated; in particular glass, paper, cardboard, metal

cans, plastic bottles and possibly food waste. Some of the waste containers must be allocated to collect recyclable items, which is good practice.

g) Arrangements should be made for the cleansing of the waste storage area with water and disinfectant. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

h) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

i) If using 1,100 litre bulk bins the gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard). If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

Cafe

a) The application includes the provision of a restaurant and cafe. I would recommend 1 x 1,100 litre type of bulk bin to safely and hygienically contain the waste arising from this type of business. The same considerations as described in b), h) and i) would apply to using this type of container. Alternatively the operators of the cafe could use bin provision provided by the occupiers of the office accommodation.

5

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

(ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;

(iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and

(iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

6

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licenses where applicable from Natural England before the removal of nests and eggs.

7

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk.

8

Under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981, the prior consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Colne, designated a 'main river'. From 6th April 2016, the Flood Defence Consent regime will move into the Environmental Permitting Regulations and become Flood Risk Activity Permits. The charges for the new Permits will be different and some lower risk activities may be Excluded or Exempt from the Permitting Regulations.

9

1. The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-andour-code-of-practice>).

2. The applicant/developer is advised that any encroachment, oversail of or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement.

3. The applicant/developer is advised that any surface water discharge into waterspace belonging to the Canal & River Trust will require written consent, and they should contact the Canal & River Trust's Utilities team, Nick Pogson for further information (nick.pogson@canalrivertrust.org.uk).

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The site fronts onto Oxford Road (A4020) and is an island site between the River Colne and the Grand Union Canal. The River Colne is the border between Hillingdon and South Buckinghamshire, which also denotes the administrative boundary of the Greater London Area.

The broader island site is currently occupied by 3 buildings: Bridge House, Waterside and Riverview all of which are occupied by Xerox, owned by L&G and have direct access from Oxford Road. The application site includes the existing Bridge House building to the north of the site that is in a prominent position on Oxford Road, considered to be a 'gateway' site into Uxbridge. The building is 6 storeys in height plus an additional storey of plant and provides GIA 9,009 sqm (GEA 10,199 sqm) of office use plus a small existing ancillary cafe on the ground floor. To the south of Bridge House is a multi storey car park providing 246 car parking spaces, plus 30 surface car parking spaces (including 5 disabled spaces), which also sits within the boundary of the current application. Bridge House was constructed in 1967 and was reclad around 1998.

The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road.

The site is within, but on the north western boundary of, Uxbridge Town centre and is within an Archaeological Priority Area. The majority of the site has a PTAL rating of 2, however the north eastern corner has a PTAL rating of 3. The site is within a developed area, as designated by the Hillingdon Local Plan (November 2012).

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area. There is also Uxbridge Lock Conservation Area to the north of the site.

3.2 Proposed Scheme

The Proposal is for the demolition of the existing office building (Use Class B1(a)) GIA 9,009 sqm (GEA 10,199 sqm) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a)) Office GIA 20,646 sq m (GEA 22,874 sqm), Cafe GIA 71 sqm (GEA 87 sqm) and associated multi-storey car park, surface parking and landscaping works.

There are two principal parts to the development; The new Bridge House would be an 8 storey (plus basement) office building and an adjacent 7 floor split level multi-storey car

park.

The new office building would replace the existing Bridge House and increase the office provision by GIA 11,637 sqm. The building would utilise a modern design to provide contemporary office accommodation. There have been lengthy pre-application discussions on the proposals that have contributed towards the final submission. The building would incorporate a three storey projection on the western elevation with timber fins and bronze cladding. This would be replicated to a lesser degree on other elevations. These protruding wrap around elements would be heavily glazed to provide floor to ceiling glazing in these areas maximising daylight to the office plate with the fins preventing any glare or overheating from low lying afternoon sun. A fully glazed atrium runs through the core of the building and aims to bring in light to the heart of the deepest part of the office floor plate. A new cafe is proposed on the ground floor of the office building that would face out onto the landscaped towpath.

The car park building would be linked at each floor level to the new Bridge House. It would be clad with vertical timber slats that have a random spacing layout to give it a more free flowing design, improving the visual impact of this functional structure. The openings between the timber slats would allow views through the car park as per the existing structure and also allow for it to be naturally ventilated.

The parking quantum on the site will be increased to 405 car parking spaces, which relates to an increase of 129 spaces over the existing provision. Included within the 405 spaces are 21 disabled parking spaces. Also proposed are 111 Electric vehicle charging facilities to be installed, with a passive option for up to 48 more charging facilities to be installed in the future.

Cycle parking facilities would be improved to provide 187 spaces with 28 showers and changing facilities, including 198 lockers. Access arrangements from Oxford Road are also proposed to be improved to provide better turning facilities into and out of the site.

At present the site is bordered by the Grand Union Canal which has a tow path on its western bank. However there is no connection to the towpath from the site at present. Landscaping works are proposed to enhance the towpath and increase connectivity, allowing access from the site and the southern side of Oxford Road onto the towpath.

3.3 Relevant Planning History

40050/AA/98/1387	Xerox (Uk) Ltd 80	Oxford Road Uxbridge
	Erection and retention for a limited period of a two storey portable building for office use	
Decision:	04-09-1998	ALT
40050/N/95/1966	Rank Xerox, Bridge House	Oxford Road Uxbridge
	External alterations (recladding) to building	
Decision:	05-03-1996	Approved
40050/T/97/3024	Bridge House, Denbridge Ind. Estate	Oxford Road Uxbridge
	Installation of internally illuminated signage	

Decision: 07-04-1997 Approved

Comment on Relevant Planning History

The original Bridge House building is approximately 50 years old and the site has very limited recent planning history. Consent was granted under application reference 40050/N/95/1966 for External Alterations (recladding) to building on the 28-12-95.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

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.E5 (2012) Town and Local Centres
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM6 (2012) Flood Risk Management
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.EM11 (2012) Sustainable Waste Management
PT1.HE1 (2012) Heritage
PT1.T1 (2012) Accessible Local Destinations
PT1.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7 Consideration of traffic generated by proposed developments.

AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
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
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE6	Major office and other business proposals in town centres
LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
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- LPP 5.13 (2016) Sustainable drainage
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- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **13th April 2016**
- 5.2** Site Notice Expiry Date:- Not applicable

4th April 2016

6. Consultations

External Consultees

Consultation letters were sent to circa 30 local owner/occupiers on 10/03/16. The application was also advertised by way of site and press notices.

A single response to the proposal has been received that states 'we have no formal objection to the application'. However it does raise the following concerns:

- Increased traffic, especially during peak hours, leading to potential highway safety issues.
- Increased demand for public parking spaces due to insufficient parking
- Disruption to utilities
- Use of canal-side areas should be protected during demolition and construction
- Noise and disturbance during demolition and construction phases

Case Officer's comments:

Highways, parking and the impact of the proposal on neighbouring occupiers and the canal are covered within the body of the report. A concern regarding the supply of utilities is not deemed to be a material planning consideration in this instance.

GREATER LONDON AUTHORITY

Conclusions - London Plan policies on land-use principle, urban design, inclusive access, sustainable development-energy, flood risk management and transport are key strategic issues relevant to this application. Whilst the application is broadly acceptable in strategic planning terms, on balance, the application does not fully comply with the London Plan. The following changes might, however, remedy the above mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:

Land-use principle

The office redevelopment which accommodates the uplift in commercial floor space is strongly supported in strategic planning terms.

Urban Design

The proposals will deliver high quality, well-designed flexible workspace that will support London's function as one of the World's most attractive and competitive business locations. The design approach is supported.

Inclusive access

The proposed scheme accommodates inclusive design and all the proposed measures should be secured.

Sustainable development-energy

The on-site carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. While it is acceptable that there is little further potential for carbon dioxide reductions onsite, in liaison with the Council the applicant should ensure the short fall in carbon dioxide reductions, equivalent to 53 tonnes of CO₂ per annum, is met off-site.

Flood risk management

Whilst the recommended mitigation measures are supported, these should be secured to comply fully with Policies 5.12 and 5.13 of the London Plan. In addition the applicant is advised to consult The Lead Local Flood Authorities that oversee local surface water flood risk issues.

Transport

The proposed additional 135 car parking spaces and the methodology used to calculate trip generation are not supported. TfL is concerned about the impact of congestion on local roads, and how this will affect bus reliability. A full travel plan should be secured, enforced, monitored, reviewed and funded through the section 106 agreement in accordance with the London Plan.

Case Officer's comments:

The supporting comments on principle and design are noted. Measures related to inclusive access, sustainable development and flood risk management will be secured by condition or through a legal agreement with the developer. Concerns raised regarding transport are noted and the reduction in parking, additional survey work and Travel Plan requirements are covered in detail in section 7.10 of this report.

TRANSPORT FOR LONDON (TfL)

(Conclusions) TfL is currently not in a position to support the principle of the development due to the following reasons:

- a) An unacceptably high provision of car parking spaces that far exceeds the maximum London Plan standards
- b) Incorrect methodology for calculating predicted trip generation for the increase in office space due to the usage of sites from outside of the Greater London boundary
- c) Strong concerns over the robustness of junction modelling and the potential negative impact the site will have on the highway given the current sensitivity to any further volume of traffic
- d) Insufficient quantum of standard cycle parking spaces to meet the London Plan standards.

Case Officer's comments:

The above points are noted and the subsequent reduction in parking, additional survey work/methodology for calculating predicted trip generation and Travel Plan requirements are covered in detail in section 7.10 of this report.

BUCKS NEW UNIVERSITY

Our concern at present is around traffic flow in and out of the site during both the construction and operational phases of the development. Recently offices have become occupied close to our site in Uxbridge and this has led to long delays for our staff leaving in an evening. We have had reports from staff heading towards the M40 that it has added up to an hour to their commute home. As this development has only recently become occupied traffic volumes within the completed traffic assessments might now be outdated for the volume of traffic using the A4020, particularly at peak times.

As the proposed development is between our site and the M40, increases in traffic volumes leaving the development along the A4020 would affect our staff. As the proposal is to increase parking provision on the site from 276 to 416 spaces (+51%) traffic volumes will increase adding further congestion in the local area, particularly at peak times. If suitable traffic abatement measures could be implemented for the site entrance/exit onto Oxford Road then the University would fully support the proposal.

Case Officer's comments:

The University's full support the proposal subject to traffic is noted. The traffic concerns are covered in detail within section 7.10 of this report.

SOUTH BUCKS DISTRICT COUNCIL

The details of the scale of the existing buildings on this site are unclear and it appears that although

the maximum height of the proposed buildings would not exceed the maximum height of the existing buildings on this site, the existing buildings that do not front onto Oxford Road are at a lower height than the frontage building and so the proposed building would appear to result in additional bulk to the rear of the site.

Any additional bulk on this site would be more visible as viewed from the adjacent Green Belt and Colne Valley Park within South Bucks District and from the Green Belt within Hillingdon and from this stretch of the River Colne, which also comprises a Nature Reserve and it would not be possible to soften the impact of the proposed increase in bulk.

The Council is reminded of the need to assess the likely impact of additional vehicular activity manoeuvring onto and off the site and using Oxford Road.

The Council is also reminded of the need to assess the potential impact on any archaeological remains on this site, which is designated within the Hillingdon Unitary Development Plan as an Archaeological Priority Area.

Case Officer's comments:

The impact of the proposal on the surrounding area, highways and archaeology is considered within the body of the report.

METROPOLITAN POLICE

Section 5.16 of the Design and Access Statement (Secure By Design) is appropriate. No objections

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 has no safeguarding objection to the proposal.

HEATHROW AIRPORT LIMITED (HAL)

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
-Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason:

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Informative

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licenses where applicable from Natural England before the removal of nests and eggs.

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above condition is applied to any planning permission.

HIGHWAYS ENGLAND

No objection

THAMES WATER

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk.

HISTORIC ENGLAND/GLAAS

The National Planning Policy Framework (Section 12) and the London Plan (Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments, and where necessary undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. Paragraph 139 says that non-designated heritage asset of archaeological interest demonstrably equivalent to a scheduled monument should be considered subject to the policies for designated heritage assets. Great weight should be given to such assets' conservation in accordance with NPPF paragraphs 132-134. The planning application involves major development including extensive new basements within Hillingdon Council's Colne Valley Archaeological Priority Zone and Uxbridge Archaeological Priority Area. These Local Plan policy areas are based on information held in the Greater London Historic Environment Record and

recognise the sensitivity and potential of the locality for buried archaeological remains primarily of two distinct periods:

1. Early prehistoric hunter-gatherer (Late Upper Palaeolithic/Early Mesolithic) occupation of which there is a significant concentration along the river Colne and a site of recognised national importance nearby at Three Ways Wharf. Such sites typically comprise scatters of worked flints, animal bone and charred plant remains with associated environmental evidence which represent the locations of hunting encampments. Well preserved undisturbed sites of this period are rare both in Greater London and across England and are critical to understanding re-colonisation and adaption to changing climate and natural environment at the end of the last Ice Age.
2. Medieval/post-medieval activity along the river and associated with the historic town of Uxbridge. The site lies alongside the London-Oxford highway where the medieval High Bridge crossed the Colne. Structural remains might be found of the bridge itself or associated water management structures such as mills. Timber structures could survive in waterlogged conditions in such a low-lying location adjacent to the river.

The applicant's historic environment assessment (HEA) submitted with the application has modelled the local topography indicating that the site lies on what would have been slightly higher ground adjacent to the main river floodplain - i.e. a similar location to the early prehistoric occupation at Three Ways Wharf and at the nearby former Sanderson Site and New Denham quarry in South Bucks District. I therefore agree with the HEA that there is moderate to high potential for early prehistoric remains of high to very high significance. If present, the auger survey indicates that such remains will probably lie at a depth of about 1.5 - 2.9 m below the existing ground surface. Intact medieval structures (such as remains of a mill) could also be considered of high significance. Whilst the foundations of the existing buildings would have caused some harm the experience at Three Ways Wharf site shows that meaningful nationally important archaeology can survive subsequent disturbance if that is localised (for example to piles). However, although the site's archaeological potential is high it must be acknowledged that the distribution of early prehistoric evidence across this landscape is by its very nature 'patchy' - it is simply not known at present whether the application site actually includes such a heritage asset or not.

The proposed construction of a large basement across much of the site would remove all archaeological interest within its footprint. I therefore conclude that the proposed development could cause significant harm to heritage assets of archaeological interest and specifically that there is a risk of substantial harm or the complete loss of a non-designated heritage asset of archaeological interest equivalent to a scheduled monument. Further information in the form of a field evaluation is therefore necessary to reach an informed judgement on the impact of this development on heritage assets of archaeological interest. The evaluation of a site such as this would normally take the form of a grid of archaeological test pits which would be excavated by hand below modern made ground and sieved/sampled to recover artefacts and environmental remains. From pre-application discussion I am aware that site access is problematic and of course the existing buildings provide a physical constraint. Nevertheless, the risk of substantial harm posed by the development (and particularly the basement) is such that planning permission should not be granted without a better understanding of the archaeological interest.

The nature and scope of evaluation should be agreed with GLAAS and carried out by a developer-appointed archaeological practice before any decision on the planning application is taken. In addition it would be helpful to examine the sediments from the auger cores, correlate them with information from nearby archaeological interventions and refine the wider topographical model presented of fig 16. 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 better defined a recommendation will be made by GLAAS. As noted above, the NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation. Therefore if archaeological safeguards do prove necessary,

these could involve re-design to preserve remains in situ e.g. reduction or removal of basements, re-use of existing piles. If a planning decision is to be taken without the provision of sufficient archaeological information then we recommend that the failure of the applicant to provide adequate archaeological information be cited as a reason for refusal.

Case Officer's Comments:

Should the application be recommended for approval then a condition could be added to require the study/assessment requested by GLAAS. As such the lack of such an assessment is not deemed sufficient to warrant a reason for refusal of the proposal.

ENVIRONMENT AGENCY

We object to the granting of planning permission because the proposals fail to provide an 8m buffer zone between the River Colne. In addition the proposed development fails to restore the ecological value of the river corridor.

The site is partially affected by flood zone 3a and 3b (functional floodplain). Having reviewed the submitted proposed drawings the proposed development is located outside of these areas; we therefore have no concerns in relation to flood risk. The western boundary of the site is located adjacent to the heavily modified River Colne. In order to comply with the European Water Framework Directive (WFD) and the River Basin Management Plan (RBMP) we expect the development to comply with recommendations of the Catchment Plan. At this location there is an action for the following:

- Remove hard bed/banks. Replace with soft engineering solution if necessary.
- Increase sinuosity and morphological diversity
- Enhance in-channel, marginal aquatic and bank habitats and retain woody debris where possible
- Establish and manage riparian buffer zones

Objection - Inadequate buffer zone and ecological enhancements

We object to the proposed development because there is an inadequate buffer zone to the River Colne, in addition the proposed development as submitted due to the failure to restore the ecological value of the river corridor and River Colne, we therefore recommend that planning permission should be refused on this basis.

The National Planning Policy Framework (NPPF), paragraph 109 recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Article 10 of the Habitats Directive stresses the importance of natural networks of linked habitat corridors to allow the movement of species between suitable habitats, and promote the expansion of biodiversity. River corridors are particularly effective in this way. Such networks and corridors may also help wildlife adapt to climate change.'

In this instance the proposed development would have an adverse impact on the wildlife corridor if an 8m buffer is not provided to the River Colne. In addition, the Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. We would expect the proposal to contribute towards the recovery of the River Colne by taking the opportunity to provide an 8m, natural buffer zone. Engineered river channels are one of the most severe examples of the destruction of ecologically valuable habitat. We seek to restore and enhance watercourses to a more natural channel wherever possible. No proposals have been included to enhance the banks of the River Colne and the habitat of the river channel. It is unknown whether the bank is natural or reinforced. If it is reinforced, we would expect to see it naturalised as part of any development on this site. There are water voles upstream and

possibly at this site, so this is particularly important for improving their habitat and range.

Paragraph 118 of the NPPF states that opportunities to incorporate biodiversity in and around developments should be encouraged. Policy EM3 (Blue Ribbon Network) of the Hillingdon Local Plan states that the council will 'continue to promote and contribute to the positive enhancement of the strategic river and canal corridors and the associated wildlife and habitats through the Biodiversity Action Plan and the Thames River Basin Management Plan, and developer contributions where appropriate. The Council will work with the Environment Agency and other interested bodies to continue to enhance the local character, visual amenity, ecology, transportation, leisure opportunities and sustainable access to rivers and canals'.

Overcoming our objection

It may be possible to overcome this objection if the development:

1. Is moved back to provide a 8 metre-wide buffer zone measured from the bank top (defined as the point at which the bank meets the level of the surrounding land) alongside the River Colne.
2. Includes a scheme is submitted by the applicant demonstrating how the watercourse will be restored and enhanced to a more natural state and maintained as such thereafter.

The buffer zone will help to reduce shading, and should be free from all built development including lighting, hardstanding and parking. To reduce light spill into the river corridor outside the buffer zone, all artificial lighting should be directional and focused with cowlings to achieve a lux level of 0-2 within the buffer zone and river (for more information see Institute of Lighting Professionals (formerly the Institute of Lighting Engineers) "Guidance Notes For The Reduction of Obtrusive Light'.

Formal landscaping should not be incorporated into the buffer zone. The buffer zone should be planted with locally native species of UK genetic provenance and appropriately managed under an agreed scheme. The buffer zone and river corridor should form a valuable part of green infrastructure. Any scheme to provide a buffer zone will need to include a working methods statement detailing how the buffer zone will be protected during construction.

Flood Defence Consent

Advice to applicant

Under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981, the prior consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Colne, designated a 'main river'. From 6th April 2016, the Flood Defence Consent regime will move into the Environmental Permitting Regulations and become Flood Risk Activity Permits. The charges for the new Permits will be different and some lower risk activities may be Excluded or Exempt from the Permitting Regulations

Case Officer's comments:

Following discussions with the Environment Agency regarding the validity of their objections, covered in section 7.14 of this report, the EA have provided the following second response:

ENVIRONMENT AGENCY 2ND RESPONSE:

We would like to work with you to formulate a condition (similar to the one below) relating to the requirement of an 8m buffer which should include landscaping/enhancements and maintenance:

The proposed development will be acceptable if a planning condition is included requiring a scheme to be agreed to protect an 8 metre wide buffer zone around the River Colne.

Condition

No development shall take place until a scheme for the provision and management of an 8 metre wide 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 schemes shall include:

- plans showing the extent and layout of the buffer zone.
- details of any proposed planting scheme (for example, native species).
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan.
- details of any proposed footpaths, fencing, lighting etc.

Reasons

Development that encroaches on watercourses has a potentially severe impact on their ecological value. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. This condition is supported by the National Planning Policy Framework (NPPF), paragraph 109 which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. The Natural Environment and Rural Communities Act which requires Local Authorities to have regard to nature conservation and article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged.

Case Officer's comments:

The Council's Sustainability Officer has proposed a condition which seeks to improve the ecological value of the development proposals. For the reasons set out in Section 7.14 of this report there is considered to be insufficient justification in planning terms to prevent any development within the 8m buffer zone.

(MIDDLESEX BRANCH OF) THE INLAND WATERWAYS ASSOCIATION

Our principal interest is the relationship between the proposed development and the adjoining Grand Union Canal. The existing office is already very prominent six-storey building at the Oxford Road bridge crossing over the Grand Union Canal. We strongly object to the planning application for the following reasons:

- The application proposes that the gross internal area of the existing offices is more than doubled in size (an increase of 129% over the existing GIA).
- The larger office building results in an extra floor level and the overall height being increased by 4.5 metres (15ft).
- In addition the proposed office building also has a much longer frontage to the canal and has projections (at second, third, and fourth floor levels), which extend much closer to the towpath than the existing building.
- The proposed office building will be some two storeys higher than Prospect House on the other side of the canal.
- The existing multi storey car park (246 cars) next to the canal is on three levels and as the footprint of the proposed new multi storey car park (390 cars) is squeezed to the southern end of the site by the extended office building the new car park will have 6 levels and be 9.1 metres (30ft) higher than the existing car park.
- The increased height and length of the frontage will have the effect of enclosing the canal in a narrow corridor of space and reducing afternoon solar penetration at towpath level.
- The proposed scheme is an over development of the site and as a result will have a very negative impact on the canal and the adjoining Uxbridge Lock Conservation Area.

Case officer's comments:

The impact of the development proposals on the adjacent canal are discussed in Section 7.07 of this report.

CANAL AND RIVER TRUST

Height along canal

We are concerned that the proposed office building will be taller, and closer to the canal, than the existing building, and with the existing office development on the opposite side of the canal, could create a canyoning effect. We also do not support the additional height of the multi-storey car park, which presents a blank frontage to the canal. We generally do not support the principle of car parking along the canal frontage, as this is a poor neighbour to the canal and towpath, with little opportunity for interaction or overlooking.

Access to canal

We support the improved access to the canal and its towpath, and for the opening up of the canalside area. We also support the proposed location of a cafe on the canal side, which will add animation to the towpath, provide a canal side destination and offer passive surveillance of the water. The applicant should be aware, however, that any new accesses onto the canal towpath will require an agreement with the Trust's Estates team.

Basement Carpark Ventilation

We note that grills from the carpark ventilation are proposed to be located against and within the canalside landscaping. We are concerned that the detail of these will be important and have an impact on the canalside, so should be incorporated into the landscaping scheme. Also, there must be no mechanical ventilation on the canalside.

Landscaping

While we are supportive of the application's proposal to improve the landscaping along the canal edge, and for this to be incorporated into the application, we have not yet agreed the specific detail of this, and would like any subsequent permission to require further consultation and agreement with the Trust, with the involvement of our Urban Design team.

It is also not clear from the application, how this will be maintained going forward. The Trust has a limited maintenance programme with our landscape contractors, and the illustrated works may require some additional resources, which it may be more appropriate for the future tenant to take on. We have therefore requested a further planning condition to agree details of the canalside landscaping with the Trust, to include a maintenance schedule.

Lighting

Minimal lighting should be installed near the canal, and any lighting near the canal should be bat friendly, avoiding spillage onto the canal waterway. It is recommended that bat friendly lighting is used throughout the development to encourage local bat populations.

Other Environmental matters

We have asked for further information on whether a ground contamination investigation has been conducted for the site, and would be pleased to receive any information on this.

We would also like to see a Construction Environmental Management Plan for the proposal, although we accept this may only be produced once the main contractor has been appointed. We have therefore requested a condition regarding this.

Offsite works

In addition to the proposed towpath works within the red line boundary, we would request a financial contribution towards towpath works in the vicinity of the site, to ensure there is not an obvious 'start and finish' to the towpath alongside the development. This amount may depend on the scope of proposed works to the towpath, however, as we estimate that standard resurfacing will generally be

in the region of £150 per linear metre.

If the Council is minded to grant planning permission, it is requested that the following conditions and informatives be attached to the decision notice:

Conditions

Construction Environmental Management Plan

Prior to the commencement of development hereby permitted, a Construction Environmental Management Plan must be submitted and approved in writing by the local planning authority in consultation with the Canal & River Trust.

Reason: To ensure the proposed works do not have any adverse impact on the ecology of the site and waterway.

Risk assessment

Prior to the commencement of development hereby permitted, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority in consultation with the Canal & River Trust.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the waterway.

Landscaping

Notwithstanding the details submitted for the canalside landscaping, no development shall take place on site until full details of the proposed canalside landscaping scheme along the canal edge have been agreed in consultation with the Canal & River Trust, and submitted to and approved in writing by the Local Planning Authority. The landscaping scheme should include reference to plant species types, surface treatments, fences and walls, the proposed basement car park ventilation, any signage and information boards together with the means of on-going maintenance. The approved landscaping scheme shall be implemented by the first planting season after the development commences.

Reason: To mitigate the impact of the proposed development by improving the canal towpath and its boundary treatment. Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for any planting.

Lighting

Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.

Reason: In the interest of crime prevention, ecology, visual amenity and the waterway setting.

Waterway Wall

Prior to the commencement of the development hereby approved a survey of the condition of the waterway wall, and a method statement and schedule of the repairs identified shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Canal & River Trust. Details shall include treatment of the wall to improve its appearance, and removal of submerged waterway wall material from the river. The works identified shall be carried out in accordance with the method statement and repairs schedule by a date to be agreed in the repairs schedule.

Reason: In the interest of the structural integrity of the waterway wall, waterway heritage,

navigational safety and visual amenity.

Surface Water Drainage

If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

Reason: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.

Waterborne Freight

Prior to the commencement of the development hereby permitted, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclables). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the waterways is not physically or economically feasible.

Reason: To encourage the use of the waterways for transporting waste and bulk materials in accordance with the London Plan.

Informatives

1. The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-andour-code-of-practice>).
2. The applicant/developer is advised that any encroachment, oversail of or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement.
3. The applicant/developer is advised that any surface water discharge into waterspace belonging to the Canal & River Trust will require written consent, and they should contact the Canal & River Trust's Utilities team, Nick Pogson for further information (nick.pogson@canalrivertrust.org.uk).

Case Officer's comments:

Conditions requiring contamination details, a construction environmental management plan, further landscaping and external lighting details and sustainable drainage are recommended to be attached to any planning consent. Conditions requiring a risk assessment of works adjacent to the canal and the use of Waterborne Freight are not deemed to conform to the requirements of paragraph 206 of the NPPF. A contribution towards enhancements to the canal side area is recommended as a requirement within the S106 that accompanies any consent. This would include a condition survey of the waterway wall.

CANAL AND RIVER TRUST (Contamination)

Thanks for this ground contamination report. This was produced in 2013 and it appears to form part of a due diligence review at the time, I assume in support of an acquisition. It is important to note that it has not been produced to support this planning application.

The report concludes the following:

'No further contaminated land assessment work is considered necessary for the current on-going commercial use of the site. It should be noted that further contaminated land assessment would be required in the event of redevelopment.'

Other particularly relevant comments are as follows:

- Given the presence of the permeable geology directly underlying the site, there is the potential for any mobile contaminants within soils to impact groundwater. Shallow groundwater within alluvial deposits underlying the site is likely to be in hydraulic continuity with the adjacent River Colne and Grand Union Canal.

- On the basis of the conceptual site model, the potential for contamination on the subject site to migrate and impact third party land cannot be discounted.

- The site has been subject to a history of potentially contaminative activities in particular a former mill, Timber Yard, depot, and warehouses. Typical contaminants may potentially include (but may not be limited to) metals, hydrocarbons and volatile organic compounds.

- Previous site investigations have found the site to be free from significant contamination. However, slight soil and groundwater contamination was identified; furthermore, the potential exists for further contamination to exist in areas not previously investigated.

- The report concluded that the site was not considered a significant source of contamination, on the basis that it was not being re-developed. This conclusion is not valid now as the site is being re-developed, and contaminants may therefore be mobilised (e.g. with the ingress of rainwater, percolation of contaminants down to the shallow groundwater & lateral migration of contaminated perched groundwater on-site) and new pollution pathways may be created (e.g. contaminated run-off from the site).

I would ask that the recommendations of this report be followed up as part of this planning application i.e. 'It should be noted that further contaminated land assessment would be required in the event of redevelopment.'

Case Officer's comments:

A condition requiring further details on dealing with contamination on the site is recommended to be attached to any planning consent.

Internal Consultees

FLOOD AND WATER MANAGEMENT OFFICER

The Flood Risk Assessment submitted shows the site lies in Flood Zone 1 and therefore the proposed development is acceptable. I have no objections to the in principle location of the development.

The pre-application meetings have been useful to achieve a sensitive landscaping and access design along two key Blue Ribbon Corridors, opening and encouraging the use of the River Colne and the Grand Union Canal to comply with the Blue Ribbon Policy for the Council.

However, there are concerns with the existing surface water strategy and that changes to the point of discharge may increase the risk to the River Colne. The current proposal to reduce run off from the site by 50% but to direct all that flow to the River Colne where it previously drained to the Canal is not considered to meet the requirements to reduce flood risk, particularly in an area as critical as this for flooding from the River Colne. Future plans to discharge this condition must control surface water run off to greenfield run off rates for the variety of return periods.

Condition:

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, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Capacity of Receptors

- i. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- ii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- iii. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

d) Long Term Management and Maintenance of the drainage system.

- i. Provide a management and maintenance plan
- ii. Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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, surface water is handled as close to its source as possible and to conserve water supplies in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies 5.12, 5.13 and 5.15 of the London Plan (March 2016) and the National Planning Policy Framework.

Case Officer's comments:

Following further discussions between the applicant's drainage consultant and Hillingdon's Flood

and Water Management Officer the applicant has confirmed that they will meet the officer's requirements in their detailed sustainable drainage strategy pursuant to proposed Condition 13.

ENVIRONMENTAL PROTECTION UNIT

With regards to the above planning application I have no objections but recommend the following conditions and informative:

Air extraction system noise and odour

No air extraction system 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 Unitary Development Plan.

Construction environmental management plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

INF 20 Control of environmental nuisance from construction work

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under

Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

ENVIRONMENTAL PROTECTION UNIT (CONTAMINATION)

The report is a Phase 1 desk study and is comprehensive with data up to 2013. The desk study assesses Bridge House and its car park and also the wider site next to the application area west of the canal. I do not have any further site investigation data on this site. The Phase 1 desk study references some older site investigation reports in section 4.1. These date back to 1997 and 1998 and were reviewed by 'WSP' in 2003 concluding there was a low/medium risk. This is the level of risk concluded in the submitted new report. I recall the work and it may be in the Council records but I have been unable to access the old site investigations. As detailed in the report this general area of industrial land has a number of contaminative past uses. The industrial land was identified in our contaminated land strategy. The report indicates a depot, warehouse and a mill being present on the wider site after agricultural use ceased in 1938. Bridge House was built around 1973. There was more industry in the past on the eastern side of the canal adjacent to the site, and these nearby uses are listed in the report. On the site itself there has been a diesel storage which may have caused some contamination (3,630 litre storage tank and associated 750 litre day tank for back up power if needed to gas boilers).

The above report was carried out for due diligence in property investment matters. However the desk study is detailed and is as will be required under a planning permission given for the site. I think that there are unknowns as regards the ground investigation and further investigation is required. I would advise applying our contaminated land condition as below. The desk study will need to be submitted in compliance with the condition, it may require a slight change in text to be considered under the planning regime rather than as a due diligence document. The desk study's recommendations are based on liability and these will be different if made in consideration of a demolition and rebuild.

As regards the C&RT's officer's comments I would agree with the bullet points in that investigation is necessary. The 'WSP' desk study (Phase 1) does recommend investigation in the event of redevelopment. The other points seem reasonable as the alluvial deposits (Secondary B aquifer) could allow mobile contaminants to affect third part land particularly the water bodies, and there are likely typical contaminants from the past uses as indicated by the officer. It is correct that the new development can create pathways if there are new drainage systems including soakaways positioned near or in contaminated ground. I think the old investigations are from 1997 and 1998 and further investigation is probably likely to fill in gaps and update the reports to current standards, although I do not have the reports to hand. I think landfill gas was looked at in the area previously as there is a filled canal feeder on the east side of the canal where the greater amount of old industry was located, I recall some work on this side of the canal.

Overall I cannot see a problem with office redevelopment subject to a further ground investigation clarifying existing contaminant levels and updating the conceptual site model. The desk study requires an update in the light of the proposed redevelopment but is of a good standard and sufficient to support the planning application.

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.
- (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 Unitary Development Plan Saved Policies (November 2012).

WASTE OFFICER

I would make the following comments on the above application regarding waste management.

Office Accommodation

a) The proposal is for a large commercial office building. As the waste is from a commercial premise the site operators have a Duty of Care to contain the waste safely until it is collected by a licensed waste carrier.

b) The waste produced from the premises could either be contained in 1,100 bulk bins, the dimensions of which are given in the table below:-

Bin Size - 1,100 litre Eurobin
Height - 1370mm
Depth - 990mm
Width - 1,260mm

c) Alternatively either 12 cubic yard front end loader bins, or 40 cubic yard roll on-roll off bins could be used to contain the waste arising. The latter would give to opportunity to be fed through compactors, to optimise the load being taken away, which is good practice.

d) The anticipated volume of waste could be calculated by multiplying anticipated number of employees by 50 litres.

f) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, plastic bottles and possibly food waste. Some of the waste containers must be allocated to collect recyclable items, which is good practice.

g) Arrangements should be made for the cleansing of the waste storage area with water and disinfectant. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

h) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

i) If using 1,100 litre bulk bins the gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard). If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

Cafe

a) The application includes the provision of a restaurant and cafe. I would recommend 1 x 1,100 litre type of bulk bin to safely and hygienically contain the waste arising from this type of business. The same considerations as described in b), h) and i) would apply to using this type of container. Alternatively the operators of the cafe could use bin provision provided by the occupiers of the office accommodation.

HIGHWAYS ENGINEER

The existing total current floor area is 16,759 sq m. (Bridge House 9009sqm, River View Building 3874 sqm, Waterside 3876sqm) The development proposal comprising the reconstruction of Bridge House will result in an additional area of 11,637 sqm.

Car Parking

There are 547 car parking spaces, 301 in the surface car park and 246 in the existing multi storey car park. An additional 129 car parking spaces are proposed bringing the total site provision to 676 spaces.

Two consecutive video surveys of the site access to record all movements into and out of the site were carried out on 18 and 19, July 2016. The maximum observed parking accumulation was 490 spaces (57 unused spaces) which would represent a demand ratio of 1 spaces/34.2 sq m. based on the total existing floor areas at the site. Based on the additional floor area the additional parking demand would be 345 spaces. The additional provision of 129 spaces plus the 57 unoccupied would restrict the demand to 159 spaces (345-129-57=159).

The Council's current parking standards permit a maximum of 1 space per 100 sq m of floor area. Notwithstanding the fact that the existing parking would be an over provision under current parking standards, considering the additional area on its own would permit 118 additional car parking spaces.

TfL are objecting to the level of parking being provided. It is worth noting that the development site is located just inside the borough boundary. If it were to be located just outside, the Bucks County

Council's current standards of 1 space per 25 sq.m could permit 471 spaces for the additional floor area or 942 overall, subject to being able to mitigate the impact of resulting higher trip generation on traffic congestion on the highway network and air quality issues.

The site as a whole has a PTAL rating ranging between 1b and 3. The Bridge House building is located in PTAL 3 and Riverview and Waterside buildings in PTAL 1b.

Around 51% of the trips are from the west, from the M40 and Buckinghamshire, and as such are unlikely to benefit much from the site's PTAL rating. Whilst not agreeing to accept the car parking demand in full, it would seem reasonable to consider a level of operational parking to make the site viable.

Cycle Parking

A total of 187 cycle parking spaces are to be provided which meet the London Plan standards together with 198 lockers and 28 showers. The cycle parking would need to be in a covered and secure location. The Council's cycle parking standards would require a minimum of 471 spaces which are considered to be excessive for this site.

Motorcycle Parking

35 motor cycle parking bays are being provided which comply with the Council's standards.

Accident Analysis

The Transport Assessment provides accident data for a 5 year period to 31/03/2014. A total of 6 accidents, all of low severity were recorded. 4 of these were at the site access. None of these could be attributed to any shortcomings in the highway infrastructure. These records are old, currently records up to 31/03/2016 are available and should be examined and any remedial action required should be undertaken.

Public Transport

Bus service 331 serves the site from Uxbridge station to Ruislip via Denham. TfL are not seeking any public transport contributions towards enhances to public transport.

Trip Generation

The recent traffic survey at the site access shows that during the PM peak the traffic flows on Oxford Road west bound are 11,766 pcu's (passenger car units) and eastbound are 10,450 pcu's. Vehicles leaving the site eastbound are 405 and west bound 160. During the AM peak traffic flows in Oxford Road, past the site access, are 937 pcus eastbound and 543 pcus westbound.

Site Access Junction (priority junction)

An assessment of the site access junction shows a current RFC (ratio of flow to capacity) of 0.79. With development it increases to 0.98 whilst the recommended acceptable figure is 0.85. The site access is being improved, providing separate left and right turn lanes at the exit from the site which should improve the RFC at this junction. This junction does not appear to present any significant concerns .

The existing right turn lane into the site is to be extended in length. This together with highway works at the site access should be covered within a S278 agreement.

A4020 Oxford Road/Sanderson Road (signal controlled junction)

This junction is currently heavily congested with saturation levels on the A4020 E of 121.2% and 168.7%, A 4020 W of 103.9%, the recommended maximum being 85%-90%. Similarly the PM peak saturation levels are 127.8% for A4020E and 143.7% for A4020W with very significant queues on the approaches on A4020 in both directions. No information has been received as to how the model has

been calibrated and validated. The developer's intended mitigation is to increase the cycle time of the signals at this junction in which neither LBH nor TfL have any confidence. This junction cannot be treated in isolation and we require a network model from the site access to the Mahjacks roundabout. This model could be linked to the modelling work being undertaken by RAF Uxbridge, to provide a robust picture of the traffic impact on the upstream junctions. In order to provide a robust assessment, modelling needs to consider all committed developments.

Revised trip rates have been derived taking into consideration the restricted proposed parking. However there is a surplus of 57 existing parking spaces which are likely to be occupied by the additional traffic and as such ought to be reflected in the trips rates.

In order to move forward we suggest the Section 106 should require the developer to carry out a study of the network, scope to be agreed with LBH, to be completed before commencement of development and a sum with an upper limit of £150,000 set aside for any mitigation works which ought to be completed prior to occupation. These costs are in addition to any other highway works, at and adjacent to the site access, already proposed by the developer and shown on plans.

SECTION 106 OFFICER

Suggested Heads of Terms:

1. Highway Works: S278/S38 for required Highways Works
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Employment Training Initiatives
5. Car Parking Allocation & Management Scheme.
6. Refuse & Delivery Management Scheme.
7. Construction Traffic Management Scheme
8. Financial Contribution Towards Improvements to the Canal Towpath/Canal and River Trust, including a management scheme for the future maintenance of the Towpath (subject to comments)
9. Travel Plan: to include £20,000 Bond
10. Public Realm Contribution
11. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

LANDSCAPE ARCHITECT

A Tree Survey, by Middlemarch Environmental has assessed the condition and value of 32No. individual specimens and 9No. groups of trees.

- There are no 'A' grade trees on the site.
- 8No. trees and 1No. group are rated 'B' (fair and worthy of retention).
- 24no. trees are 'C' grade and the remaining 5No. trees and 2No. groups are 'U' category - whose condition and value justify their removal in the interests of good arboricultural management.
- Several trees will be removed to facilitate the development and / or enhance the landscape layout. There is no objection to the removal and retention strategy and new or replacement tree planting forms an integral part of the landscape scheme.
- The new planting will provide visual amenity, ecological enhancement and better succession / age structure for the trees on site.
- The Design & Access Statement by Darling Associates, assesses the site context and describes the design process for the building and the wider site, which responded to pre-application discussion with the local planning authority.
- At 4.6 the design 'conclusion' for the Landscape Masterplan is illustrated. This drawing has, in fact, been superseded. (See drawings referred to below).
- On page 44, the three landscaped areas are highlighted: to the north the site frontage and links to the canal, to the east the canal frontage onto the towpath and, to the west, the treatment of the service road and riverside. However, these drawings do not represent agreed detailed layouts.

- At 5.13 (pp. 75- 80) sketches are provided by Macfarlane + Associates of some more detailed areas of study and illustrative materials which have been developed since our last meeting.
- In addition to the three ground level zones, an intensive green roof for use by tenants is indicated (p.80).
- The landscape design concept is described more fully in Macfarlane's Landscape Strategy.
- Detailed landscape drawings by Macfarlane include dwg Nos. MA.3041.1000, Landscape Masterplan (Illustrative) and 1001 Landscape Masterplan (Details), and dwg Nos. 2000, Level 7 /Roof Terrace (Illustrative Masterplan), and 2001, Floor 7 / Roof Terrace (Details). These drawings have been refined and generally respond to pre-application discussions.
- The application is supported by a 5 Year Habitat Management Plan, by Middlemarch Environmental, includes maintenance and management objectives for the areas of meadow and native planting.
- Middlemarch Environmental have also produced a Preliminary Ecological Assessment and a Construction Ecological Management Plan, whose recommendations should be adhered to.
- This application has been subject to pre-application discussions and the tree retention and landscape masterplan proposals reflect the outcome of the discussions.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals are implemented in accordance with the approved plans and supported by the appropriate documentation, to safeguard and enhance the natural and built environment.

Recommendation:

No objection, subject to the above observations and appropriate Landscaping, Materials and Tree Protection Conditions.

SUSTAINABILITY OFFICER

Energy

The development does not meet the London Plan target of 35% reduction in CO2 from a 2013 building regulation baseline. However, the applicant has achieved a total reduction of 23% and broadly justified the inability to achieve the remainder with limited scope for further photovoltaics than proposed. Other supporting low or zero carbon technology has been discounted and there is no reason to dispute these as the type of development does not lend itself well to alternative technologies (e.g. heat pumps and CHP).

As consequence, the development will be 53 tonnes short of the required savings. The alternative to onsite solutions is an offsite contribution as supported by Policy 5.2e of the London Plan.

The development is only acceptable with the following S106 contribution:

A sum of £95,400 shall be paid by the applicant on commencement of the development to the London Borough of Hillingdon. The contribution shall be a 'carbon reduction contribution' and shall be spent by the London Borough of Hillingdon on public buildings to broadly achieve the carbon shortfall of 53 tonnes elsewhere in the borough.

In addition to the above the following condition is required:

Condition

Prior to the commencement of development a roof plan showing the incorporation of 400m² of PVs across the development in line with the energy strategy (Rev E, Hoare Lea, February 2016). The plan shall be accompanied by detailed specification of the PVs and a monitoring regime including the reporting of annual carbon savings from the PVs to the Local Planning Authority. The development must proceed in accordance with the roof plan and supporting details.

Reason

To ensure the development contributes to a carbon reduction saving in accordance with Policy 5.2 of the London Plan.

Ecology

I have no objections to the proposed development subject to the following:

The site lies in close proximity to both the Grand Union Canal (a Metropolitan site of importance for nature conservation [Met SINC]) and the River Colne. With regards to the Met SINC, I support the request from the Canal and River Trust for S106 contributions to the Grand Union Canal. This contribution will in part help the development to mitigate for any additional Canal impacts.

The bank of the River Colne is partly included within the redline boundary. In order to satisfy the NPPF, London Plan Policies, Local Plan Part 1 policies, and emerging Part 2 policies, the development must demonstrate a positive contribution to the river corridor, including the banks and supporting land. The following condition is therefore required:

Condition

Prior to the commencement of development a scheme for the inclusion of measures to promote and support flora and fauna shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include detailed landscaping and ecology enhancement plans for the boundary that includes the banks of the River Colne. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings. These shall include bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat in close proximity to the bank of the River Colne. The development must proceed in accordance with the approved scheme.

Reason

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

Living Walls and Roofs

Living walls and roofs can improve air quality, operate as carbon sinks and be of importance for nature conservation. The following condition is therefore necessary:

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.

CONSERVATION AND DESIGN OFFICER

This site is particularly sensitive in conservation terms given its location adjacent to the canal, a non designated heritage asset and the Uxbridge Lock and Rockingham Bridge Conservation Areas. The Crown and Treaty Public House, a grade II* listed building and the Swan and Bottle Public House, a Locally Listed building, are also located close by. The site is sensitive with regard archaeology, as it lies both within the Uxbridge APA and the Colne Valley APZ.

At present the development site comprises a 6 storey modern office block (with an additional storey housing plant) and a 3 storey car park located immediately to the south, neither of any architectural merit or historic interest. To the north and east of the site are modern buildings that range from 5 to 11 storeys, hence this is a suitable location for a taller structure marking the gateway to the western entrance of the town centre. The current proposals have been subject to considerable pre-application discussions, and the design, scale and massing of the submitted scheme are in line with these discussions.

In terms of its potential effect on the setting of the adjacent heritage assets, it is considered that the structures would not impact negatively on either of the conservation areas. They would be largely screened from Fasnidge Park by trees and when seen from this and the Uxbridge Lock Conservation Area, would be viewed against a backdrop of other large modern buildings. From the latter, the full bulk of the structures would not be immediately obvious given their north-south orientation.

It is considered that the impact on the setting of the listed building would be no greater than that of the existing buildings, as much of the new structures would be screened by the Stanza Building (no. 97 Oxford Road). Whilst taller on the Oxford Road frontage, their orientation would mean that they would not have any significantly greater impact on the setting of the Locally Listed Public House than that existing. Views from the public footpath across the open fields in the adjoining borough have been considered. These are long views and the new structure would be some considerable distance away. At present the current 6 storey building is fairly well screened by very large trees, some evergreen and the views are towards an established quite urban skyline. The new structures will of course be more visible, but the change would not be significant enough to detract from the skyline or the open character of the adjoining spaces.

Overall, whilst taller and larger in terms of bulk than the existing structures, the design of the proposed buildings is considered to be a significant improvement on that existing. Care has been taken with the treatment of the facades, with an interesting use of angled elevations and projecting elements that help "break up" the mass of the structures. A view through to the canal will be achieved through the double height atrium and the proposed materials will be sympathetic to the surroundings, and similar to those of the adjacent Stanza building. The scheme will provide canal side improvements, in terms of landscape and greater access to the water side areas, and also a more active frontage along Oxford Road with improved planting.

It is important that any archaeological issues are resolved to the satisfaction of GLAAS.

If agreed, we will need to ensure that appropriate conditions are included that cover the external appearance of the buildings, in particular samples of materials to be submitted for agreement, details of the glazing, decorative brickwork detailing, high level plant, balustrades and means of enclosure, signage, details of the main entrance and construction of the timber cladding and fins. We should ensure that there is a maintenance plan in place re the timber cladding to both structures to ensure that it remains in good condition. The design and materials of the external terracing and ramps will also need to be covered.

ACCESS OFFICER

The proposal to develop a new office and multi-storey car park would necessitate the demolition of an existing office building. The Design & Access Statement makes reference to 416 car parking spaces of which 21 would be designated accessible bays.

The main approach to the building would be from Oxford Road which is said to have been designed to achieve level access using paving materials with slip resistance properties. There would be a secondary entrance via the canal path which would have steps and a compliant ramp necessary to

overcome a significant level change.

The proposed building would be accessed via two sets of revolving doors, but a pass door is shown on plan to facilitate access by wheelchair users and others for whom negotiating a revolving would be difficult. Access to the lift with the main core is from basement car park which is understood would achieve a clear head height of 2.6m.

Internally, the key principles of inclusive design appeared to have been followed. An accessible toilet is shown on plan within the main floor plates and, on the ground floor, within the ancillary cafe. Provisions include lift access to all floors, accessible toilets, an understanding of the need to provide non-reflective flooring, refuge areas and vision panels.

It is however noted that there is no intention to provide a fully accessible showering facility. Given the scale of development, and as such facilities would be available to non-disabled people, the council is obliged under its Equality Act 2010 duties to require such provision:

Therefore:

A minimum of one accessible Self-contained shower cubicle designed in accordance BS 8300:2009, 12.4 and figure 50, should be provided. It would be acceptable to be an accessible toilet cubicle and self-contained shower cubicle. However, careful consideration should be given to its location so that it would be convenient to use by disabled members of staff.

Recommended Informatives

a) The applicant is reminded of the duties set out in the Equality Act 2010, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability.

The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments.

As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people

b) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

c) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

d) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

Conclusion: acceptable, subject to a condition to secure the provisions set out in point 1 above.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 17 of the National Planning Policy Framework states that one of the core principles of the document is the "effective use of land by reusing land that has been previously developed (brownfield land)."

The proposal consists of the creation of a commercial office building and ancillary car park to replace an existing commercial office building with ancillary car park, together with the refurbishment and upgrade of landscaping. As such, the use of the site is not altering in character, and is considered to be a suitable use for a building within this setting.

The Greater London Authority have also commented that 'The office redevelopment which accommodates the uplift in commercial floor space is strongly supported in strategic planning terms.'

The principle of the proposal is therefore deemed acceptable.

7.02 Density of the proposed development

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

Conservation Areas

The Council's Conservation and Design Officer has been involved throughout the lengthy pre-application discussions for the proposals. They have reviewed the submitted details and raised no objections to the development, concluding that the proposed structures would not impact negatively on either of the nearby conservation areas.

Listed Buildings

The nearest listed building is the Grade II* Listed The Crown and Treaty Inn on Oxford Road this building is located approximately 150m to the east of the site. The Canal and modern office buildings lie between the listed building and the Proposal Site. It is considered that the separation is sufficient that the setting of the Grade II* Listed Building would not be adversely affected.

The Swan and Bottle Public House on the northern side of Oxford Road is locally listed. The Council's Conservation and Design Officer has concluded that the proposed structures would not impact negatively on this building.

Archaeology

The proposed development lies on the edge of the Colne Valley Archaeological Priority Area. The Greater London Archaeology Advisory Service was consulted as part of the application process and has reviewed the site and development proposals. They have raised an objection to the proposals based on the lack of a sufficient information. Whilst the requirement of a archaeological assessment is deemed appropriate given the potential archaeological value of the site, the lack of an assessment or further information is not deemed sufficient to warrant a recommendation of refusal of the application as such an assessment could be required by an appropriately worded planning condition should the application be approved.

7.04 Airport safeguarding

National Air Traffic Services and Heathrow Airport Limited were consulted on the proposed development and they have confirmed that they have no objections to the proposal subject to an appropriate condition regarding the implementation of a Bird Hazard Management Plan and supporting informative. As such, subject to the condition, the scheme is considered to have an acceptable impact on airport safeguarding.

7.05 Impact on the green belt

The application site is on the eastern bank of the River Colne. The land on the western bank and beyond is within South Buckinghamshire and is designated as Green Belt. The proposed development will have a slightly increased bulk when viewed from the Green Belt, however this increase is considered minimal and not to have a significantly greater detrimental impact on the Green Belt than the existing large scale buildings on the site.

The Council's Conservation and Design Officer has considered the visual impact from public footpath within the Greenbelt and provided the following comments:

'These are long views and the new structure would be some considerable distance away. At present the current 6 storey building is fairly well screened by very large trees, some evergreen and the views are towards an established quite urban skyline. The new structures will be more visible, but the change would not be significant enough to detract from the skyline or the open character of the adjoining spaces.'

As such the minimal impact of the proposals is not considered to be sufficient to warrant a recommendation for refusal of the proposals.

7.07 Impact on the character & appearance of the area

The proposed office development will replace an existing office building within a mixed use area that includes a number of other large scale multi storey buildings. The Council's Design Officer has reviewed the scheme and commented that neither of the existing structures have significant architectural merit. They go on to state that to the north and east of the site are modern buildings that range from 5 to 11 storeys, hence this is a suitable location for a taller structure marking the gateway to the western entrance of the town centre. The current proposals have been subject to considerable pre-application discussions, and the design, scale and massing of the submitted scheme are in line with these discussions. The Council's Design Officer concludes that the proposed buildings are considerable improvement on the existing structures. As such they would have a positive impact on the character and appearance of the area.

The impact of the proposals on the character of the Conservation Areas, are discussed above in section 7.03 of this report.

Impact on the Canal

The Canal and River Trust and the Middlesex Branch of Inland Waterways have raised concerns over the impact of the proposals on the adjacent canal and towpath area. The principle concerns revolve around the relationship of the development to the canal. The proposals have been described as potentially creating a 'canyoning effect' by the Canal and River Trust and as 'over development' by the Inland Waterways.

It is accepted that the development will increase the height of the existing Bridge House by approximately 6m and the multi storey car park by approximately 7m. The new office building would also have a slightly closer frontage to the canal. The development will invariably increase the dominance of what is already a significant frontage on to the canal. However, the context of the existing development and neighbouring buildings should be taken into account. There is already a 'canyoning effect' at present which runs for approximately 100m from the Oxford Road bridge. The length will not materially change. The increase in heights will not have a material adverse change to the current situation. Furthermore, the canal runs on a south-west axis ensuring that the direct sunlight will penetrate the length of the canal towpath to remove concerns over perpetual shading, although there will be a slight detrimental impact from the current situation.

The marginal impacts are partly offset by an improved canal frontage at ground level as recognised by the Canal and River Trust. However, the activity at towpath level will be related to peak office working times and therefore the benefits recognised by the Canal and River Trust will not be present all of the time.

Outside peak working times, this area of the canal will continue to be less attractive than the more open stretches. The development does not materially worsen the situation, and therefore a refusal on this basis would be difficult to support. Notwithstanding that, the Council and its partners seek net improvements through development. In this instance there is a direct relationship between canal and the development and improvements should be sought offsite if not deliverable onsite. As a consequence, a contribution of £30,000 to the Canal and River Trust is sought through the S106 to fund improvements along this stretch of the Canal that offset the harm that remains as a result of this development.

7.08 Impact on neighbours

The proposed buildings will replace existing buildings on the site within the same use classes. As such the proposed impact on neighbouring occupiers is considered to be minimal, especially as the site is separated from the surrounding buildings by the canal, Oxford Road and the River Colne.

The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road, approximately 72m from the proposed new building. As such the impact on residential occupiers is considered to be minimal.

7.09 Living conditions for future occupiers

The proposal is for an office building, accordingly there will be no future residential occupiers.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The parking quantum on the site will be increased to 405 car parking spaces, which relates to an increase of 129 spaces over the existing provision. Included within the 405 spaces are 21 disabled parking spaces. Also proposed are 111 electric vehicle charging facilities to be installed, with a passive option for up to 48 more charging facilities to be installed in the future. 35 motorcycle spaces are proposed.

TfL have raised a number of concerns with the proposal, including the view that there is an excess of parking proposed and that incorrect methodology has been used for calculating predicted trip generation.

The Council's Highway Engineer has been involved throughout the lengthy pre-application discussions on the proposals and has reviewed the submitted details, raising no objection to the proposals.

Car Parking and Trip generation

Following concerns raised by TfL on the accuracy of the methodology used to calculate trip generation, the applicant in discussions with the Council's Highways Engineer, arranged for further surveys to be conducted. TfL's objection was based on the location of the sites used to calculate trip generation, stating that the sites used were not comparable to the application site. Therefore two consecutive video surveys of the application site access to record all movements into and out of the site were carried out on 18 and 19, July 2016. It is worth noting that the surveys and consequent calculations cover the entire island site, rather than just the application site, as there is only one vehicular access off Oxford Road. The maximum observed parking accumulation for the whole island site was 490 spaces (57 unused spaces) which would represent a demand ratio of 1 spaces/34.2 sqm. based

on the total existing floor areas at the site. Based on the additional floor area the additional parking demand would be 345 spaces. The additional provision of 129 spaces plus the 57 unoccupied would restrict the demand to 159 spaces (345-129-57=159).

TfL are objecting to the level of parking being provided for the proposed new development. A total of 405 car parking spaces have been proposed which equates to approximately 1 space to 51sqm. This is above the maximum parking standards of 1 space per 100-600sqm for B1 office use in outer London under the London Plan parking standards.

However, notwithstanding the fact that the existing parking would be an over provision under current parking standards, considering the additional area on its own would permit 118 additional car parking spaces. In addition, it is worth noting that the development site is located just inside the borough boundary. If it were to be located just outside, on the opposite side of the River Colne, the Bucks County Council's current standards of 1 space per 25 sqm could permit 471 spaces for the additional floor area or 942 overall.

The new survey information has been provided subsequent to TfL raising their concern. The applicant has also reduced the level of parking to 129 spaces rather than the 135 initially proposed. These factors, plus the location of the site at the very limit of the Greater London Area, results in the conclusion that the level of parking being proposed is considered acceptable. The Council's Highway's Engineer has raised no objection to the proposal parking levels as submitted.

Cycle Parking

A total of 187 cycle parking spaces are to be provided which meet the London Plan standards. The cycle parking would need to be in a covered and secure location. The Council's cycle parking standards would require a minimum of 471 spaces which are considered to be excessive for this location. Whilst TfL have objected to the use of 'Brompton' (folding) cycle storage facilities, a condition could be added to the consent to control the type of cycle storage provided. TfL have also noted that the applicant could enter into a Travel Plan scheme to provide/subsidise the use of Brompton/foldable bikes for staff. A Travel Plan is recommended to be secured through the S106 Agreement should the application be approved.

Complementing the cycle parking, a total of 198 storage lockers will be provided, along with 28 showers. The Council's Highway Engineer and TfL are satisfied with the quality and location of these facilities.

Motorcycle Parking

35 motor cycle parking bays are being provided which comply with the Council's standards.

Mitigation Works

In order to mitigate the impact of the proposal on the local highway network, the Council's Highways Engineer has requested that the Section 106 require the developer to carry out a study of the network, scope to be agreed with the Council, to be completed before commencement of development and a sum with an upper limit of £150,000 set aside for any mitigation works which ought to be completed prior to occupation. These costs are in addition to any other highway works, at and adjacent to the site access, already proposed by the developer and shown on plans.

7.11 Urban design, access and security

Urban Design

The Greater London Authority were consulted on the proposed development and concluded that 'the proposals will deliver high quality, well-designed flexible workspace that will support London's function as one of the World's most attractive and competitive business locations. The design approach is supported.'

Security

The Metropolitan Police Designing Out Crime Officer was consulted as part of the application process and has reviewed the submitted details, notably section 5.16 of the Design and Access Statement which refers to the Secure By Design requirements. They have raised no objections to the submitted details and as such the proposals are considered acceptable.

7.12 Disabled access

The Council's Access Officer has reviewed the submitted details and raised no objections to the development subject to the attachment of an appropriate condition to secure an accessible shower cubicle. The Greater London Authority as concluded that 'The proposed scheme accommodates inclusive design'.

As such, subject to condition, the proposal is considered to be acceptable from an access perspective.

7.13 Provision of affordable & special needs housing

No residential units are proposed as part of this application. As such, this is not relevant to the application.

7.14 Trees, landscaping and Ecology

Landscaping

The Council's Landscape Architect has been involved in the lengthy pre-application discussions for the proposal, including the significant landscape improvement works proposed adjacent to the canal. They have reviewed the submitted details, support the proposals and subject to the attachment of a landscaping condition they raise no objections.

Ecology

The Environment Agency (EA) initially objected to the proposals based on the lack of an 8m wide buffer zone to the River Colne and the failure of the proposed development to restore the ecological value of the river corridor.

However the red line boundary does not take in the top of the bank and the application boundary is set some distance back from the river. Furthermore, the design of the development as originally proposed and reviewed by the EA involved very little change to this area as it currently stands. The development therefore has a minimal impact on the river bank. Based on the EA comments, the reason for refusal would not be because of the development's impact on the current environment in that it is reducing or removing an 8m buffer - instead, the concerns appear to be based on the development failing to increase the existing buffer to 8m. Despite discussions between the Council's Sustainability Officer and the EA, and a request for further details from the EA, there is insufficient reasoning to believe that the continued failure to provide an 8m buffer zone near the car parking area is contributing to a detrimental impact to the river corridor. However, notwithstanding the small area in question and the fact the rest of the corridor in this area is considered to be as good in ecological terms as can be achieved in an urban setting, the Applicant has removed six existing car parking spaces within close proximity to the River Colne, as such the development is now proposing an improved impact over the existing situation.

With regards to the failure of the proposed development to restore the ecological value of the river corridor, despite requests to the EA, no evidence has been presented to confirm that the river corridor is failing in this area. As set out above, the application site does not include the river within the red line boundary and the Agency response does not clearly demonstrate that the development will have an adverse impact on the watercourse itself. It is therefore considered unreasonable to expect the developer to undertake significant works to a river that is not within their ownership, not within the red line boundary of their planning application, that is not been shown to be detrimentally impacted by the development and when the works have not been proven to be necessary. Therefore, there is considered to be insufficient justification for a reason for refusal on these grounds.

Notwithstanding the above, the Council recognises the need for sympathetic treatment of the development's boundary with the river bank. Enhancement opportunities and detailed riverside treatment can be secured through a suitably worded ecology condition which is recommended to be attached to this consent.

7.15 Sustainable waste management

The Council's Waste Management Officer has reviewed the submitted details and subject to the attachment of a suitable informative raises no objection to the proposals.

7.16 Renewable energy / Sustainability

The on-site carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. While it is acceptable that there is little further potential for carbon dioxide reductions onsite, the applicant should ensure the short fall in carbon dioxide reductions, equivalent to 53 tonnes of CO₂ per annum, is met off-site.

As such it is recommended that an off-site contribution of £95,400 is secured through the S106 agreement.

The Council's Sustainability Officer has reviewed the submitted details and subject to the attachment of an appropriate condition for the provision of Photovoltaic Panels and the off-site contribution of £95,400 being secured through the S106 agreement has raised no objections to the proposal.

7.17 Flooding or Drainage Issues

The Environment Agency have confirmed that they have no objections to the proposals from a flood risk perspective.

The Council's Flood and Water Management Officer has reviewed the submitted details and subject to the attachment of an appropriate condition has raised no objections to the proposal, provided that any details submitted pursuant to that condition addresses the officer's concerns over the proposal for all run off to be directed into the River Colne where at present it also drains into the canal.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit have reviewed the submitted proposals and subject to the attachment of appropriate conditions to cover noise mitigation, contamination and a Construction Environmental Management Plan have raised no objection to the development.

7.19 Comments on Public Consultations

The issues raised by the public consultation process have been covered within the body of this report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Saved Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

1. Highway Works: S278/S38 for required Highways Works
2. Contribution towards improvements to the local highway network with an upper limit of £500,000, plus a transport appraisal to include modelling of the local network prior to commencement of the development.
3. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
4. Employment Training Initiatives
5. Refuse & Delivery Management Scheme
6. Canal Towpath/Canal and River Trust, as follows:-
 - a) £30,000 Contribution towards improvements to the Canal Towpath/Canal and River Trust, including a management scheme for the future maintenance of the Towpath;
 - b) a survey of the condition of the waterway wall and schedule of the repairs;
 - c) submission of details for approval relating to improved access to the canal and its towpath, and for the opening up of the canalside area.
7. Travel Plan: to include £20,000 Bond
8. Public Realm Contribution of £150,000
9. Off-site sustainability contribution of £95,400 to a carbon fund.
10. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £922,232.28.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £980,130.27.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

None

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

None

10. CONCLUSION

This application seeks full planning permission for the demolition of an existing office building (Use Class B1(a)) and multi-storey car park and the redevelopment of the site to provide a new office (Use Class B1(a)) of 22,875 sqm, associated multi-storey car park and cafe (Use Class A1/A3) of 87 sqm and associated landscaping and improvement works to the adjacent canal towpath.

The site fronts onto Oxford Road (A4020) and is between the River Colne and the Grand Union Canal. The site is within Uxbridge Town centre and is within an Archaeological Priority Area.

It is considered that the proposed development would result in an acceptable visual impact on the visual amenities of the site, the wider area, the adjacent Green Belt and Conservation Area, and the nearby listed building. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring units and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds.

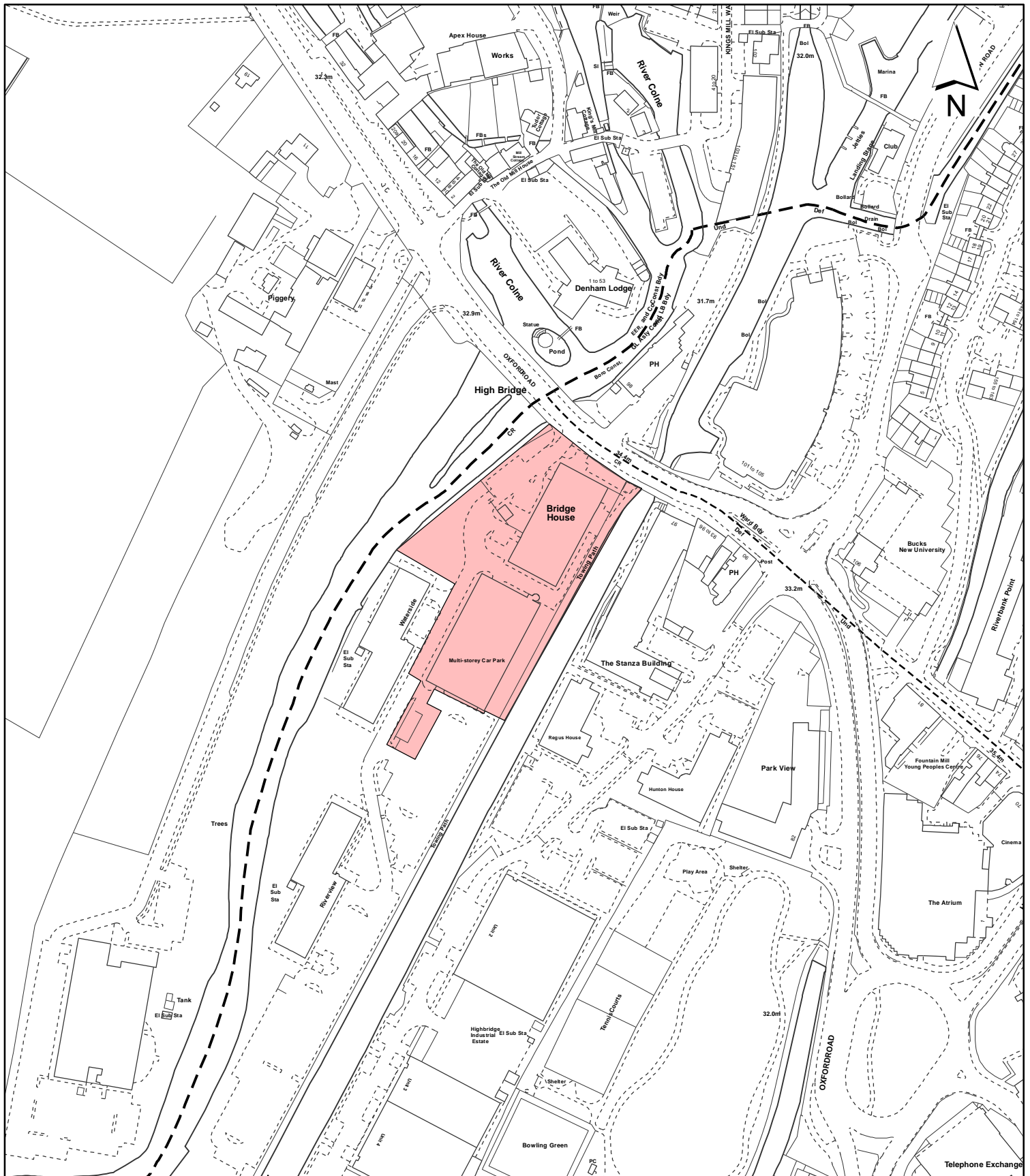
The development proposals accords with the saved Unitary Development Plan policies, the Local Plan Part 1 policies, the London Plan and the NPPF and, accordingly, approval is recommended subject to conditions and the completion of a S106 Legal Agreement.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

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Notes:

 Site boundary

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Planning Application Ref:

40050/APP/2016/852

Scale:

1:2,500

Planning Committee:

Major

Date:

December 2016



HILLINGDON
 LONDON