

Report of the Head of Planning, Sport and Green Spaces

Address FORMER TRIMITE SITE ARUNDEL ROAD UXBRIDGE

Development: Proposed redevelopment of the site for three industrial/warehouse units with ancillary offices (Use Classes B1c/B2/B8) and a total floorspace of 16,178sq.m (GEA) including a new access off Ashley Road, a minor re-alignment of the highway, service yards, car parking and landscaping.

LBH Ref Nos: 9117/APP/2016/278

Drawing Nos: Flood Risk Assessment
Landscape Management Schedule
Phase 1 Land Quality Assessment Report
Air Quality Assessment
Framework Travel Plan
Transport Assessment
Design and Access Statement
Agent's letter dated 22/1/16
30802-PL-100A
30802-PL-102B
30802-PL-104A
30802-PL-105A
30802-PL-107A
BREEAM Pre-Assessment Report, Unit 1
BREEAM Pre-Assessment, Units 2 and 3
P155-150116 A
30802-PL-101A
16654-GA-04 Rev. A
30802-PL-103B
30802-PL-106B
15-129/600 Rev. P1
15-129/300 Rev. P1
Energy Strategy Report, Planng Submission Revision 1
Technical Note: Assessment of the Canal Bridge Signals and the Wallingford Road/Cowley Mill Road Priority Junction
16654-ATR-01 Rev. B
16654-ATR-02 Rev. B
Geo-Environmental & Geotechnical Assessment (Ground Investigation) Report
30802-PL-101F
683.19.01 Rev. B
30802-FE-16
683.29.01 Rev. B

Date Plans Received:	22/01/2016	Date(s) of Amendment(s):	20/07/2016
Date Application Valid:	01/02/2016		14/07/2016
			19/07/2016
			22/04/2016
			31/05/2016
			29/04/2016

22/01/2016
08/07/2016

1. SUMMARY

Members may recall that this application was originally presented to the Major Planning Applications Planning Committee on 3/8/16 when the officer's recommendation for approval was agreed, subject to the application being referred back to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008 for his Stage Two Report, and no adverse comments being received from Historic England (Archaeology) that could not be dealt with by planning condition. Final permission was also subject to a S106/S278/S38 Agreement or other appropriate legislation to secure:

1. Highway Works: to include Priority Junction on Ashley Road, pedestrian crossing point in Cowley Mill Road, footway widening and land dedication in Cowley Mill Road including footway resurfacing in front of the site, improvement of Wallingford Road junction and new parking and loading restrictions,
2. Travel Plan, to include a £20,000 bond,
3. A study of 'cycling level of service' of streets and junctions in the vicinity of the site, in particular links to Uxbridge Station, following the methodology in the London Cycling Design Standards prior to the occupation of the buildings,
4. Construction Logistics Plan before start of construction.
5. Deliveries and Servicing Plan,
6. Employment Training,
7. Construction Training: A financial contribution or delivery on site of a construction training scheme (to address training during the construction phase of the development).
8. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

The legal agreement has not yet been signed.

As part of the work involved in the preparation of the legal agreement, it has come to light that a small parcel of land adjacent to the site access at the junction of Ashley Road and Cowley Mill Road required for the highway improvement work was registered on a different title to that of the rest of the site under the ownership of the applicant although the land has been subsumed within the boundary of the Trimate site and has generally been considered part of the site for a number of years. The registered owner of this land appears to be a company called J Stoddart, although this company no longer exists having been wound up in 1980.

In order to regularise the matter, the applicant has provided an appropriate notice and advertised the application in the Uxbridge Gazette on 25/1/17. Re-consultations were undertaken on the application on 25/1/17, with a closing date of 8/2/17.

Three neighbouring occupiers on the opposite side of Cowley Mill Road have responded, making the following comments:-

(i) As a resident living on opposite side of Cowley Mill Road, current application is unacceptable as proposal includes double yellow lines outside my house which would be in force 24/7. This will seriously impact upon quality of family life, - what about deliveries and visitors? I have an elderly mother who visits who is reliant upon the car, a registered disabled son who in time, is likely to require carers who will not be able to attend and our children would not be able to stay when dropping-off/collecting grandchildren when go/return from work. I have no objections to the building on the old Trimite site but to impact like this on residents is unacceptable. If restrictions are required, implement resident only for the four effected houses 77-80 Cowley Mill Road Mon - Fri 8am to 6pm,

(ii) From Transport Statement and Assessment of the Canal Bridge Signals and Junction Report submitted with the application, these demonstrate that the proposed development will not have a 'severe' impact on the local road network and therefore no justification for the draconian parking restrictions on residents,

(iii) HGV's never turn right from Ashley Road into Cowley Mill Road and travel towards the bridge. The bridge has such restrictions that this cannot happen. As such no HGV's will cross the bridge towards Ashley Road either. The application was made, therefore on inaccurate and misleading data. We accept that HGV's may travel out of Wallingford Road but this is a separate issue not associated with this application,

(iv) Problem could be alleviated in various ways that would not impact upon residents, including making the section of Cowley Mill Road east of junction with Ashley Road 'No Entry' to goods vehicles over 7.5t. This would force all HGV's into the estate via Ashley Road that would reduce traffic flow in the area that is proposed for parking restrictions, negating the need for restrictions. Another potential solution would be to make Wallingford Road one way and make it no entry at the junction with Cowley Mill Road. This would significantly reduce the traffic flow in the area, again, making the need for restrictions irrelevant, or combination of both? At very least, consideration should be given to changing the parking restrictions to either resident only (outside the residents property) or single yellow lines Monday to Friday (working hours only). This would still create issues to the residents, but maybe something that can be worked with. Double yellow lines on the South side of Cowley Mill Road between Wallingford and Ashley Road will not be an issue and I would support this element of the application,

(v) There will be even more lorries travelling down Cowley Mill Road, shaking house. With potentially 120 more vehicles per day plus HGVs will be excessive when road was not built for this,

(vi) I find document A116D very confusing as it appears to indicate a road widening scheme but relates to different buildings. Is this still a consideration? The current proposed site plan indicates offices will be located on the first floor of building two on the North face. This indicates that workers will have the potential to look directly into my bedroom window. This is also an issue for the residents of Andover Close who I am certain don't wish office workers looking into their bedrooms. Why can't the offices be on the South face and not the North face? I understand that the site needs to be developed. I understand that compromise on the part of all will be needed however, please don't place the bias towards commerce.

(vii) It would appear that the latest consultation has only arisen as a result of our correspondence with the MP and Councillors. I find it very worrying that major changes were made to the application post resident consultation, and subsequently approved,

without any further input from those who were to be effected. I would like some explanation as to how this could be allowed to happen,
(viii) Council's on-line system for submitting comments is unfair as limits comments to 4,000 characters,

A ward Councillor has requested the application be re-presented to committee as they would like the opportunity to speak as ward councillor.

Officer's comments

The proposed scheme has not changed since Members considered the previous committee report that was presented to committee on 3/8/16, when Members resolved to approve the proposal for the industrial re-development of this IBA site. In terms of statutory consultee responses, The GLA have not raised any issues and have confirmed that the LPA is authorized to determine the application. Historic England (Archaeology) have now confirmed that an archaeological assessment and evaluation was conducted in 2014 which showed the site to be heavily contaminated and disturbed, with no evidence which would indicate archaeological potential and therefore no further assessment or conditions are necessary. Additional responses from the Canals and Rivers Trust, the Environment Agency and the Metropolitan Police also confirm that they have no further comments to make on this application.

In terms of the objector's comments, the officer responds as follows:-

As regards points (i) - (iv), whilst the parking restrictions would have the potential to inconvenience adjoining residents, an appropriate balance has to be struck in terms of the benefits of bringing this vacant, rather overgrown and derelict industrial site back into use, with all the attendant employment benefits that would bring to the local community, together with the enhancements to highway operation, efficiency and safety that the highway improvement works would bring. In this case, it is considered that these benefits would outweigh the likely inconvenience that some adjoining residents are likely to experience. Notwithstanding this, loading and unloading is permitted on single and double yellow lines, provided the vehicles do not cause an obstruction and there is no loading ban. As such, there will be some flexibility to accommodate deliveries of supplies and/or pick up and drop off within any proposed parking restriction. Furthermore, the parking restrictions will be subject to a Traffic Regulation Order, which will involve further public consultation, when the parking implications would be further considered and any restrictions may alter. In terms of point (v) this was considered in the original committee report. In terms of point (vi), Drw. No. A116D was a site plan submitted with this application as an early illustration of the extent of the road widening, but it shows an earlier proposal on a smaller site and the plan does not form part of and has not been included in the plan list on the current proposals. First floor mezzanine offices are proposed along the Cowley Mill Road frontage and the implications of these for the residents on the opposite northern side of the road have been considered in the officer's report. As regards point (vii), the need for the latest consultation has only arisen due to the applicant not being the registered owner for the whole of the site and as regards point (viii) a full response has been received from this consultee which is reported above.

The application is therefore recommended for approval, as previously agreed.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to no additional responses being received to the notice in the local paper that raise material planning objections to the scheme

that have not already been dealt with in this report and the following:

1. That the Council enter into a S106/S278/S38 Agreement or other appropriate legislation to secure:

1. Highway Works: to include Priority Junction on Ashley Road, pedestrian crossing point in Cowley Mill Road, footway widening and land dedication in Cowley Mill Road including footway resurfacing in front of the site, improvement of Wallingford Road junction and new parking and loading restrictions,
2. Travel Plan, to include a £20,000 bond,
3. A study of 'cycling level of service' of streets and junctions in the vicinity of the site, in particular links to Uxbridge Station, following the methodology in the London Cycling Design Standards prior to the occupation of the buildings,
4. Construction Logistics Plan before start of construction.
5. Deliveries and Servicing Plan,
6. Employment Training,
7. Construction Training: A financial contribution or delivery on site of a construction training scheme (to address training during the construction phase of the development).
8. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

B) That the applicant meets the Council's reasonable costs in the preparation of the S106/S278/S38 Agreement and any abortive work as a result of the agreement not being completed.

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 28th September 2016, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The development has failed to secure obligations relating to highway improvements and transport, construction and employment training and project management. Accordingly, the proposal is contrary to 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 Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy 5.12 of the London Plan (March 2016) and the NPPF.'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be attached:-

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 30802-PL-100A, 30802-PL-101A, 30802-PL-101F, 30802-PL-102B, 30802-PL-103B, 30802-PL-104A, 30802-PL-105A, 30802-PL-106B, 30802-PL-107A, P155-150116 A, 16654-GA-04 Rev. A, 16654-ATR-01 Rev. B, 16654-ATR-02 Rev. B, 683.19.01 Rev. B, 683.29.01 Rev. B, 30802-FE-16, 15-129/300 Rev. P1 and 15-129/600 Rev. P1 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 (2015).

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:

Reduction in energy use and renewable technology installation [Energy Strategy Report, Planning Submission Revision 1, dated April 2016]
Noise mitigation measures [Noise Assessment]
Landscape management and maintenance [Landscape Management Schedule]
Land contamination mitigation [Geo-Environmental & Geo-technical Assessment (Ground Investigation) Report]
Reduction in reliance on the private car [Framework Travel Plan]
Air quality mitigation [Air Quality Assessment]
Flooding mitigation measures [Flood Risk Assessment]
Building performance measures [BREEAM Pre-Assessment Reports, Unit 1 and Units 2 and 3]

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

REASON

To ensure that the development complies with the objectives of Policies 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.21, 7.14, 7.15 and 7.21 of the London Plan (March 2016) and Policies BE38, OE1, OE3, OE7, OE8 and OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, 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.

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 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: -

- 2.a Details of the screened and secure storage of refuse/recycling
- 2.b Means of enclosure/boundary treatments
- 2.c Car Parking Layouts (including demonstration that 30 spaces (20% of all parking spaces) are served by electrical charging points, with a further 15 spaces (10% of all parking spaces) being capable of conversion to provide electric charging in the future)
- 2.d Hard Surfacing Materials
- 2.e Details of external lighting
- 2.f Details of 8 motorcycle spaces

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 (2015).

6 NONSC Revised Cycle Parking Provision

Notwithstanding the details submitted on Drawings Nos. 30802-PL-101F, revised details of the provision to be made for cycle parking to include a total of 41 long stay and 18 short-stay spaces and a revised siting of the spaces serving Unit 1 so that they are closer to the unit's entrance, shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the revised details and the cycle parking spaces shall be permanently retained for so long as the development remains in existence.

REASON:

To ensure that adequate facilities are provided in accordance with Policy 6.9 of the London Plan (March 2016).

7 NONSC Low Emission Strategy

Prior to operation of the site, a Low Emission Strategy addressing emissions of vehicles associated with the operation of the site shall be submitted to and approved in writing by the Local Planning Authority. As a minimum, the low emission strategy will demonstrate that all the HGVs associated with the operation of the site will have euro 6 emission standards or tighter (as euro standards get updated). In the instance this fleet composition is not viable in the opening year of the site, the strategy will present a clear plan for the fleet update over the next 24 months. It will also include a plan to encourage/provide an incentive for staff to use cars to be euro 5 or above.

REASON:

To ensure that the operational use of the development is not unduly detrimental to the air

quality within the Air Quality Management Area, in accordance with Policy 7.14 of the London Plan (March 2016), Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies, the Mayors Air Quality Strategy and the Local Action Plan.

8 NONSC Living Walls/ Roofs

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 Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

9 NONSC Revised Elevations with PV Panels

Notwithstanding the details shown on Drawing Nos. 30802-PL-105A, 30802-PL-106B and 30802-PL-107A, revised elevation drawings shall be submitted to and approved in writing by the LPA, which include the proposed PV panels.

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)

10 NONSC Control of Noise Scheme

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical and administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures. The said scheme shall include such secure provision as will ensure that the said scheme and all of it endures for use and that any and all constituent parts are repaired and maintained and replaced in whole or in part so often as occasion may require. The scheme shall include:-

- (i) A 10 mph speed limit shall apply to all vehicles entering and leaving the site;
- (ii) All goods vehicles used at the site shall be of recent construction and shall conform to recent European Union noise emission standards;
- (iii) A "Considerate Neighbour" package shall be produced and distributed to all drivers and other workers associated with the site advising site location, route to/from the site, the 15 mph site speed limit, the requirement to minimise noise (such as not to slam doors) and to drive in such a manner that respects the amenities of neighbours;
- (iv) Vehicles shall be fitted with directional white noise reverse alarms set to the ambient level;
- (v) The level of noise emitted from all activities from the site including goods vehicle movements and loading/unloading activities, shall not exceed 55 dB LAeq,1hr (free field) (0700 to 2300 hrs) in outdoor living areas of any neighbouring residential property on any day, and 45 dB LAeq,5mins (facade) and 60 dB LAmax (facade) (2300 to 0700 hrs.) outside any bedroom of any neighbouring residential property on any night;
- (vi) An effective site management plan, including the provision of 24-hour supervision at the site to ensure compliance with measures (i) to (v) above, shall be devised and implemented;

(vii) Measures to adequately control noise from plant and equipment at the site affecting neighbouring residential properties, the rating level of such noise shall be at least 5dB lower than the existing background noise level. The measurements and assessment shall be made in accordance with BS4142;

(viii) Measures to adequately insulate the buildings at the site to control breakout of noise from within the units affecting neighbouring residential properties;

(ix) Details of the proposed acoustic boundary treatment including locations, height and length

REASON:

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

11 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 Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

12 NONSC Drainage System Management & Maintenance Plan

Prior to the commencement of works on site, a drainage system management and maintenance plan shall be submitted to and approved in writing by the LPA.

The drainage works shall be maintained in accordance with the approved plan.

REASON:

To ensure that the drainage works are maintained in good order to ensure their effectiveness, in accordance with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.13 of the London Plan (March 2016).

13 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 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.

(b) 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.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

14 NONSC Secure 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 excising 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 Policies 7.1 and 7.3 of the London Plan (July 2011).

15 NONSC Crane/Tall Construction Equipment Management Plan

No development shall take place, including any works of demolition until a construction management strategy, to include details of cranes and other tall construction equipment (including obstacle lighting) has been submitted to and agreed in writing by the Local Planning Authority, in consultation with MoD Safeguarding. The construction of the development shall be carried out in accordance with the strategy so agreed.

Reason:

To ensure that construction work and construction equipment associated with the development does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter and receiver systems in accordance with Policy 7.7 of the London Plan (March 2016).

16 NONSC Water Use and Recycling Scheme

Prior to the commencement of works on site, details of a water use and water recycling scheme shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in strict accordance with the approved details unless otherwise agreed by the LPA and the scheme maintained for so long as the development remains in existence.

REASON:

To comply with Policy 5.15 of the London Plan (March 2016).

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 (2015) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.17	(2015) Strategic Industrial Locations
LPP 3.2	(2015) Improving health and addressing health inequalities
LPP 4.12	(2015) Improving opportunities for all
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.9	(2015) Overheating and cooling
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity
LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment

LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2015) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
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
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM4	Safeguarded road proposals - schemes shown on Proposals Map
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street

	furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 115 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).

4

The Environment Agency advise that:-

Developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to the contaminated land pages on GOV.UK for more information.

The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material

arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterized both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to:

- the Definition of Waste: Development Industry Code of Practice on the CL:AIRE website and;
- The Environmental regulations page on GOV.UK.

Contaminated soil that is, or must be, disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterized both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to the Hazardous Waste pages on GOV.UK for more information.

Please note once developed if the new site is used for a Part A Listed Activity under Environmental Permitting Regulations or a waste management activity an environmental permit will be required. This may include additional measures relating to sealed drainage, dust suppression, fire management etc.

5 121 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

6

Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a

term contract planned for their maintenance.

7

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

8

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.

9

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. 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.

10

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

3. CONSIDERATIONS

3.1 Site and Locality

The 2.17ha application site is located within the Uxbridge Industrial Estate and is bounded by Cowley Mill Road and Ashley Road to the north and north-west, Wallingford Road to the east, Salisbury Road to the south and Arundel Road to the south-west. The site was previously occupied by Trimite, a paint manufacturer and accessed from Cowley Mill Road, Arundel Road and Salisbury Road but it has now been cleared, with building rubble being piled on site and hoarding erected around its boundaries. The application site comprises almost the whole of the area bounded by these roads, with the exception of units which occupy the south eastern corner, adjoining Wallingford and Salisbury Roads.

The Uxbridge Industrial Estate for the most part, appears tired and unattractive with poor infrastructure in terms of the quality of buildings, site boundaries and estate roads. The estate has also not benefitted from planned landscaping, with the only vegetation being small areas of self-set scrub.

Adjoining the site to the north, on the opposite side of Cowley Mill Road are residential properties, whereas to the east, south and west is the industrial estate. Behind the industrial premises fronting the eastern side of Wallingford Road is the Grand Union Canal and its towpath. Beyond the industrial premises some 150m to the south-west is the Colne River which at this point marks the borough boundary and beyond the river is open

countryside which forms part of the Green Belt through which runs the M25.

The site forms part of the Uxbridge Industrial Business Area as designated by the Hillingdon Local Plan - Saved UDP Policies (November 2012), forms part of an Area Quality Management Area and is located within the Colne Valley Archaeological Priority Area. This part of the frontage along Cowley Mill Road is also the site of a safeguarded road proposal as identified by Policy AM4 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

3.2 Proposed Scheme

This application is for the re-development of the site to provide three industrial/warehouse buildings (Use Classes B1c, B2 and B8) of varying sizes, all with their own ancillary offices, service yards and car parking, served by a single access from Ashley Road. This would utilize a new priority junction on Ashley Road located between Units 1 and 2. This would serve the internal access road that would pass between these units and serve the car parks and service yards of all three units. The buildings would have a total Gross Internal Area (GIA) of 15,531sqm (16,178sqm Gross External Area (GEA)).

Unit 1 would be the largest of the units with a floor area of 11,116sqm (GIA) (11,461sqm GEA), which would occupy the north-western corner of the site at the junction of Ashley and Arundel Roads. The unit would measure approximately 130m x 80m and have a shallow pitched dual hipped roof with a maximum ridge height of 16.03m. The unit would include 1,385sqm of ancillary office space on the ground and mezzanine first floor adjoining the north-eastern elevation which would have ground and first floor windows which would return along a small section of the south-eastern elevation. The service area would also be along the south-eastern elevation which would have 9 no. dock levelers and 5 no. level HGV access bays. A total of 106 parking spaces would serve this unit, with 76 parking spaces provided in the south-eastern corner of the site, which would be separated from the service area, a further 5 parking spaces would be provided with 22 cycle spaces adjacent to the south-east elevation with 25 parking spaces adjacent to the north-east elevation, including 5 disabled spaces adjacent to the main access road.

Unit 2 would be the mid sized unit with a floor area of 3,346sqm (GIA) (3,550sqm GEA) sited in the north eastern corner of the site at the junction of Cowley Mill Road and Wallingford Road. The building would be approximately 60.1m x 47.8m and have a shallow pitched dual hipped roof with a maximum ridge height of 11.10m. The unit would provide 643sqm of ancillary office space at first floor level along the north elevation and this elevation would incorporate ground and first floor windows which would also wrap around onto a small section of the east elevation. The HGV level service bays (3 in total) would be sited on the west elevation, with 7 parking spaces provided in the service yard, with the main segregated car park to the north of the service yard providing 26 spaces, including 2 disabled spaces and 10 cycle spaces.

Unit 3, the smallest unit would have a floor area of 1,069sqm (GIA) (1,167sqm (GEA)), located in the south eastern corner of the site, behind the unit(s) fronting Wallingford Road. The unit would be approximately 38.0m x 25.9m and have a shallow pitched hipped roof with a maximum ridge height of 11.33m. This would include 187sqm of ancillary office floor space at first floor level on the north elevation and this elevation would incorporate ground and first floor windows which would also wrap around onto a small section of the west elevation. 2 level HGV bays would also be provided further to the east on the north elevation. A segregated car park for 10 vehicles would be provided in front of the service yard adjacent to the north elevation which would include 1 disabled space and 4 cycle

spaces.

Highway works:-

In association with this it is also proposed to adjust the development site boundary along Cowley Mill Road to allow for an improvement to the alignment of the highway. Land would be dedicated to the Council and in the short term, this would form part of the footpath. In addition to the new Priority Junction on Ashley Road, the proposal also includes a new pedestrian crossing point in Cowley Mill Road, footway resurfacing in front of the site, improvement of Wallingford Road junction and new parking and loading restrictions along Cowley Mill Road and its junctions with Ashley Road and Wallingford Road.

The application is supported by the following documents:-

Design and Access Statement:

This provides an introduction to the assessment and outlines its content. The site context is assessed and an analysis of the design principles provided. The development proposals are described and the statement goes on to consider sustainability issues and personal safety and crime prevention and provides an access statement.

Planning Statement:

This provides an introduction to the scheme, describes the site, relevant planning history and the development proposals. Relevant national, strategic and local planning policies, together with the Mayor's relevant supplementary planning guidance. Various planning considerations are assessed under the headings of principle of development, access, land quality, noise, flood risk, air quality, transport and energy renewables and carbon dioxide reductions. The statement concludes by stating that the development meets all relevant policy requirements and that the proposals will deliver a sustainable economic development that will create new jobs and enhance the employment land portfolio in Hillingdon so that consent should be granted.

Transport Statement:

This provides an introduction to the study and describes the existing site and surroundings in terms of the transport infrastructure. The development proposals are described, with a focus on access arrangements. Junction visibility and parking standards are then assessed, including disabled parking requirements, cycle parking and electric charging points. An analysis of trip generation and traffic impacts is then provided and relevant transport policy is assessed. A summary and conclusions drawn from the study are presented.

Framework Travel Plan:

This sets out the background to the plan describes the site, the development proposals and the accessibility of the site. The Travel Plan describes its purpose and goes on to advise of the objectives and targets, plan initiatives and measures and describes how the travel plan will be managed , monitored and reviewed.

Technical Note: Assessment of the Canal Bridge Signals and the Wallingford Road/Cowley Mill Road Priority Junction:

This provides further modeling of Canal Bridge shuttle signal junction and the priority junction of Cowley Mill Road/ Wallingford Road.

Noise Assessment:

This provides an introduction to the study, describes the site, the development proposals and the background to the assessment's methodology. Relevant national, regional and local policy and guidance is then assessed and the study methodology described and baseline noise survey results are presented. The report then goes on to assess the likely operational activity and fixed plant noise impacts of the proposed development and compares these to the baseline noise levels for day, evening and night-time periods. Mitigation measures are described, including a 2.5m high acoustic fence at the northern end of the site; provision of electrical hook-up points for Unit 1, so refrigerated trailers can be electrically-powered rather than use their internal engines; diesel-powered refrigerated trailers should not be used at night and the opening of the level access doors on Units 2 and 3 may also need to be controlled during the night-time period, where the noise in the spaces behind the doors is at a level of 65dB(A) or above.

The report concludes by stating that providing the mitigation measures are implemented, noise levels at the properties closest to the site would be no higher than the background sound levels so that noise from the site would not pose a material constraint to the proposed development.

Air Quality Assessment:

This provides the background to the study, describes the existing site and the proposed development. Relevant international, national, regional and local legislation and guidance is assessed and the report's methodology is described for the construction and operational phases. Results are presented and mitigation measures are proposed, including techniques to control dust emissions from the construction phase and use of a Travel Plan to reduce single occupancy car usage.

Phase 1 Land Quality Report:

This describes the site and the proposed development. The report notes that the site has been the subject of various previous land contamination assessments and these are then reviewed. The existing site is described and a history of the use of the site is presented. The land is described in terms of its geology and geotechnics, hydrogeology and hydrology. The report summarises previous findings, namely that the large body of previous work has identified numerous areas of concern within the site, including the presence of several 'plumes' of impacted shallow groundwater with elevated concentrations of contaminants and the presence of vapours and soil gases. The report concludes by making recommendations for further work, including further site assessments to define the required remediation works.

Geo-Environmental & Geotechnical Assessment (Ground Investigation) Report:

This describes the history of the site and previous ground investigations. It goes on to describe the methodology of the assessment, including further ground investigation which was undertaken between 14 and 18 March 2016. The methodology is described and results of the soil laboratory analysis are presented. The report concludes with making detailed recommendations.

Energy Strategy Report (Planning Submission Revision 1, dated April 2016):

This revised report assesses the various energy technologies available and makes recommendations for the preferred option.

BREEAM Pre-Assessment Reports:

The 2 reports assess the energy performance of Unit 1 and Units 2 and 3.

3.3 Relevant Planning History

Comment on Relevant Planning History

5 applications have been submitted since 2014, seeking to re-develop parts of this site, but they have all been withdrawn to allow this application to be submitted for the site's comprehensive re-development.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E7	(2012) Raising Skills
PT1.HE1	(2012) Heritage
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.T1	(2012) Accessible Local Destinations
PT1.CI1	(2012) Community Infrastructure Provision

Part 2 Policies:

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.17	(2015) Strategic Industrial Locations
LPP 3.2	(2015) Improving health and addressing health inequalities
LPP 4.12	(2015) Improving opportunities for all
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals

LPP 5.7	(2015) Renewable energy
LPP 5.9	(2015) Overheating and cooling
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity
LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.14	(2015) Freight
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2015) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
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
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures

OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM4	Safeguarded road proposals - schemes shown on Proposals Map
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **25th February 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

66 neighbouring properties have been consulted, 5 notices have been displayed around the site with a closing date of 4/3/16 and the application has been advertised in the local press on 10/2/16. Initial responses have been received from 4 neighbouring properties, 1 in general support and 3 raising concerns which are summarized below. Further responses have been received from 2 properties, querying the delay in determining the application.

Objection comments:-

- (i) Left turn out of Wallingford Road on to Cowley Mill Road is currently impossible for HGVs if there is east bound traffic on Cowley Mill Road queued at Swan Bridge lights. A small land take from this development would enable the junction to be realigned to facilitate this manoeuvre. This is doubly important as HGVs will soon be unable to turn right out of Wallingford road due to impending weight and width limit on Swan Bridge,
- (ii) Proposed office block directly opposite our house will be closer to the boundary than any previous applications, with first floor offices constantly overlooking our property and potentially into our bedroom which will compromise our privacy. If you can prove that the landscaping will prevent this for our first floor windows then we may reconsider,
- (iii) Proposal will block the usually good light levels at the front of my property,
- (iv) Unable to open any of the plans except the road widening plan. Please sort out the plans so I can make a better informed decision,
- (v) Would like to be consulted again as this application progresses towards a decision.

Comments in support:-

- (vi) Essential and much needed re-development will benefit the entire site as it has been in a poor state for a few years now and not very welcoming due to the poor state of the roads which is not good for other businesses on the site,

Comments concerning delay:-

- (vii) Decision was due on 2/5/16. Living opposite the site, am sick of having to look at piles of rubble. I wish the site to be developed ASAP,
- (viii) What is the hold up here, why has this much needed development not been given the go ahead? The rest of the site has been allowed to become like a bomb site and out of control, with roads so bad and unrepaired it's becoming a nightmare running a business here.

ENVIRONMENT AGENCY:

The site is located on Secondary A Aquifer and is affected by flood zone 2. We have no objections to the proposed development but have the following comments in relation to the site constraints.

Flood Risk

In relation to the flood risk on site we have produced a series of standard comments for local planning authorities (LPAs) and planning applicants to refer to on 'lower risk' development proposals where flood risk is an issue. These comments replace the requirement for direct case by case consultation with us. This planning application sits within this category.

Our standard comments are known as Flood Risk Standing Advice (FRSA). We recommend that you view this standing advice in full to obtain the relevant comment or guidance for this proposal.

You may also refer the applicant to the standing advice. Applicants should follow the advice and submit the relevant information alongside their planning application submission. We do not need to be consulted further on this application.

Groundwater and Contaminated Land

The proposed development site appears to have been the subject of past industrial activity which poses a risk of pollution to controlled waters. We are however unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that you consult with your Environmental Health / Environmental Protection Department for further advice. Where necessary we would advise that you seek appropriate planning conditions to manage both the risks to human

health and controlled waters from contamination at the site. This approach is supported by Paragraph 109 of the National Planning Policy Framework.

We recommend that developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to the contaminated land pages on GOV.UK for more information.

The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterized both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to:

- the Definition of Waste: Development Industry Code of Practice on the CL:AIRE website and;
- The Environmental regulations page on GOV.UK.

Contaminated soil that is, or must be, disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterized both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to the Hazardous Waste pages on GOV.UK for more information.

Please note once developed if the new site is used for a Part A Listed Activity under Environmental Permitting Regulations or a waste management activity an environmental permit will be required. This may include additional measures relating to sealed drainage, dust suppression, fire management etc.

GLA:

London Plan policies on strategic industrial land, employment, urban and inclusive design, accessibility, energy, flooding and transport are relevant to this application. The application is broadly acceptable in strategic planning terms, however further information is needed on the matters set out below:

- Flooding: further information on a sustainable drainage regime meeting the requirements of London Plan policy 5.13 should be submitted to and approved by London Borough of Hillingdon Lead Local Flood Authority before the proposal can be considered compliant with the London Plan.

- Employment and training: The provision of jobs for local residents and on-the job training for young people should be conditioned.

- Transport: the provision of additional cycle parking and upgraded complementary facilities, as well as information on the 'cycling level of service' of streets and junctions in the vicinity of the site are required before the proposal can be considered to comply with the London Plan. In addition, as indicated in the transport section at paragraph 53 of this report, the applicant is required to submit a full Travel Plan, a framework Construction Logistics Plan (CLP) and a Deliveries & Servicing Plan (DSP).

- Climate change: whilst the application has broadly followed the energy hierarchy, further information should be provided indicating how preventing overheating and minimizing cooling demand will be addressed; and drawings should be submitted to demonstrate that there is sufficient capacity on the roof to accommodate the proposed PV arrays.

Whilst the application is broadly acceptable in strategic planning terms, on balance, it does not fully comply with the London Plan.

MOD SAFEGUARDING:-

The proposed application lies within the statutory aerodrome height safeguarding consultation zone surrounding RAF Northolt, it being within the 15.2m height zone.

On reviewing the application plans, I can confirm that the MOD has no safeguarding objections to this proposal.

However, it is anticipated the use of cranes may be required as part of the development. Therefore the MOD need a condition that any consent granted the applicant is obliged to submit a consultation management plan detailing cranes to be used, and getting prior approval from the MOD to confirm that they will be compatible with air traffic operations at RAF Northolt. To ensure that measures are agreed and in place to avoid any obstruction to air traffic and to safeguard the integrity of air traffic operational systems during the demolition and construction phases of the development. This construction is a pre-commencement condition I can confirm that the MOD maintains no safeguarding objections to this application subject to the inclusion of the condition as part of any permission granted.

Officer's Comments

The MODs recommended condition forms part of the officer's recommendation (Condition 15).

METROPOLITAN POLICE SECURE BY DESIGN OFFICER:

I have no objections to this development providing that it adheres to the security principles of Secured by Design - Commercial 2015 Design Guide. As such, I would request that a condition (SBD) is placed on this development to ensure adherence.

Officer's Comments

The Secure by Design Officer's recommended condition forms part of the officer's recommendation (Condition 14).

Internal Consultees

HIGHWAY ENGINEER:

Introduction

Cowley Mill Road is a classified road on the Council's Road Network and Ashley Road is an access road to many of the industrial units that are located on the Uxbridge Industrial Estate. The site also has a boundary with Wallingford Road, Salisbury Road and Arundel Roads.

The applicant submitted a Transport Statement (TS) by WSP Parsons Brinckerhoff dated January 2016 in support of the application.

There have been a number of previous applications on this site for B2/B8 uses but all have been withdrawn.

The latest proposal is for one large and two smaller buildings on the site both with B2/B8 uses with an access directly off Ashley Road.

As part of the application process discussions with the applicant and their transport consultants have taken place.

Existing Situation

The site is located on the corner of Ashley Road and Cowley Mill Road in the Uxbridge Industrial Estate with the main vehicular access to the area coming from Cowley Mill Road to the west as to the east there is a weak bridge (17t limit) over the Grand Union canal that is not suitable for large HGVs.

The site has a PTAL value of 1b (poor) which is indicative of the relatively poor public transport services at the site. There are bus services to the west of the site in St Johns Road that in turn link to local railway services.

From the parking stress that exists on the roads outside the site it is clear that car trips play a major role in local employee's trips to work.

The TS mentions traffic surveys that were carried out in December 2015 whereby the weekday daily flows in Ashley road were approximately 1200 vpd but no traffic flow information is provided for Cowley Mill Road and yet it is apparent that Cowley Mill Road suffers from weekday am/pm congestion as well as lunchtime delays.

The existing access points to the site are in Ashley Road and Cowley Mill Road but at present the site has been cleared of all buildings. Hoardings have been erected around the site and no traffic movements are currently generated by the site. However the site was previously used for industrial (B2) uses and would of generated significant volumes of traffic which the TS mentions.

The existing Uxbridge Industrial Estate produces a great deal of traffic and Cowley Mill Road is the main traffic route providing access to the estate.

There is an existing road widening alignment route that affects the development site along the Cowley Mill Road frontage and any future development will have to respect that alignment.

The Council is concerned over the traffic movements in and around Cowley Mill Road and commissioned an earlier study to investigate the issues that could be addressed along this route.

There are current concerns over the geometry of the existing Cowley Mill Road and Wallingford Road junction which is immediately adjacent to the site. Lorries cut the corner exiting Wallingford Road and this is a danger for pedestrians.

There are also very few facilities for pedestrians to cross Cowley Mill Road under the existing arrangements.

Development Proposals

The proposals for the site were discussed within the TS and the applicant has had discussions with Council officers over the proposals.

It is proposed to develop the site with 3 development units with B2/B8 uses for a floor area of 16178 sq.m and one new vehicular access created directly off Ashley Road. There are no proposed vehicular access points off Cowley Mill Road, Wallingford Road, Salisbury or Arundel Roads. The existing access off Cowley Mill Road will have to be re-instated.

Each of the units has car parking and loading facilities and tracking was provided to show that 16.5m HGV access is available for all three development units.

The new access to the site in Ashley Road has been designed to allow adequate sight distances.

The car parking provision is Unit 1 - 105 spaces, Unit 2 33 spaces and Unit 3 10 spaces and this provision equates to approximately 1 car parking space per 100 sq.m which complies with LBH latest proposals for other B class uses and in accordance with the London Plan. The level of disabled car parking is 10% of provision but the current plans have disabled car parking provided at 5% of space with further 5% available to be converted at a later stage if demand is identified. The exact level of electric vehicle charging points provided on site is not clear but this can be conditioned. For commercial premises the proportion of EV charging points should be 5% active and 5% passive.

Cycle parking is provided on site in secure covered facilities for each of the 3 units proposed with a total of 38 cycle parking spaces provided.

There are expected to be large numbers of people working on the site and as a result of the proposals there will be additional trips made to and from the area. This will include staff and visitors as well as deliveries and collections from the site.

The existing traffic generation of the site uses could not be measured as the site has been demolished but an estimate was created using TRICS values and then compared with the expected traffic levels for the new development.

Once the comparison was made it was estimated in the TS that the proposed use would generate additional traffic but the levels would be less than 10 vehicles per hour in the peak hours which is unlikely to cause any significant traffic impact on the local road network given the existing traffic levels in the area. In real terms the net traffic impact will be totally additional traffic as the existing site was demolished long before the traffic counts were taken.

The proposed industrial units have been designed to accommodate large HGVs but from the traffic estimates the majority of goods movements are likely to be Ordinary Goods Vehicle categories which means large vans and lorries are likely to make up the majority of goods deliveries and collections.

Given the level of traffic generated by the development and the delays that are already in place along Cowley Mill Road further traffic modelling for the Wallingford Road/Cowley Mill Road junction needed to be undertaken. The additional modelling had to be validated/calibrated with the existing situation in the first instance before development traffic and growth are added to the future traffic demand.

The transport consultants then produced a supplementary Technical Note (July 2016) that modelled the traffic on Cowley Mill Road and the Wallingford Road and Ashley Road junctions. This traffic modelling showed that the additional traffic generated by the industrial units will not cause significant impacts on the local road network in terms of reduced capacity or queue lengths.

Impacts of Development

The proposed development will generate more trips than the existing situation especially as the existing site is vacant. As an industrial development there will be goods vehicles servicing the site but given the expected level of activity and the lack of existing traffic from the site it is important that traffic modelling is relevant.

In terms of traffic routing the 17t weight limit on the Canal Bridge will limit the largest vehicles but cars along with smaller vans generated by the development will be able to use Cowley Mill Road.

In order to restrict the level of HGVs using the Canal bridge the applicant has agreed for all HGVs servicing the site will use St Johns Road- Cowley Mill Road as the access route and this can be conditioned through the Delivery and Servicing Plan.

The applicant's TS provided swept path plans for 16.5m articulated vehicles from the external roads to each of the units on the site.

There will be a large number of staff and visitors using the site so all trips will increase including pedestrians wishing to connect to bus services in St Johns Road or those provided in the east on Cowley Road.

The proposed development will be focussed on one access point on Ashley Road but the access will be subject to adjacent on-street parking that will be likely to interfere with sight distances and turning movements. The applicant's transport consultant has produced a plan of the proposed waiting and loading restrictions that need to be implemented in order that the site can operate safely and efficiently.

Mitigation

There have been discussions with the applicant over the impacts of the proposed development and the appropriate mitigation measures which can be summarised as follows:

The frontage of the site on Cowley Mill Road is dominated by an existing crossover that will become redundant with the proposals and this whole frontage area should be reinstated. The applicant has agreed to re-instate the footway along the Cowley Mill Road frontage and will be covered in a S106 agreement.

Council's highway alignment scheme will require the applicant to assign the land to Council under a S38 Highways Act and in the short term the area of land provided by the applicant will become part of the footway. This will be covered in a S106 agreement.

The junction of Wallingford Road and Cowley Mill Road is to be re-aligned in order to improve the left turn out of Wallingford Road that will also accommodate HGVs. The applicant's transport consultant has prepared an outline scheme for these works that will in turn be funded by the applicant. This scheme will be part of a S106 agreement.

There is a very little pedestrian facilities available along Cowley Mill Road and a pedestrian refuge cannot be accommodated opposite the site. In order to improve pedestrian facilities dropped kerbs will be provided on Cowley Mill Road (opposite No. 80 Cowley Mill Road) and this will be part of the S106 agreement and will be funded by the applicant.

In order to improve traffic flow and sight distances parking restrictions will be required in and around the new access and the junction of Cowley Mill Road, Ashley Road and Wallingford Road. The waiting and loading restrictions will require a TRO at a later date. This activity will be part of S106 agreement and be funded by the applicant.

The above measures will help to mitigate the impacts of the development.

Conditions/Agreements

In the light of the above comments I believe conditions relating to the following should be included in any permission:

- a) Travel Plan and monitoring
- b) Electric vehicle charging points(5% active and 5% passive)
- c) Highway Works: to include pedestrian crossing point in Cowley Mill Road, footway widening and land dedication in Cowley Mill Road including footway resurfacing in front of the site, improvement of the Wallingford Road junction and new parking and loading restrictions.
- d) Reinstatement of existing crossover in Cowley Mill Road
- e) Construction Management Plan
- f) Delivery and Servicing Plan

Under a S106 agreement create a S278 scheme to cover the above Highway works.

In if Council is of a mind to approve the application I would suggest the above conditions are set and a S106 agreement is put in place containing the above elements. If these issues are addressed I will not have any significant areas of concern from a Highways perspective.

TREES/ LANDSCAPING OFFICER:

Further to the receipt of amended landscape drawings and document titled Landscape Management Schedule, I confirm that the amendments have been subject to pre-application discussion with TALA, the landscape consultant and are acceptable. There is no objection to the proposal on landscape grounds.

EPU (NOISE):

Following on from the initial queries raised on the submitted noise assessment, having reviewed the additional information, I have no objections to the proposed development, subject to conditions requiring the submission of a scheme to control noise from the site and a construction/ environmental management plan, together with the informative dealing with the control of environmental nuisance from construction work.

EPU (AIR QUALITY):

Please find below the analysis of the planning application in the context of the Hillingdon Local Action Plan currently under updating. I have mapped the location of Arundel Road (along which the planning application is located) in relation to Hillingdon Priority Areas for focused action to improve air quality over the next five to ten years.

The planning application is near one of Hillingdons Priority areas. The coloured dots represent areas

of relevant exposure (residential, etc) exposed to various levels of pollution. The highest levels of Hillingdon are predicted in this area, with exposure above 60ug/m³. With an increase of almost 7% in HGVs in the opening year we will need a condition requiring a Low Emission Strategy to be associated with the Environmental Management Plan of the site once operational. This is to comply with the Mayors Air Quality Strategy, Hillingdon Policies and Local Action Plan.

EPU (LAND CONTAMINATION):

I refer to your consultation regarding the above submitted report by Jomas Associates. I also refer to my consultation comments on the first report dated May 4 2016 which considered the past work by Concept and Environ. The site investigation by Jomas has used the previous reports to design a 32 'borehole' survey of 25 shallow and 7 deep boreholes across the site in areas of concern and areas that have not been covered previously due to buildings being present. The spread of boreholes on the site map in Appendix 1 (Figures) seems to cover the site.

The work has added to the previous work by consultants and has shown again that there are levels of contamination that require remediation at this site. The levels are not such to preclude this type of development. The contamination found in the soil meets the guidelines for a commercial use, apart from asbestos and one cyanide result. The asbestos is proposed to be dealt with in the remediation work, the cyanide was one result and statistically not a significant concern. However considerable contamination is below the surface from old tanks and in the gravels and ground water therein that could cause a problem,. Due to the paint factory use hydrocarbons and solvents including chlorinated solvents have been found, also some poly aromatics including Naphalene are present with some heavy metals. The presence of solvents and hydrocarbons from the paint factory use has led to some boreholes having high gas and volatile compounds levels. The consultant does indicate that the majority of boreholes have levels of gas and gas flows that are not a concern. The gravels below the site may be a concern as they store water and appear to be affected by solvents and paints. Surrounding property is not known to be affected.

The consultant proposes that a remediation strategy is necessary to remove the underground tanks that are still present on the site. Some tanks are already removed and it is indicated that contaminants have shown some attenuation (reduction over time) of contaminant levels. It appears that the consultant does not recommend the remediation of groundwater as the removal of the sources (tanks and surrounding spills, and solvent affected soils) should reduce contamination in the groundwater. This would need to be monitored to the satisfaction of the Council and the Environment Agency under the planning condition. Likewise gas protection at a very high level is proposed due to the gas and volatile hydrocarbons present, but after tank removal it is indicated the level can be reduced. But protection looks necessary. There are monitoring wells for gas and water on the site which can be used.

I would advise that the reporting and overall data obtained to date is to a good standard and can support the planning application. The next stage will be the remediation strategy, and more investigation / monitoring and validation looks necessary. This will probably be targeted to the tank removal areas and hot spot areas where there are contaminants (hydrocarbons / metals solvents) in the soils and / or ground water.

I would recommend a contaminated land condition. The next stage is the remediation strategy and perhaps more monitoring and a investigation to clarify the areas of concern. I would advise that the Environment Agency will be involved in the controlled waters aspect of this condition if they do not apply their own condition. I would emphasise that paint factories do usually require much remediation, as at BASF West Drayton although this was a higher standard for housing. At this site contamination is present but not at levels that cannot be remediated for the use proposed.

PRINCIPAL FLOOD AND WATER OFFICER:

With the submission of the map showing the flood flow route to be maintained through the site as well as the levels through the site being maintained as existing the proposals manage the impact of flooding even in an extreme event.

Levels of the flood level of the building are set above the flood levels

The drainage strategy providing controls of surface water from the site at all events is limited to 80ls providing a reduction in run off from that proposed within the initial FRA and provides a run off rate more in compliance with the London Plan requirements to reduce run off to greenfield run off rates. This is to be provided through permeable paving.

At this stage I would still need a management and maintenance plan to be conditioned.

Further comments:-

The Flood Risk Assessment makes little mention of water re-use so a further specific condition is required relating to water use and recycling.

Officer's comment

The Flood and Water Management Officer's recommended condition has been included in the officer's recommendation (Condition 16).

SUSTAINABILITY OFFICER:

The development is within an air quality management area and needs to improve opportunities for wildlife. Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. A condition requiring the submission of a scheme for living walls/ roofs is therefore necessary.

Following the receipt of the revised Energy Strategy Report which includes a plan of the PV panels, I have no further issues in relation to the PVs. The previously recommended PV condition is no longer required subject to the development proceeding in accordance with the roof plan set out in this updated energy assessment.

Need to make sure that any conditions relating to elevations not showing PVs will need to be superseded or caveated.

ACCESS OFFICER:

Planning permission is sought to create a high quality, modern development, to comprise three industrial/warehouse units.

Having considered the detail contained within the Design & Access Statement on pages 17 and 18, no concerns are raised from an accessibility perspective.

Informatives relating to induction loop specification and interference, flashing beacons/strobe lights linked to fire alarms and the Equality Act 2010 should however be attached to any grant of planning permission.

S106 OFFICER:

The following S106 Heads of Terms are required:-

1. Highway Works: to include Priority Junction on Ashley Road, pedestrian crossing point in Cowley Mill Road, footway widening and land dedication in Cowley Mill Road including footway resurfacing in front of the site, improvement of Wallingford Road junction and new parking and loading restrictions,
2. Travel Plan, to include a £20,000 bond,
3. A study of 'cycling level of service' of streets and junctions in the vicinity of the site, in particular links to Uxbridge Station, following the methodology in the London Cycling Design Standards prior to the occupation of the buildings,
4. Construction Logistics Plan before start of construction.
5. Deliveries and Servicing Plan,
6. Employment Training,
7. Construction Training: A financial contribution or delivery on site of a construction training scheme (to address training during the construction phase of the development).
8. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

In the GLAs Stage Two Report, the Mayor confirms that the LPA has adequately dealt with all of the issues raised in its Stage One Report and those raised statutory consultees and surrounding neighbours and therefore confirms that the LPA can proceed to determine the application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is identified as falling within the Uxbridge Industrial and Business Area (IBA) as designated by the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). These areas are designated for business, industrial and warehousing purposes and appropriate sui generis uses.

Within the London Plan, the Uxbridge IBA is identified as a Preferred Industrial Location (PIL) within its identified Strategic Industrial Locations (SILs) and within the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) as a Locally Significant Industrial Site (LSIS).

In the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), relevant policies include the following:-

Policy E1 outlines that the Council will protect Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL).

Policy E2 advises that employment growth should be directed towards appropriate locations, including SILs and LSISs.

Policy E6 seeks affordable accommodation for small and medium sized enterprises in sustainable locations.

Policy E7 seeks to ensure a range of training and employment opportunities are linked to the development of major sites.

In the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), relevant policies include the following:-

Policy LE2 states that the Local Planning Authority will not permit development for other uses other than B1, B2, B8 or appropriate sui generis in industrial and business areas

unless it is satisfied that:-

- (i) There is no realistic prospect of the land being used for industrial and warehousing purposes in the futures; and
- (ii) The proposed alternative use does not conflict with the policies and objectives of the plan.
- (iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

Policy LE3 states that redevelopment in IBAs should, where appropriate and practical, include the provision of small units in designated IBAs.

The proposal involves a mix of different sized buildings for industrial/ warehousing purposes within Use Classes B1(c), B2 and B8. The land uses proposed within this development are in accordance with policies relative to the aforementioned designations and as such the proposal is, in principle, complies with the Development Plan.

7.02 Density of the proposed development

Not applicable to industrial development.

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

The application site does not lie within or adjacent to any conservation area or area of special local character. Furthermore, it will not affect any statutory or locally listed building. The site is proposed to be included within an Archaeological Priority Zone. Comments from English Heritage (Archaeology) are awaited.

7.04 Airport safeguarding

The MoD Safeguarding Authority has been consulted on this application and their comments are awaited.

An informative relating to the use of cranes has been attached.

7.05 Impact on the green belt

No green belt issues are raised by this application.

7.07 Impact on the character & appearance of the area

The National Planning Policy Framework (NPPF) states at paragraph 64 that "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions." London Plan Policy 7.1 sets out a series of overarching design principles for development in London. In addition to Chapter 7, London Plan policies relating to sustainable design and construction (5.3) are also relevant.

Policy BE13 of the Hillingdon Local Plan states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE25 supports the modernisation and improvement of Industrial and Business Areas through the careful design and landscaping of buildings.

The design of the scheme has been determined by the need to make efficient use of this irregular shaped industrial site with access provided at a single point and the constraints imposed by its defined boundaries.

As regards the layout, Unit 1 would be set back some 5.6m from the Ashley Road frontage and 3.1m from the Arundel Road frontage. Unit 2 would be set back some 3.0m from the

Wallingford Road frontage and 5.8m from the Cowley Mill Road frontage at the junction of the road with Wallingford Road which increases to 16.9m at the western end of the building due to the curvature of the road. Unit 3 would be sited to the rear of buildings which front Wallingford Road and would not have a road frontage. These set back distances are considered to be sufficient to ensure that the proposed buildings would not appear unduly prominent, particularly as a good depth of landscaping could be provided along the more sensitive road frontages of Cowley Mill Road and Ashley Road where the long side elevation of Unit 1 would be positioned. These set backs would also allow some, more limited landscaping to be provided alongside the buildings on the other road frontages internal to the industrial estate.

Unit 2 has been further revised and the first floor glazing to the mezzanine area would now be returned along part of the Wallingford Road frontage which would improve the visual interest of the building from the canal bridge on Cowley Mill Road. This prominent corner of the building could be further enhanced with green walls.

The proposed buildings are of an appropriate size, massing and design for an Industrial and Business Area. Furthermore, the layout allows for car parking and servicing areas to be provided, together with a good landscape buffer at the northern end of the site along the sensitive Cowley Mill Road. The scheme is considered to enhance the visual amenity of the area and make an appropriate contribution to the improvement of the IBA, in accordance with Policies BE13 and BE25 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. Although not strictly applicable to this application, the Council's Supplementary Planning Document HDAS: Residential Layouts is useful in that it establishes a minimum separation distance to prevent two or more storied buildings from appearing dominant from neighbouring residential property of 15m and a 21m distance within which habitable room windows and 3m deep patio areas adjacent to the rear elevation of residential properties should not be overlooked in order to maintain an adequate level of privacy.

The only boundary to the application site that contains residential properties is to the north, on the opposite side of Cowley Mill Road. The nearest residential properties, Nos. 26 - 34 Andover Close have their rear gardens adjoining Cowley Mill Road with the rear boundary on Cowley Mill Road marked by 1.8m - 2.0m high close boarded fencing. The nearest proposed building to these properties would be Unit 2 which would have mezzanine office floorspace with first floor windows along its northern elevation. As the rear boundary of Nos. 26 - 34 Andover Close would be sited over 22m from these windows and their main rear elevations would maintain a separation distance of at least 31m, these properties and their amenity space would be sufficiently distant from the new development to ensure that their amenities would not be unduly affected as a result of overshadowing, dominance or loss of privacy. The scheme complies with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Not applicable to this industrial/commercial development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies

(November 2012) require development proposals to be assessed against their traffic generation and the availability of public transport and the capacity and functions of principal roads. Policy AM9 seeks to ensure that adequate provision for cyclists is made in development proposals. Policies AM14 and 15 require parking to be provided in accordance with standards, including provision for disabled persons. Policy AM4 advises that planning permission will not be granted for proposals which would prejudice the implementation of safeguarded road proposals which include Cowley Mill Road.

The re-development scheme avoids the use of separate accesses serving each of the units and would have a single access on Ashley Road, with the units served by means of an internal access road. The units would have their own dedicated parking and service areas. Overall, the development would provide 148 parking spaces (105 spaces for Unit 1, 33 spaces for Unit 2 and 10 spaces for Unit 1). This equates to approximately 1 space per 109sqm of floor space which would be towards the upper limit of the 100 - 600sqm range for industrial uses in the London Plan. Of these spaces, 5, 2 and 1 of the spaces serving Units 1, 2 and 3 respectively would be disabled spaces which is some 5% of the total provision and the Transport Assessment states that a further 9 spaces could be easily converted at a later date if demand was identified. This accords with the London Plan standards.

Provision for electric charging points has not been specified on the plans, but this is referenced in the Transport Assessment. The Council's Highway Engineer raises no objections to the level of provision. To accord with the London Plan's cycle standards, overall, 41 long stay and 18 short stay spaces would be required. The plans show each of the units being served by cycle parking facilities but with 36 spaces, provision is deficient. The Highway Engineer considers that car parking, including disabled space provision is acceptable and would satisfy relevant standards. Swept path drawings have also been submitted and demonstrate that internal circulation to service all of these units is acceptable. The Council's Access Officer also does not raise any objections to the amount and location of the disabled space provision. Deficiencies in cycle parking facilities and electric charging points can be controlled by condition, which forms part of the officer recommendation.

A Transport Assessment has been submitted in support of the proposals. The application has formed the subject of numerous discussions with Highway Engineers which has resulted in a further technical note, and various highway alteration/ improvement works plans being submitted.

Traffic generation has been modelled and the Highway Engineer advises that following the receipt of requested additional information/ verification data, the additional traffic generated by the industrial units will not cause significant impacts on the local road network in terms of reduced capacity or queue lengths.

The Highway Engineer advises that the 17t weight limit restriction on the Canal Bridge will allow smaller vans to use Cowley Mill Road to the east of the bridge but it will prevent the largest vehicles serving the site from this direction. However, the applicant has agreed that all HGVs serving the site will use Cowley Mill Road from St John's Road as the access route which can be controlled as part of the Delivery and Service Plan.

The proposed development has been sufficiently set back from Cowley Mill Road so that it would not prejudice the Council's highway alignment scheme, in accordance with Policy AM4. The Council's highway alignment scheme on Cowley Mill Road will require the

applicant to assign the safeguarded land to the Council and in the short term, this land will become part of the public footway which would be covered by the S106 Agreement.

The junction of Cowley Mill Road and Wallingford Road is also to be re-aligned in order to improve the left turn out of Wallingford Road so that it can accommodate HGVs and their current encroachment upon the public footpath can be avoided.

The Highway Engineer also advises that there will be a large number of staff and visitors using the site so all trips will increase, including those of pedestrians wanting to connect with bus services in St John's Road and those to the east of the site on Cowley Road. There is currently a lack of pedestrian facilities along Cowley Mill Road and due to a lack of space, a pedestrian refuge cannot be provided opposite the site. However, in order to improve pedestrian facilities, dropped kerbs will be provided on Cowley Mill Road opposite No. 80 and this will also form part of the S106 Agreement to be funded by the applicant.

The former access point into the site on Cowley Mill Road will also be re-instated, with the public footpath being re-instated.

The Highway Engineer also advises that on-street parking will have the potential to restrict sight lines and turning movements associated with the new access. The applicant has produced a plan of proposed waiting and loading restrictions that would need to be implemented in order to ensure that the site and its proposed access can operate safely and efficiently.

The proposals, including all the highway alterations/ improvement works are fully supported by the Council's Highway Department. A further neighbour consultation has been undertaken on the proposed parking restrictions and the highway and junction improvements which will expire on 4/8/16. The officer recommendation is that the final decision on the application is deferred to the Head of Service, and includes the proviso that no adverse comments being received to the further neighbour consultation that raise material planning considerations that have not already been considered in this report.

The GLA in their Stage 1 Report advise that TfL are broadly supportive of the proposals and the net traffic impact on the local network would be minimal, with estimated increases of 54 two-way vehicle trips in the AM peak and 47 in the PM peak. Modelling undertaken on the proposed priority junction on Ashley Road also suggests there is sufficient spare capacity to accommodate development traffic without causing delay to existing road users on Ashley Road. The GLA also advise that as Cowley Mill Road is one of the most congested roads in the borough, the Council should consider the need to seek mitigation from this proposal.

TfL confirm that no mitigation is required to deal with the minimal uplift in passengers on local bus services and that internal access arrangements, including those for HGVs are adequate.

TfL does consider that the proposed junction on Ashley Road could be made safer and more attractive for pedestrians and cyclists. A separate access to the site for cyclists and pedestrians could also be considered.

TfL are satisfied that the proposals make adequate provision for car parking, disabled parking and electric vehicle charging points, in line with the latest London Plan standards. However, they also note that cycle space provision is deficient with only 36 of the total 59

spaces being provided. They also advise that the location of cycle spaces for Unit 1 be sited closer to its main entrance and complimentary facilities such as showering and changing facilities with accessible features and storage should be considered. This has been controlled by the recommended condition and the need for showering and changing facilities would be controlled by means of the Travel Plan. Also, TfL also requests that the applicant provides a study of 'cycling level of service' of streets and junctions in the vicinity of the site, particularly with its links to Uxbridge Station, following the methodology in the London Cycling Design standards to identify severance issues and fundamental crossings which can inform where and which improvements are necessary to provide a safer access for cyclists. This forms a Heads of Term within the S106 Agreement.

Finally, TfL advise of the need for a full Travel Plan, a framework Construction Logistics Plan and a Deliveries & servicing Plan (DSP) which should be secured by condition/ S106 Agreement.

7.11 Urban design, access and security

URBAN DESIGN

This issue is addressed in Section 7.07 of the report.

ACCESS

This issue is addressed in Section 7.12 of the report.

SECURITY

The scheme has been designed with regard to Secure By Design principles, including use of perimeter fencing, secured yards, CCTV and external lighting.

The Metropolitan Police's Secure by Design Officer has reviewed the application and raises no objections subject to the development adhering to the security principles of Secured by Design - Commercial 2015 Design Guide and to this end, recommends a condition. This forms part of the officer recommendation.

7.12 Disabled access

Policy 7.2 of the London Plan and guidance within the Council's HDAS - Accessible Hillingdon requires developments to be designed to be fully accessible for wheelchair users.

The application has been accompanied by a Design and Access Statement which includes an access statement that specifies the provisions to be made for disabled access. This includes external pedestrian access routes to be clearly defined with tactile paving at crossing points, disabled parking spaces and building entrances to satisfy Approved Document M recommendations and located close to office entrances, provisions to be made for horizontal and vertical movement within the buildings, including stairs and a lift (only a platform lift in the case of Unit 3 due to its size) to the first floors, WC facilities and means of escape.

The Council's Access Officer has reviewed the application and its relevant supporting documents

and advises that there are no concerns from an accessibility perspective and recommends that informatives relating to induction loop specification, induction loop interference, flashing beacons/ strobe lights and the Equality Act 2010 be attached to any permission. These form part of the officer's recommendation.

The proposals are therefore considered to accord with the aims of policy 7.2 of the London Plan 2011, the HDAS Accessible Hillingdon SPD and policy AM15 of the Hillingdon Local Plan Part Two Saved UDP Policies (2012).

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Policy BE38 of the of the Hillingdon Local Plan: Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

There are no Tree Preservation Orders or Conservation Area designations affecting the site and no trees or other landscape features of merit would be affected by the proposal. The landscaping scheme has been revised and includes a deep and robust landscape frontage onto Ashley Road and Cowley Mill Road which will provide a significant landscape enhancement to the area. This will include a total of 25 trees, together with strips of grass and ornamental shrubs. A narrower planted strip will be provided around the north-western and south-western boundaries of Unit 1 and the east boundary of Unit 2. Ideally, landscaping should be provided along all the site boundaries but the concentration of the extensive landscape buffer on the northern boundary will provide maximum benefit to the neighbours opposite and constitute a significant improvement to the appearance of the industrial estate as viewed from the public road and on this basis, the Council's Tree/Landscape Officer raises no objections to the scheme.

Ecology

The site was formerly in industrial use which has only fairly recently been cleared and is mainly surrounded by other intensively used industrial sites. As such, it is considered that the potential for the site to have any ecological interest is negligible. It is considered that the proposed landscaping scheme, including the provision of 22 trees will enhance potential habitat on site. The Council's Sustainability Officer does advise that as the site is within an air quality management area and there is a need to improve opportunities for wildlife, living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation and recommends a condition. This forms part of the officer recommendation.

7.15 Sustainable waste management

London Plan policy 5.17 requires adequate provision of refuse and recycling facilities for new development.

The proposal includes the provision of bin store enclosures within the service yards of each of the three units. Their detailed design would be controlled through condition. Arrangements for the collection of waste and recycling would be a matter for the individual occupiers of the units but the location of the enclosures, within the service yards, would allow access by refuse vehicles.

The proposals therefore accord with planning policy requirements.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (March 2016) establishes the energy hierarchy for minimizing carbon dioxide emissions, Policy 5.3 states that the highest standards of sustainable

design and construction should be employed, Policy 5.6 requires an assessment of the use of Combined Heat and Power systems, Policy 5.7 seeks to increase the use of renewable energy and Policy 5.9 seeks to address impacts of overheating and excessive heat generation.

An Energy Strategy Report has been submitted in support of the application.

The application has been referred to the GLA and in their Stage 1 Report they advise that the proposals include a range of passive design features and demand reduction measures which will reduce carbon emissions and air permeability and heat loss parameters of the buildings will be improved beyond the minimum required by the building regulations. Low energy lighting and a Building Management System is also proposed. Cooling to the ancillary office of Unit 1 is proposed and the GLA do advise that the applicant should advise how Policy 5.9 has been addressed to avoid overheating and minimize cooling demand. The development is estimated to achieve a reduction of 53 tonnes per annum (12%) in regulated CO₂ emissions compared to a 2013 Building Regulations compliant development.

In terms of district heating, the applicant has carried out an investigation that demonstrates there are no existing or planned heating networks at present within the vicinity, but the development is designed to allow future connection should one become available.

The feasibility of the use of a Combined Heat and Power System has been investigated but due to the intermittent nature of the heat load, this has been discounted which is accepted by the GLA.

A range of renewable technologies has also been investigated and the preferred option is to install 655sqm of roof mounted Photovoltaic panels on the three units. The GLA do not raise objection to this approach but advise a roof layout drawing should be provided to demonstrate that there is sufficient space to accommodate the proposed PV arrays. An Air Source Heat Pump would also provide space heating for Unit 1. Taken together, renewable technologies would produce a saving in regulated CO₂ emissions of 112 tonnes per annum (24%).

A total reduction of 165 tonnes of CO₂ per year in regulated emissions would be achieved compared to a 2013 Building Regulations compliant development, equivalent to a saving of 36%.

The GLA advise that the carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan and the application is broadly in line with the London Plan's energy hierarchy but advise that their detailed comments cited above need to be addressed.

A revised Energy Strategy Report has been submitted, which includes a plan showing the siting of the PV panels and considers matters in relation to overheating. The Council's Sustainability Officer is now satisfied that the scheme can provide sufficient roof space for the quantum of PV panels and advises that this aspect of the proposals would no longer need to be conditioned, although the elevations of the buildings would need to be revised which has been controlled by condition. Subject to the GLA not raising any further issues in their Stage 2 Report, the scheme is considered acceptable in terms of energy issues.

7.17 Flooding or Drainage Issues

Policy OE7 of the Saved Policies UDP seeks to prevent development in areas liable to

flood unless appropriate flood protection measures are proposed and Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere. Policy 5.13 of the London Plan (March 2016) also requires development proposals to utilize sustainable drainage techniques.

The application is supported by a Flood Risk Assessment.

The Environment Agency do not raise any objections to the scheme on flooding grounds, and just refer to their standing advice. The GLA in their Stage 1 Report advise that further information on a sustainable drainage regime meeting the requirements of London Plan Policy 5.13 should be submitted to and approved by Hillingdon's Water and Flood Management Officer. Following review by the Council's Water and Flood Management Officer, further plans and information has been submitted. The officer advises that Drw. No. 15-129 / 600 Rev. P1 shows that a flood flow route would be maintained through the site and Drw. No. 15-129 / 300 Rev. P1 shows that the levels through the site would be maintained as existing allow the proposals to manage the impact of flooding even in an extreme event. Furthermore, the floor level of the building are set above the flood levels.

The Officer goes on to advise that the drainage strategy provides for control of surface water from the site at all events and is limited to 80 litres per second providing a reduction in run off from that proposed within the initial FRA and provides a run off rate more in compliance with the London Plan requirements to reduce run off to greenfield run off rates. This is to be provided through permeable paving.

The officer advises that subject to a management and maintenance plan for the drainage system, which can be controlled through condition, the scheme is acceptable and complies with Policies OE7 and OE8 of the Saved Policies UDP and Policy 5.13 of the London Plan (March 2016).

7.18 Noise or Air Quality Issues

Policies 7.14 and 7.15 of the London Plan (March 2016) requires development proposals amongst other criteria, to be at least 'air quality neutral' and to manage noise respectively and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012) advise that planning permission will not normally be granted for uses and structures that are likely to be detrimental to the area or amenities of surrounding properties due to amongst other criteria, noise and vibration or the emission of dust, smell or other pollutants unless sufficient mitigation measures are utilised.

Noise

The proposed re-development of this IBA site seeks to minimize the potential for adverse noise impacts from the yard areas servicing each unit by siting the service yards away from the nearest noise sensitive residential properties to the north, particularly the largest yard serving Unit 1 and by siting the proposed units so that they would provide an element of screening. It is only Unit 2 that only partially screens the service yard from the residential properties on the northern side of Cowley Mill Road, but the service yard would be separated by this unit's car parking area and a deep landscaped buffer/screen along the Cowley Mill Road frontage. Furthermore, as part of the proposals, a 2.5m high acoustic fence would be provided between along the northern edge of the car park, and screened by the landscaping that would assist in the mitigation of noise from this unit.

The Council's Environmental Health Officer has reviewed the application, including the supporting Noise Assessment. Various clarifications have been sought regarding noise

levels, but following the receipt of this information, the officer advises that the scheme is acceptable, subject to conditions requiring the submission of a noise control scheme and a Construction Environmental Management Plan, together with an informative advising of control measures to be taken from demolition and construction work. These form part of the officer recommendation. As such, the scheme complies with Policy 7.15 of the London Plan (March 2016) and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

Air Quality

The Council's EPU Officer (Air Quality) has reviewed the application and advises that the site is near one of Hillingdon's Priority areas for pollution, with the highest levels of pollution predicted in this area, with exposure above 60ug/m³. The proposals would result in an increase of almost 7% in HGVs in the opening year. Therefore, a condition is needed, requiring a Low Emission Strategy to be submitted and agreed by the Council. The recommended condition forms part of the officer's recommendation.

7.19 Comments on Public Consultations

As regards the public comments received, Point (i) to (iii) have been dealt with in the officer's report. In terms of point (iv), this issue was resolved and the consultee submitted additional comments. As regards, point (v), there is no formal requirement to re-consult neighbours, although a re-consultation has been undertaken in terms of the proposed highway works. Point (vi) regarding this re-development being much needed is noted. Although this scheme would improve the Cowley Mill Lane frontage and its junctions with Ashley Road and Wallingford Road, the roads in the wider industrial estate are in private ownership. Points (vii) and (viii) are noted but this scheme has involved detailed negotiation as regards highway works.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan (November 2012) states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals'.

The Council's S106 officer has advised that the S106 needs to cover/seek contributions for the following:-

1. Highway Works: to include Priority Junction on Ashley Road, pedestrian crossing point in Cowley Mill Road, footway widening and land dedication in Cowley Mill Road including footway resurfacing in front of the site, improvement of Wallingford Road junction and new parking and loading restrictions,
2. Travel Plan, to include a £20,000 bond,
3. A study of 'cycling level of service' of streets and junctions in the vicinity of the site, in particular links to Uxbridge Station, following the methodology in the London Cycling Design Standards prior to the occupation of the buildings,
4. Construction Logistics Plan before start of construction.
5. Deliveries and Servicing Plan,
6. Employment Training,
7. Construction Training: A financial contribution or delivery on site of a construction training scheme (to address training during the construction phase of the development).
8. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of

the resulting agreement.

The need for construction training has also been raised by the GLA.

The scheme is also Mayoral and Council CIL liable.

7.21 Expediency of enforcement action

No enforcement issues are raised by this application.

7.22 Other Issues

LAND CONTAMINATION:

The Environment Agency do not raise any objections to the scheme, and provide advice for the developers which has been added as an informative.

The Council's Environmental Health Officer (Land Contamination) advises that the information submitted with the application is of a good standard and sufficient to support the proposals and that the reports are comprehensive. Although contamination is present at the site, it is not at a level that cannot be remediated for the proposed use. The officer does advise that a contaminated land condition is required and the next stage is the remediation strategy and perhaps more monitoring and a investigation to clarify the areas of concern.

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

10. CONCLUSION

The scheme is for the industrial re-development of this IBA site so that there are no objections in principle to the scheme.

The proposed re-development of this vacant industrial site, which includes a good landscape buffer along the Cowley Mill Road frontage would improve the appearance of this part of the Uxbridge Industrial Estate and the proposal makes suitable provision and dedicates land to allow for the re-alignment of Cowley Mill Road and makes a commensurate contribution to junction, footway and pedestrian crossing improvements along this part of Cowley Mill Road which would involve the need for parking / loading restrictions. The scheme would not be harmful to any surrounding residential occupiers and would minimize its environmental impacts as regards risk of flooding, land contamination, air quality and sustainability grounds, subject to the recommended conditions.

Furthermore, the Mayor does not raise any objections to the scheme in his Stage 1 and 2 Reports.

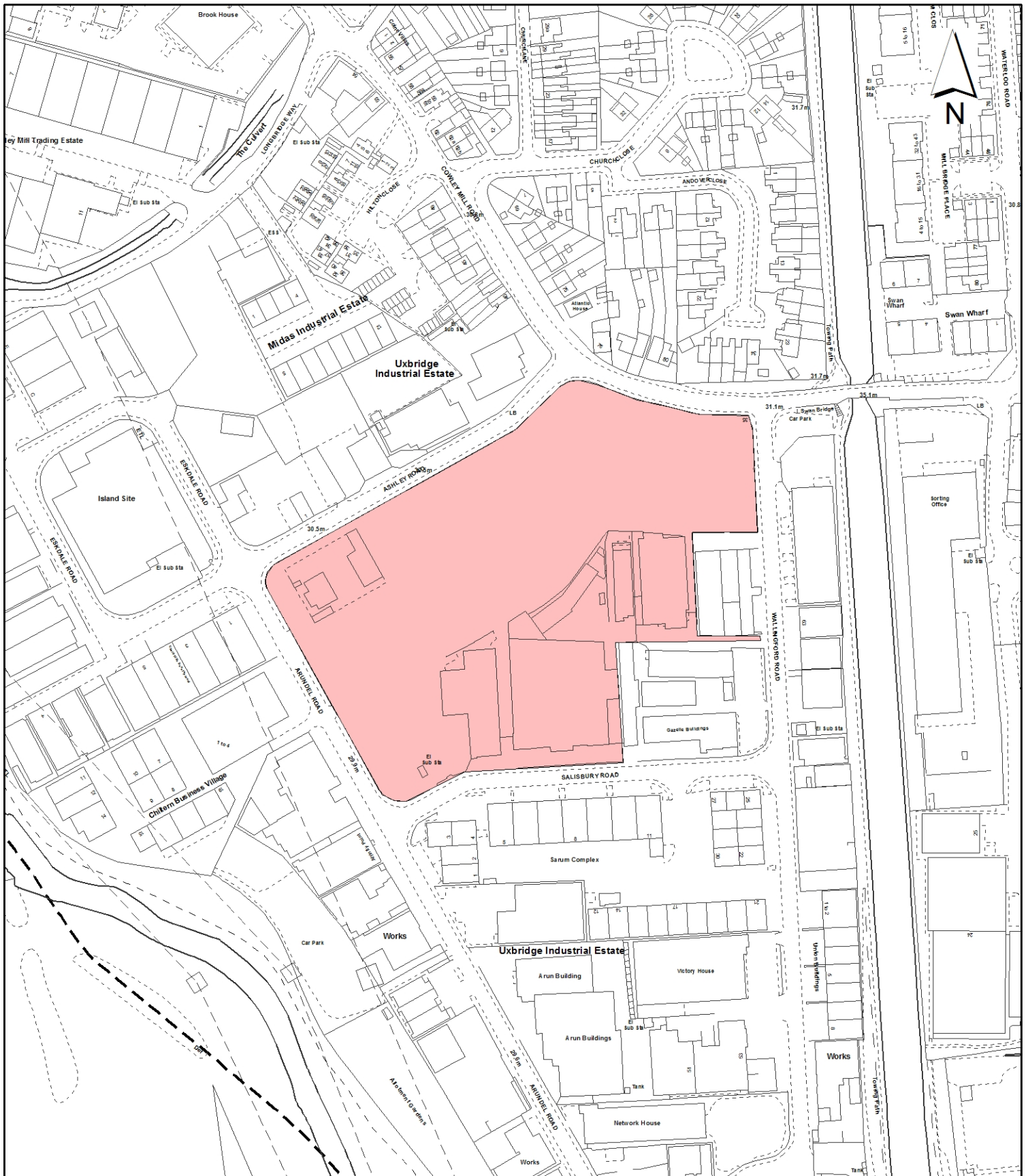
The application is recommended for approval, subject to no additional material planning matters being raised that have not already been considered in the officer's report. Subject to the above, the scheme is recommended for deferral to the Head of Planning and Enforcement for approval, upon completion of the S106 Agreement and recommended conditions.

11. Reference Documents

NPPF (March 2012)
London Plan (March 2016)
Hillingdon Local Plan: Part One (November 2012)
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)
Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Richard Phillips

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Notes:

 Site boundary

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Site Address:

**Former Trimate Site
 Arundle Road**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
9117/APP/2016/278

Scale:
1:2,500

Planning Committee:
Major

Date:
February 2017



HILLINGDON
 LONDON