

Report of the Head of Planning, Sport and Green Spaces

Address 48 WALLINGFORD ROAD UXBRIDGE

Development: Erection of 2 detached buildings to accommodate a storage depot and ancillary office (Use class B8)

LBH Ref Nos: 71488/APP/2015/4721

Drawing Nos: A1/3946/PLA/1.00/E
A1/3946/PLA/1.01/A
A1/3946/PLA/1.02
Environmental Site Assessment

Date Plans Received: 23/12/2015 **Date(s) of Amendment(s):**

Date Application Valid: 15/01/2016

2. **RECOMMENDATION**

That delegated powers be given to the Director of Planning and Community Services to grant planning permission, subject to the following:

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

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure the following:

- 1. £20,000 Highways Work Contribution**
- 2. Project Management & Monitoring Fee: equal to 5% of total cash contributions**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of the S106 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 30th April 2017, 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 applicant has failed to provide a commensurate package of planning benefits to maximise the transport, environmental and social benefits, namely highway improvements and project management of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'

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 should the application be approved, the applicant pay the required levy on the additional floorspace actually created.

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

1 T8 Time Limit - full planning application 3 years

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 A1/3946/PLA/1.00/B, A1/3946/PLA/1.01/A and A1/3946/PLA/1.02.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 D12 Restrictions on Enlargement of Industrial and Warehouse

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country (General Permitted Development) Order 2015, the building(s) shall not be extended or have mezzanine floor/s installed without the prior written consent of the Local Planning Authority.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

4 A39 Contaminated Land

Before any part of this development is commenced, a site investigation to assess contamination levels shall be carried out and a scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. All works which form part of this scheme shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority).

Any imported material shall be tested to the satisfaction of the Council.

REASON

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

5 NONSC Non Standard Condition

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

a) Manages Water The scheme shall demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

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

ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,

iii. overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

i. incorporate water saving measures and equipment.

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

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

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

i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

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

REASON

To ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (2016).

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

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

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Hard Surfacing Materials

2.b Cycle Storage

2.c External Lighting and CCTV

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

5.a Existing and proposed functional services above and below ground

5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality, provides adequate facilities and to ensure the development provides a safe and secure environment in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.3 of the London Plan (2016).

7 NONSC Non Standard Condition

Prior to the commencement of the development hereby permitted, an ecological survey of the site, and proposals for mitigation of any impact on local ecology, shall be submitted to and approved in writing by the Local Planning Authority. The approved mitigation measures should be implemented prior to first occupation of the development.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.19.

8 NONSC Non Standard Condition

A Travel Plan and Delivery and Servicing Plan shall be provided and the details approved by the Local Planning Authority prior to the commencement of development.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (2016) Policies 6.1 and 6.3.

INFORMATIVES

1 152 **Compulsory Informative (1)**

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

2 153 **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 (2016) and national guidance.

BE25	Modernisation and improvement of industrial and business areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LPP 4.1	(2016) Developing London's economy
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.3	(2016) Sustainable design and construction
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 8.2	(2016) Planning obligations
NPPF1	NPPF - Delivering sustainable development

3 159 **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 147 **Damage to Verge - For Council Roads:**

The Council will recover from the applicant the cost of highway and footway repairs,

including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

5 12 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7

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

The applicant is advised that surface water discharge to the Navigation will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal &

River Trust Utilities team (nick.pogson@canalrivertrust.org.uk).

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

8

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. The Council's supports pre-application discussions in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated in a large industrial site located in the southern part of Uxbridge Industrial Estate, Wallingford Road and currently operates a storage use (Use Class B8).

The site covers 0.83 ha running adjacent to the canal tow path. To the east is the Grand Union Canal, which is separated by 2m galvanised steel palisade fencing and further to the west is the River Colne.

The last known use of the site was as open storage and vehicle repairs (Use Class B2/B8).

3.2 Proposed Scheme

The proposed development is for erection of 2 detached units for storage of scaffolding and building equipment and an ancillary office as such, the proposal does not involve a change of use.

The first building would be located on the western corner of the site and would measure 16m width x 20m length. The building would consist of pitch roof measuring 5m in height to the eaves and 7m to the highest point of the roof and features a large door opening, with up and over doors, to an internal loading area measuring 4.5m in height and 3m width. There is a smaller door opening to the rear of the building for a fire exit.

The second building is located adjacent to the western boundary and would measure 12m width x 15m length. The building features a flat roof 7m in height. This is proposed to be used as an ancillary office to the main use of the site.

A Transport Statement has been submitted by the applicant during the course of the application in respect of trip generation:

1. 12 members of staff arriving and leaving the site each day. 24 movements per day 144 movements per week based on a 6 day week.
2. 3 HGV delivery lorries departing and arriving back at the site each day. 6 movements per day 36 movements per week based on a 6 day week.

3. 3 transit van visits per day. 6 movements per day 36 movements per week based on a 6 day week.

4. 2 articulated lorry delivery's per week 4 movements per week.

This gives an anticipated number of movements for a working week of 220. Movements will be spread out over the day with regard to items 3 and 4, with the HGV movements under item 2 happening at the beginning and end of the working day. The most intense movement of traffic from the site will be the arrival and departure of the staff from the site. Previously, the site was occupied by 3 operators. The applicant has supplied evidence to indicate that the proposal would result in a 42% reduction in traffic movements.

3.3 Relevant Planning History

Comment on Planning History

There is no relevant planning history in relation to this site.

Surrounding Area

Planning ref. 751/APP/2015/335 - A planning appeal was dismissed at the West London Industrial Estate, Iver Lane against the continued use of the site for B8 purposes which included a new access to Wallingford Road.

The appeal was dismissed due to the impact of the operation in terms of noise arising from vehicular movements and the impact of the proposal on the local highway network.

The difference between this proposal and the application refused at appeal is that this application makes use of an existing access to and from the site and the actual number of vehicles using this junction would reduce compared with the existing operation on site. The application at appeal sought to create a new access onto Wallingford Road which would have resulted in an intensification of use of the junction at Wallingford Road and Cowley Mill Road which would have exacerbated the existing concerns relating to vehicular and pedestrian safety.

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.BE1 (2012) Built Environment

Part 2 Policies:

BE25 Modernisation and improvement of industrial and business areas

LE1 Proposals for industry, warehousing and business development

LE2 Development in designated Industrial and Business Areas

OE1 Protection of the character and amenities of surrounding properties and the local area

OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures

LPP 4.1	(2016) Developing London's economy
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.3	(2016) Sustainable design and construction
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 8.2	(2016) Planning obligations
NPPF1	NPPF - Delivering sustainable development

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

3 neighbouring occupiers were consulted between 19 January 2016 and 09 February 2016. No responses received.

Canal & River Trust:

Site Drainage

The details of how foul sewage from the site is managed needs to be known (e.g. is it discharged to the foul sewer? If it is treated on-site, the Trust requires details of the treatment given and the destination of the treated wastewater). We would request details of the drainage system and location of the soakaway. We need to be clear on whether there is any possible discharge to the canal, given the site's activities.

Site Storage

What types of equipment that will be stored and whether they contain any oils, petrol or other hazardous substances? Will fuel tank or other fuel storage area on-site for the re-fuelling of this equipment. The Trust requests details regarding the location of the fuel storage onsite and appropriate ventilation.

Ecology

The Grand Union Canal is a Nature Conservation Site of Metropolitan Importance, and the proposal has the potential to have a significantly detrimental impact on this. We therefore request that an ecological survey assessment and report be undertaken by the applicant, and a suite of measures to mitigate identified impacts should be proposed as part of this.

Landscaping

There is a row of existing vegetation between the site and the towpath, and we would like to see this protected and enhanced, to screen the canal from the proposed use. As the existing vegetation appears to be outside of the red line boundary, it may be appropriate for this to be secured through a S106 agreement, with a contribution to the Canal & River Trust for landscaping.

In relation to the above concerns the Canal and Riverside Trust have suggested various conditions

be attached to an approval these are discussed and in the reports main consideration.

OFFICER COMMENTS:

The Trust has raised concerns regarding the nature of the storage i.e. whether there are hazardous substances including vehicle fuel, and the nature of any on-site maintenance such as washing. The applicant has provide details of storage of hazardous substances including fuel storage and has indicated that on-site storage amounts to outdoor storage of scaffolding equipment and it is understood that such storage and maintenance would not require washing.

Internal Consultees

Highways Officer:

Revised Highway comments were received and sent to the applicant on the 1 July 2016. In summary further traffic generation information was requested, together with a commuted sum of £20,000. The comments are as follows:

July 2016

The site is at the southern end of Wallingford Road and was previously used for vehicle storage and vehicle repairs. It is proposed to change the use to the storage, repair and sales of building equipment.

Wallingford Road is a private road in the Uxbridge Industrial Estate and contains a number of nearby industrial uses. The site has a PTAL value of 1a (poor) so there will reliance on the private car for staff working at the site along with visitors. It is proposed to construct offices and a workshop on the site and provide 26 parking spaces to cater for staff and visitors along with an area for the storage of the building equipment The material provided in support of the application is not detailed in terms of the traffic generation from the proposed change of use so I can understand the request for more details but the offices and workshop are typical of the type on the Uxbridge Industrial Estate. An office of 368 sq.m and workshop of 320 sq.m are unlikely to generate large volumes of vehicular activity but no information is supplied.

If you could ask the applicant for a brief summary of traffic generation at morning and evening peak hours along with an estimate for the total normal working week that would provide us with an understanding of the proposed operation.

Secure covered cycle parking for 8 cycles should be provided and this can be conditioned.

A Delivery and Servicing Plan can also be conditioned. We can also condition a Travel Plan for the proposed site operation.

We will be asking the applicant to contribute £20,000 towards the improvement works in the vicinity of Wallingford Road/Cowley Mill Road.

OFFICER COMMENTS:

The applicant has provided additional information relating to traffic generation as requested. This is detailed in the proposed development section.

Flood and Water Management Officer:

The application sits in Flood Zone 1, and appears to be under 1 hectare. However it is important that this site manages surface water appropriately and reduced the run off from the site through an appropriate sustainable scheme.

Therefore a sustainable water management condition is requested.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy LE1 of the Local Plan - Part Two (saved policies) states that proposals for industrial and warehouse development will be assessed by taking into account other policies of this plan and, where appropriate, the other considerations. Of relevance to the application proposal is:

(i) whether the proposal conflicts with the local planning authority's overall objective of securing the development or regeneration of an area;

Supporting text to the policy states that "The Local Planning Authority has designated a series of Industrial and Business Areas (IBAs) as the proposed locations for new industrial and warehousing development." These locations are considered to be appropriate locations for accommodating industrial uses to separate industrial development from residential and other sensitive uses. The industrial estates are also suitable for employment generating uses when such uses would be undesirable in other locations.

It is considered that the proposed use would support local planning authority's overall objective of securing employment generating development within the area.

Policy LE2 states that industrial and business areas are designated for business, industrial and warehousing purposes (use classes B2-B8) and for sui generis uses appropriate in an industrial area. The policy provides criteria against which other forms of development might be considered. The proposed development is industrial in nature and is appropriately located within the industrial estate and as such the principle of the development is considered to be acceptable.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that all new developments should achieve a high quality of design in all new buildings. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the layout and appearance of new development should "harmonise with the existing street scene or other features of the area."

The application site is located within a designated industrial estate. The site features a number of pre-fab cabins and the site is surfaced in concrete.

The new buildings are located along the western side of the site away from the canal tow path. The units would be visible from the canal tow path but would be seen within the context of the industrial estate. The proposed design of the buildings are appropriate for the industrial location. Both the units are modest in scale and appropriate within the

location.

7.08 Impact on neighbours

The application premise is located within the Uxbridge Industrial Estate. The site comprises a vehicle repair workshop for large vehicles located to the north of the site and a storage area for plant equipment/ machinery and large vehicles. The application is bounded by a low rise wall and approximately 2m of galvanised steel palisade fencing along the eastern boundary which abuts the canal tow path. Policy OE1 ensures planning permission is granted for uses and development that would not be detrimental to the character or amenities of surrounding properties or the area generally. It is considered that the application proposal conforms to policy OE1 of the Hillingdon Local Plan - Part Two (Saved Policies).

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located within an area of low public transport accessibility, it is therefore expected that there would be a reliance of private vehicles. The applicant has submitted evidence to demonstrate that there would be a reduction of 42% in traffic movement, compared to the existing use of the site.

It is acknowledged that an appeal was dismissed recently relating to another site in the vicinity of the application site. The difference between the scheme that was subject to appeal and the application site is that the scheme under appeal sought to create an additional access point. The proposed use under appeal was therefore considered to generate an increase in noise and additional pressure on the junction at Wallingford Road and Cowley Mill Road. Whereas the proposal under this application has provided evidence that the proposal would result in a reduction of traffic by 42% compared with the previous use and in light of this evidence, the proposal is not considered to exacerbate pedestrian and vehicular safety at the Wallingford Road and Cowley Mill Road junction.

Nevertheless, given the pressure on the existing junction, a commuted sum of £20,000 is sought to mitigate any potential impact and contribute to Highway Improvements in the immediate vicinity. This commuted sum has been negotiated with the applicant and will be finalised by way of a S106 agreement.

The addendum to chapter 6 of the London Plan requires 1 space per 50-100 GIA. The application contains details indicating sufficient parking for 30 staff and visitor vehicles 5 delivery vehicles which is considered to be acceptable.

7.11 Urban design, access and security

See section above 'Impact on the character & appearance of the area'.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Ecology

The Grand Union Canal is a Nature Conservation Site of Metropolitan Importance, and industrial activities have potential to significantly impact the natural habitat. Policy EC1 States that the local planning authority will not permit development which would adversely affect the integrity of Sites of Special Scientific interest, or be unacceptably

detrimental to sites of Metropolitan or borough (grade i) Importance for nature conservation, designated local nature reserves and other nature reserves. It states further, that development proposed near the vicinity of such sites, must submit an Ecological Assessment where considered appropriate by the local planning authority.

The site is covered in its entirety with concrete hardstanding and devoid of vegetation of any description. Furthermore, there is a 0.9m high dwarf concrete wall along its boundary where the site abuts against the canal tow path. Therefore, the development is unlikely to result in ecological harm if undertaken sensitively. It is proposed to attach a suitable condition requiring the submission of an ecological assessment in compliance with the policy.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

The site falls within flood zone 1 (least likely to flood) however, the site presently has a surface covering of concrete which is non-porous and offers no opportunity for rainwater to soak-away naturally. There may be existing issues around rain water run off. Therefore, the extent to which the proposed development might affect this concern should be understood prior to the commencement of work on site to ensure appropriate mitigation is incorporated into the scheme design. It is proposed to apply a condition requiring details of drainage prior to commencement of works on site.

7.18 Noise or Air Quality Issues

It is considered that given the proposed use is less intensive than the existing operation on site, the proposal would not result in additional noise and air quality issue beyond that which currently exist.

7.19 Comments on Public Consultations

The planning issues raised have been addressed as appropriate in the report.

7.20 Planning obligations

Please refer to the 'Section 106 details' below.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Contaminated Land

This is a long standing industrial area and, given the development involves minor excavations of foundation footings for the building, to allay concerns arising from possible land contamination, it is proposed to attached a condition requiring a site investigation prior to work being under taken to comply with policy OE11 of the Hillingdon Local Plan - Part Two - Saved UDP Policies (November 2012) .

Lighting and CCTV

The application provides no details concerning external lighting. It is likely during the winter months lighting would be required to maintain the operation of the site. Lighting is necessary for security and to reduce instances of crime. However, it can affect local ecology and night-time visual amenity and setting of the Grand Union Canal. Thus, It is proposed to apply a condition requiring further details prior to commencement of works on

site.

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

Planning permission is sought for the erection of 2 detached units to accommodate a storage depot and an ancillary office (Use Class B8) within the Uxbridge Industrial Estate on Wallingford Road.

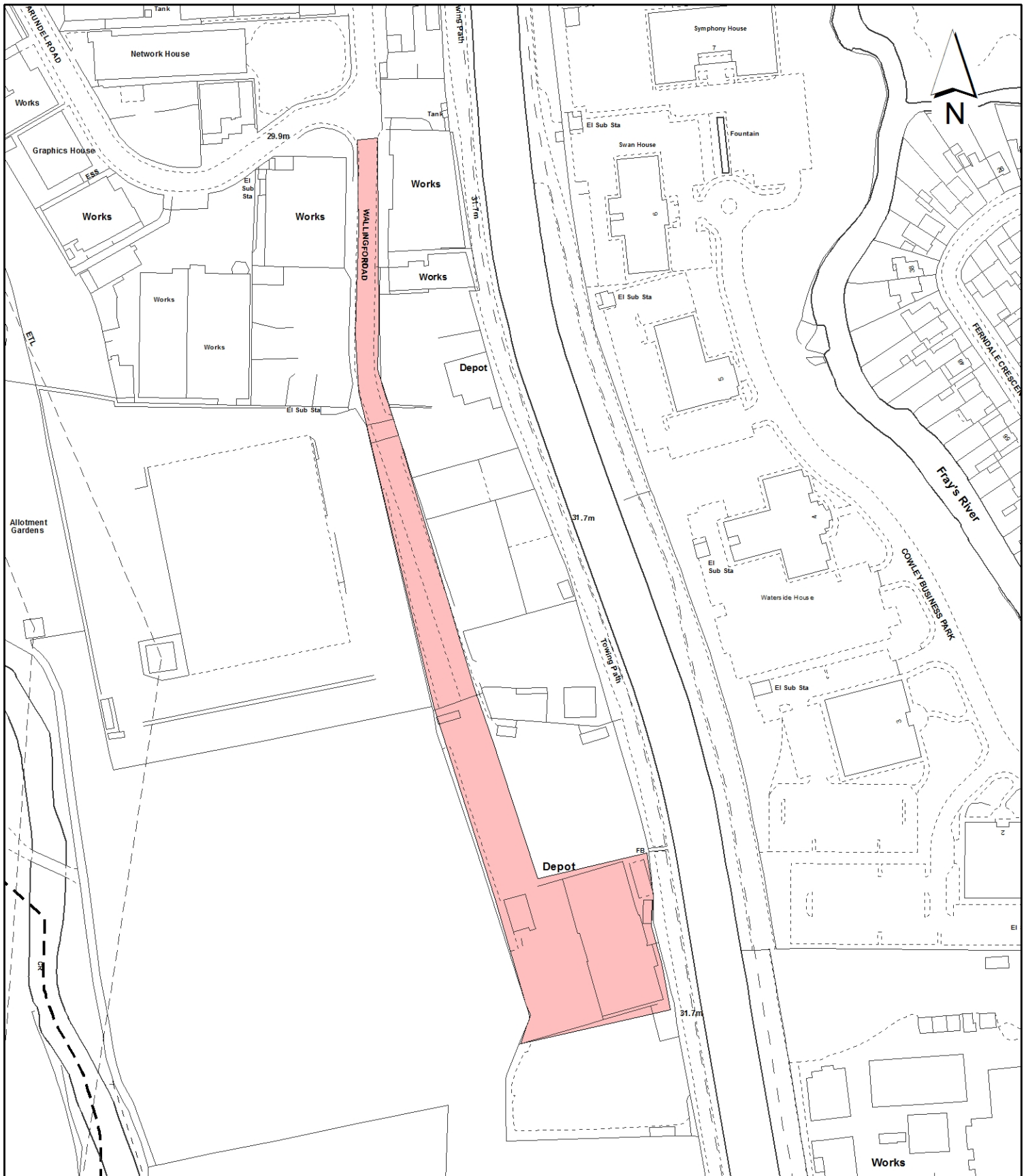
The proposed development is considered acceptable as its use is established and the proposed form of the 2 detached units are consistent with the character of the industrial area. The proposal would not result an increase in traffic generation and as such the proposal would not add further pressure to the local highway network. The proposal would contribute towards improving the junction at Wallingford Road and Cowley Mill Road. The recommendation is for an approval subject to a Section 106 legal agreement.

08.0 Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
National Planning Policy Framework (2012)

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

48 Wallingford Road

Planning Application Ref:

71488/APP/2015/4721

Scale:

1:2,000

Planning Committee:

Central & South

Date:

March 2017

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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