

Report of the Head of Planning, Transportation and Regeneration

Address RIVER HOUSE RIVERSIDE WAY UXBRIDGE

Development: Demolition of existing buildings and the construction of a Class E(g)ii, E(g)iii, B2 and B8 use employment unit with ancillary office accommodation, including new vehicular access, associated external yard areas, HGV and car parking, servicing, external lighting, landscaping, infrastructure and associated works.

LBH Ref Nos: 35755/APP/2021/4136

Drawing Nos: UGF Plan
6844 - 022 Rev A
21030-BGL-XX-XX-DR-C-0250_P2
Revised drainage calcs
Design and Access Statement
Planning Statement
Preliminary Ecological Appraisal
Bridge Point SuDS Proforma
Construction Method Statement
Travel Plan
Transport Statement
Swept Path Analysis
Geo-Environmental Assessment part1
Geo-Environmental Assessment Part2
Geo-Environmental Assessment Part3
Geo-Environmental Assessment Part4
Geo-Environmental Assessment Part5
Geo-Environmental Assessment Part6
Geo-Environmental Assessment Part7
Geo-Environmental Assessment Part8
External Lighting Assessment Report
Energy Strategy Rev 1
Tree Retention Protection and Removal Plan
Landscape Concept Sections
Landscape Design Statement
Year Maintenance and Management Proposal
Arboricultural Impact Assessment Rev
Air quality assessment
Flood Risk Assessment and Drainage Strategy Report
Location Plan
Landscape Concept Plan
6844 - 020 Rev D
6844 - 021 Rev D
Noise Statement
6844 - 37
6844 - 035 Rev A
6844 - 023 Rev B
6844 - 25 Rev A
6844 - 024 Rev B
6844 - 026 Rev A

21-168-PL-EX-001
21-168-PL-EX-002
21-168-EX-009
21030-BGL-XX-XX-DR-C-0200 PO1
Tree Constraints Plan
6844 - 034 Rev A

Date Plans Received:	08/11/2021	Date(s) of Amendment(s):	28/01/2022
Date Application Valid:	09/11/2021		08/11/2021
			09/11/2021
			02/02/2022

1. SUMMARY

The current application relates to the demolition of the existing buildings and construction of a replacement building with associated car parking and landscaping. Whilst of a similar use, the proposal would involve a wider set of use classes which are common uses within Strategic Industrial Locations such as this. There is significant policy support for the retention and enhancement of strategic industrial and employment areas at both regional and local level.

The proposal would not result in undue harm to the character and appearance of the street scene, the amenities of local residents. Furthermore the proposal provides mitigation measures to a satisfactory level in terms of energy, air quality, flooding and green infrastructure. As such it is recommended that the application be approved.

2. RECOMMENDATION

1. That delegated powers be given to the Deputy Director of Planning and Regeneration to confirm Prior Approval is required and is GRANTED subject to:

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

1. A s278 agreement for the access works required for the new vehicular access and extinguishment of the old bell mouth.

2. Employment Strategy and Construction Training.

3. Carbon Offset for non-delivery on site.

4. Air Quality damage cost of £133,224

5. Full Workplace Travel Plan and Travel Plan bond of £20,000

6. Project management and monitoring fee: A financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the review and preparation of the Unilateral Undertaking and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreements have not been finalised by 01/05/22 (or such other timeframe as may be agreed by the Deputy Director of Planning and Regeneration), delegated authority be given to the Deputy Director of Planning and Regeneration to refuse the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to the highways necessary as a consequence of demands created by the proposed development. The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2015, policies DMCI 7, DMEI 2, DMEI 14, DMT1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (2021) and the NPPF.'

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

F) That if the application is approved, the following conditions be imposed subject to changes negotiated by the Deputy Director of Planning and Regeneration prior to issuing the decision.

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on Drawing No.

6844 - 022 Rev A

6844 - 023 Rev B

6844 - 25 Rev A

6844 - 024 Rev B

6844 - 026 Rev A

21-168-PL-EX-001

21-168-PL-EX-002

21-168-EX-009

6844 - 020 Rev D

6844 - 021 Rev D
21030-BGL-XX-XX-DR-C-0250_P2
21030-BGL-XX-XX-DR-C-0200 PO1

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

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:

UGF Plan
Tree Constraints Plan
Design and Access Statement
Planning Statement
Preliminary Ecological Appraisal
Bridge Point SuDS Proforma
Construction Method Statement
Transport Statement
Swept Path Analysis
Geo-Environmental Assessment part1
Geo-Environmental Assessment Part2
Geo-Environmental Assessment Part3
Geo-Environmental Assessment Part4
Geo-Environmental Assessment Part5
Geo-Environmental Assessment Part6
Geo-Environmental Assessment Part7
Geo-Environmental Assessment Part8
External Lighting Assessment Report
Energy Strategy Rev 1
Tree Retention Protection and Removal Plan
Landscape Design Statement
Landscape Design Statement
Year Maintenance and Management Proposals
Arboricultural Impact Assessment
Air quality assessment
Flood Risk Assessment and Drainage Strategy Report
Landscape Concept Plan
Noise Statement
Revised drainage calcs

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4 RES8 Tree Protection

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

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

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

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.

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

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

2.b No materials or plant shall be stored;

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

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

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

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020)

5 RES9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping

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

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

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

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage for 18 bicycles

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts for 31 on plot car parking spaces including 2 disabled compliant, 2 motorcycle spaces, 6 active and 25 passive electrical vehicle charging points.

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

3.a Details of the inclusion of living walls to be located along the service yard security fence between the car parking area and the yard.

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

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

7. Ecological enhancement plan which includes the recommended enhancements within the ecological impact assessment

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 DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

6 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to

the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990

7 RES22 Parking Allocation

Prior to the occupation of the development a parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of how the proposed parking spaces will be managed.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan Part Two 2 (2020) and Policy T6 of the London Plan (2021).

8 NONSC Noise management plan

Prior to the occupation of the development, a noise management plan shall be submitted and approved by the Local Planning Authority. The plan shall include details relating to how local residents can report noise complaints, how they will be recorded and how they will be dealt with. The approved Strategy shall be implemented for the lifetime of the development.

REASON

To ensure the development accords with the requirements of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy D14 of the London Plan (2021).

9 OM19 Construction Management Plan

Prior to occupation of the development hereby approved a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall:

- i) rationalise the number of delivery and servicing trips, particularly during peak traffic periods;
- ii) ensure there is provision of adequate loading facilities;
- iii) ensure that the delivery space and time is actively controlled through a site booking plan; and
- iv) Provide details of measures which will be implemented to reduce neighbourhood impacts.

Operators should also be able to demonstrate their sustainability through membership of the Freight Operators Recognition Scheme (FORS) or similar.

(v) Crane Management Plan to be submitted and approved in writing by Local Planning Authority in consultation with NATS, Heathrow Airport Safeguarding and the MOD.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020).

10 NONSC Air quality 1

Prior to the occupation of the building a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall be delivered through the development of a robust Travel Plan and specify (but be not restricted to) the following

- 1) A clear and effective strategy to encourage staff to

- a) use public transport;
 - b) cycle / walk to work where practicable;
 - c) enter car share schemes;
 - d) purchase and drive to work zero emission vehicles.
- 2) Fleet composition - to include a quantified baseline for the current fleet, with targets set for the continued use of lower emission vehicles. This should be reviewed on annual basis to demonstrate continual improvement from this source of emissions, with a view to move towards a Euro VI fleet as soon as practicable;

REASON

As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

11 NONSC Air quality 2

Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy T7 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

REASON

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

12 RES24 Secured by Design

The building and car park area 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 dwelling shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the

well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to ensure the development provides a safe and secure environment in accordance with policy DMHB 15 of the Local Plan Part 2 (2020) and London Plan (2021) D12 .

13 NONSC Fire safety strategy

Prior to occupation a detailed fire safety strategy compiled by a suitably qualified assessor shall be submitted and approved in writing by the Local Planning Authority.

REASON

To ensure the proposed development complies with fire safety regulations and Policy D12 of the London Plan (2021).

14 NONSC Energy monitoring

Prior to occupation, a detailed monitoring and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall provide full details of how the carbon savings set out in the energy strategy shall be monitored with details of how and when these will be reported to Local Authority. The submitted report shall demonstrate the carbon reduction proposals have been implemented and that the development is compliant with the savings set out in the energy strategy. Measures to remedy any shortfall in carbon savings will be required. The development must be operated in accordance with the approved plan.

REASON

To ensure the development delivers the CO2 savings as set out in the energy strategy and in accordance with the London Plan Policy SI 2 (2021).

15 NONSC Contaminated land condition

(i) The development shall not commence until a scheme to deal with asbestos contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the remediation scheme (i.e., the provision of suitable soil cover to encapsulate asbestos) shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A written method statement providing detailed specification of the materials and final placing/s of the selected soil cover scheme, and how the completion of those remedial works will be verified, shall be agreed in writing with the LPA prior to commencement of work, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for (each phase) have been carried out in full and in accordance with the approved methodology.

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

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 Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

16 NONSC Bird hazard management

Prior to above ground works, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Heathrow Airport Limited and the Ministry of Defence. The submitted plan shall include details of:

- management of any flat roofs within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building.

REASON

In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (January 2020).

17 NONSC Archaeological survey

(i) No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Greater London Archaeological Advisory Service. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

(ii) If heritage assets of archaeological interest are identified by the stage 1 WSI then for those parts of the site which have archaeological interest, a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits.

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

REASON

To secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy HC1 of the London Plan (March 2021) and Chapter 16 of the National Planning Policy Framework (February 2021).

18 NONSC Thames water

Prior to above ground level works a plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water which demonstrates either

1. Surface water capacity exists off site to serve the development or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or
3. All Surface water network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

REASON

Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

19 NONSC Construction logistics plan

Prior to the commencement of development a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall consider the cumulative impacts of construction traffic and provide details of likely construction trips generated, and mitigation proposed. Details should include:

- i) site access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours);
- ii) vehicular routes;
- iii) scope for load consolidation in order to reduce the number of road trips generated; and
- iv) measures to improve safety to vulnerable road users.

The approved details shall be implemented and maintained throughout the duration of the construction process.

REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policy DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020) and the London Plan (2021).

20 NONSC Non Standard Condition

Prior to occupation of the development hereby approved a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall:

- i) rationalise the number of delivery and servicing trips, particularly during peak traffic periods;
- ii) ensure there is provision of adequate loading facilities;
- iii) ensure that the delivery space and time is actively controlled through a site booking plan; and
- iv) Provide details of measures which will be implemented to reduce neighbourhood impacts.

Operators should also be able to demonstrate their sustainability through membership of the Freight Operators Recognition Scheme (FORS) or similar.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020).

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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists

DMT 6	Vehicle Parking
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E6	(2021) Locally Significant Industrial Sites
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP GG2	(2021) Making the best use of land
LPP GG5	(2021) Growing a good economy
LPP SI1	(2021) Improving air quality
LPP SI2	(2021) Flood risk management
LPP SI3	(2021) Sustainable drainage
LPP SI3	(2021) Energy infrastructure
LPP SI5	(2021) Water infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T6	(2021) Car parking
LPP T7	(2021) Deliveries, servicing and construction

3 I15 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.

4 I47 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).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

5 170 LBH worked applicant in a positive & proactive (Granting)

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

3. CONSIDERATIONS

3.1 Site and Locality

The Site is located in Uxbridge on a previously developed plot of approximately 0.94ha. It is located in Uxbridge, in an existing and established employment, industrial and commercial area known as Riverside Way and is designated Strategic Industrial Land (SIL). Currently, the Site has an established employment land use, housing warehouse style units, large areas of hardstanding and other ancillary structures.

The Site comprises a relatively flat and square shaped plot situated to the north of Riverside Way and to the west of the River Colne. The existing Site has an established employment use and currently houses two storey offices, warehouse buildings and other ancillary buildings totalling approximately 3,206sqm GIA. The buildings are surrounded by extensive hardstanding for parking and storage for the Site. The existing development on the site is considered to make poor use of the whole site and currently represents an underutilised and inefficient use of urban land in an accessible location

3.2 Proposed Scheme

The Application seeks full planning permission for the development of the Site identified on the Site Location Plan for the construction of 4,497sqm of an industrial unit with ancillary offices. The proposed development would comprise a dedicated flexible employment unit (Class E(g)ii, E(g)ii, B2 and B8) with dedicated vehicle, cycle and motor cycle parking, loading bays, internal roads and access. Landscaping and tree planting is also proposed as part of this Application.

3.3 Relevant Planning History

Comment on Relevant Planning History

The application site has been subject to a number of historic applications relating to the existing building only which are listed below:

- 35755/B/87/1513: Renewal of previous p/p for erection of a factory & stores extension, approved 30/07/1987;
- 35755/ADV/2006/45: Installation of fascia sign, approved 05/06/2006;
- 35755/APP/2006/2296: Erection of 3 metre high fence, replacing existing fence, approved 04/08/2006; and,
- 35755/APP/2009/2523: Installation of railings and gates along the front (southern) boundary, approved, 20/11/2009.

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.E1	(2012) Managing the Supply of Employment Land
PT1.BE1	(2012) Built Environment
PT1.E4	(2012) Uxbridge
PT1.E6	(2012) Small and Medium-Sized Enterprises (SME)
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.CI1	(2012) Community Infrastructure Provision
PT1.EM6	(2012) Flood Risk Management

PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E6	(2021) Locally Significant Industrial Sites
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP GG2	(2021) Making the best use of land
LPP GG5	(2021) Growing a good economy
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI3	(2021) Energy infrastructure
LPP SI5	(2021) Water infrastructure

LPP SI7 (2021) Reducing waste and supporting the circular economy
LPP T6 (2021) Car parking
LPP T7 (2021) Deliveries, servicing and construction

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 22nd December 2021

5.2 Site Notice Expiry Date:- 10th December 2021

6. Consultations

External Consultees

Letters were sent to 25 neighbouring properties and a site notice was erected outside of the site for a period of 21 days. The application was also advertised within the local press. All methods of consultation expired 22-12-21 and 1 objection was received raising concerns with ensuring that the access to the buildings along Riverside Way is kept clear at all times including during construction and that construction is managed appropriately. A construction logistics and construction management plan is to be secured by way of an appropriately worded condition.

HEATHROW AIRPORT SAFEGUARDING

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observations:

Cranes

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/policy-campaigns/operations-safety/>)

Landscaping

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

NATS

Dear Sir/Madam

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

GLAAS

Thank you for your consultation received on 19 November 2021.

The Greater London Archaeological Advisory Service (GLAAS) give advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter. NPPF Section 16 and the London Plan (2021 Policy HC1) make the conservation of archaeological interest a material planning consideration. NPPF section 194 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. A field evaluation may also be necessary.

I have looked at this proposal and at the Greater London Historic Environment Record but I need more information before I can advise you on the effects on archaeological interest and their implications for the planning decision. If you do receive more archaeological information before you take a planning decision, I recommend that you include the applicant's failure to submit that as a reason for refusal.

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Colne Valley..

There are Palaeolithic findspots scattered throughout the wider area. The most significant site is that at Three Ways Wharf which produced evidence of in situ Palaeolithic and Mesolithic occupation. Other Palaeolithic and Mesolithic finds have been made in the area around Three Ways Wharf including bones and further Mesolithic flint scatters under peat layers to the south of Three Ways Wharf. Records on the Buckinghamshire HER for a buffer area along the Buckinghamshire/Hillingdon border stress the importance of the Three Ways Wharf area for Palaeolithic and Mesolithic material, with Palaeolithic and Mesolithic activity recorded at the Sanderson site on the other side of the River Fray to Three Ways Wharf, and at Denham, further south.

The site lies in a similar topographic location to Three Ways Wharf. Geotechnical investigations on the site which accompany the planning application suggest that the survival of the below ground sequence is good.

Because of this, I advise the applicant completes these studies to inform the application:

Desk Based Assessment

The pre-determination DBA should include a geoarchaeological deposit model for the site to define whether the site is within or on the edge of the channel and assess the impacts of the new development on alluvial and gravel layers. The DBA should focus on the deposit modelling and impacts from the previous and new development in order to fully assess the archaeological potential of the site. Desk-based assessment produces a report to inform planning decisions. It uses existing information to identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. An assessment may lead on to further evaluation and/or mitigation measures.

I will need to agree the work beforehand and it should be carried out by an archaeological practice appointed by the applicant. The report on the work must set out the significance of the site and the impact of the proposed development. I will read the report and then advise you on the planning application. NPPF paragraphs 199 - 202 place great weight on conserving designated heritage assets, including non-designated heritage assets with an archaeological interest equivalent to scheduled monuments. Non-designated heritage assets may also merit conservation depending

upon their significance and the harm caused (NPPF paragraph 203). Conservation can mean design changes to preserve remains where they are. NPPF paragraphs 190 and 197 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Applicants should therefore expect to identify appropriate enhancement opportunities.

If preservation is not achievable then if you grant planning consent, paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms.

You can find more information on archaeology and planning in Greater London on our website. This response only relates to archaeology. You should also consult Historic England's Development Management team on statutory matters.

(OFFICER COMMENT: The requested Desk Based Assessment has been completed and its recommendations include conditions for a on-site Watching Brief. This condition has been added. Officers are still awaiting a formal response from GLAAS on the updated Desk Based Assessment but it is anticipated that the condition as set out in Condition 19 of this report will be requested by GLAAS.)

CANALS AND RIVERS TRUST

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is that the Trust has no comment to make on the proposal.

Please do not hesitate to contact me with any queries you may have.

SOUTH BUCKS COUNCIL

Thank you for your letter dated 26th November 2021 with regard to the above planning application. It should be noted that the site is located within the boundary of the London Borough of Hillingdon, however Oxford Road does connect to the highway maintained by Buckinghamshire Council some 450m to the west.

Having reviewed the Transport Statement, whilst no work has been submitted on the likely traffic distribution of the site, I can confirm that the proposals would be unlikely to lead to unacceptable congestion levels on Buckinghamshires network, given the number of additional vehicular movements anticipated in the network peak hours.

Mindful of the above, I have no objection to the proposals, and in this instance I have no conditions to suggest for inclusion on any planning consent that you may grant.

THAMES WATER

With the information provided Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for SURFACE WATER drainage, but have been unable

to do so in the time available and as such Thames Water request that the following condition be added to any planning permission.

No development shall be occupied until confirmation has been provided that either:-

1. Surface water capacity exists off site to serve the development or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or
3. All Surface water network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval. Water Comments With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333. Supplementary Comments Wastewater: Site is only 5m from River Colne through third party land. To follow drainage hierarchy, the applicant should approach the third party landowner for permission to cross their land for a connection to the River Colne and only if permission is denied will Thames Water have no objections to this proposal. There are no capacity concerns for the surface water sewer. The proposed development should fully explore the viability of storing rainwater for later use. Building Regulations Part H states that methods of drainage other than connection to a public surface water sewer are encouraged where they are technically feasible and considers rainwater recovery systems as a method of drainage under H3 Section 1. We strongly encourage the owner to install a rain barrel, and to consider rain gardens and swales as well for landscaping.

Internal Consultees

TREES AND LANDSCAPING OFFICER COMMENT:

The site is occupied by an industrial warehouse, with associated areas of hardstanding, soft landscape (grass and trees) in the north-west corner of the industrial estate. It is surrounded by watercourse of the River Colne which meanders through a wooded area to the north and west of the sites, with other industrial buildings and the Grand Union Canal situated to the east.

The River corridor is a SINC, however, there are no TPO's or Conservation Area designations affecting the site.

Comment, existing trees:

A tree survey, with photographs and arboricultural impact assessment has been undertaken by BT Trees, dated October 2021. The survey has identified and assessed 21 individual trees or groups, either on the site or on third party land close by.

3 x individual on-site trees are category A (the highest value); T8 lime, T10 alder and T13 walnut. 7 x individual trees and groups are category B; G3, T5, G12, G15, T18, G20 and G21. - A and grade trees are considered to be worthy of retention on development sites due to their condition, value and useful life expectancy.

The other trees are category C, of lower value with the exception of T2 rowan and T19 poplar which are grade U and could be removed in the interest of good arboricultural management.

A tree constraints plan and a tree retention, protection and removal plan has been submitted by Barry Chinn Associates.

A 'preliminary' arboricultural method statement (AMS) has been provided in Appendix 2. If the application is approved a full AMS, with arboricultural supervision on site should be conditioned. The AMS should be endorsed by a Construction Management Plan to ensure that the demolition and construction contractors adhere to the AMS.

Comment: Ecology

An ecological survey has been undertaken in September 2021, by The Ecology Partnership. At 1.7 the report refers to the Environment Bill which will seek a 10% net gain in biodiversity. - Since this report was written, the Environment Bill has been adopted.

At 4.14 the report notes that the habitat creation measures detailed in Figure 6 will result habitat unit score of +10.12% and hedgerow unit score of +88.33%. At 4.16 it is noted that without the recommended scrub and hedgerows the habitat loss would be -9.90% and the hedgerow unit of 0%. Further ecological enhancements are detailed in clauses 4.24-4.28.

Comment: Landscaping

The D&AS sets out basic landscape objectives in section 8.0, which are described more fully in a stand-alone landscape design statement, with the landscape concept and objectives described more fully by Barry Chinn Associates.

This is supported by a concept plan which confirms that many of the existing hedgerow and trees will be retained. The landscape scheme also proposes three new trees (extra heavy standards), indigenous hedgerow, formal (native) hedgerow, specimen shrubs, ornamental shrub planting, climbers, low ground cover, woodland thicket planting and areas of wildflower grass seed mix. typical cross-sections have been submitted.

These plans are supported by a 10 year landscape management and maintenance specification.

SUDS will be incorporated within the site, utilising underground infiltration tanks. (Please refer to drainage specialists).

External lighting will be specified to comply with industry standards regarding the avoidance of external light spillage and pollution of the night sky in the interests of bats and other nocturnal species.

Comment: Urban Greening Factor

According to the GLA guidance, commercial developments should seek to achieve a target figure of 0.3

An urban greening factor plan has been submitted which identifies and quantifies a total of 7 landscape types with areas measured, giving a total score of 0.266. The scope for improving the UGF score is limited to reducing the quantum of grey infrastructure (the building / hard-surfacing, or by adding green roofs / walls, at least to the office component of the building?

Recommendation

No objection subject to the above comments and pre-commencement condition RES8 (Construction Management Plan) to endorse the tree protection measures and specify arboricultural site monitoring), RES9 (parts 1,2,3,4,5 and 6) and RES10.

OFFICER COMMENT:

With regards to UGF, the 0.3 target in the London Plan specifically excludes B2/B8 uses and should be used as a guide. The proposed uses include E classes and as such the development should be required to deliver some Urban Greening improvements reflective of the E classes only. The proposal would deliver a 0.26 figure which is close to the 0.3 target that's applied to other uses, and

is significantly higher than other comparable industrial schemes recently approved. In terms of ecology, the submitted report has been reviewed in full and a condition relating to ecological enhancements to achieve a net gain has been included.

HIGHWAY OFFICER COMMENT:

Site Characteristics & Background

River House is located within a commercial and defined employment area in Uxbridge lying adjacent to the River Colne. It consists of an existing B2/B8 planning use class (GIFA -3206 sqm) with approximately 40 on-plot car parking spaces. As referenced within the submitted Design & Access Statement, it is proposed to demolish and replace the existing buildings with a more flexible E(g) ii & iii, B2 and B8 use class with a larger GIFA of 4088 sqm with ancillary offices (E(g)(i) - GIFA 409 sqm).

31 on-plot car parking spaces (including 2 disabled compliant & 6 'active'/ 25 'passive' Electric Vehicle Charging Bays) are proposed together with a service area accommodating Light & Heavy Goods Vehicles (LGVs/HGVs respectively). The site is served by two wide and separate 'bell-mouth' vehicular access/egress points which would be extinguished and replaced with a single access/egress point located to the far eastern extremity of the site envelope with the service area accessed from the same.

The surrounding roads are extensively covered by double yellow line parking controls together with select unrestricted areas which provide free parking on a 'first come first served' basis for the local workforce and visitors. The address fails to register a public transport accessibility level (PTAL) rating which therefore greatly heightens dependency on the use of private motor transport in lieu of some alternate sustainable travel modes.

Parking Provisions

Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The E(g) ii & iii, B2 and B8 uses would demand '2 spaces plus 1 space per 50-100sqm GIFA' whilst for a E(g)(i)) office use there is a requirement for a maximum of '1 space per 50-100sqm of GIFA'. An overall parking quantum in the region of 47 spaces would be required.

It is therefore apparent that the total proposal for 31 spaces indicates a deficit in provision. Determination of the acceptability (or otherwise) of a lower on-plot parking provision is reliant on a number of extraneous factors to the site itself. The local characteristics of the surrounding network is one of the factors that needs to be taken into consideration as this can significantly influence the need (or otherwise) for new parking demand.

With this particular site, it is noted that the majority of the public highway in the area is covered by double yellow line waiting restrictions and any available unrestricted parking is used on a 'first come first served' basis. This in itself imposes a deterrent factor to using a private motor vehicle as limited on-site and on-street parking availability may encourage some individuals to rethink their travel patterns and utilise more sustainable modes of travel to and from the site thereby lessening general parking demand in the area.

As a consequence, any potential parking impacts on the immediate adopted highway network resulting from the proposal do not raise specific concerns given the limitations of on-street parking availability together with the extensive local parking restrictions that surround the location which inherently assist in discouraging the likelihood of untoward parking displacement onto the public domain by a new development proposal. This has already been demonstrated by the existing B2/B8 site use activity (albeit at a reduced scale) with 40 on-plot spaces which has not created any known detriment related to traffic generation/parking impact on the surrounding highway network.

It is also noted that a positive by-product of a 'lesser' on-plot parking provision (i.e. below Hillingdon's

maximum standard) would lend itself to a potential reduction in vehicle trip generation from the site which, on highway capacity grounds, is welcomed. This aspect will be touched upon later within this appraisal.

An overarching parking management strategy (PMS) covering the site is recommended as this may better designate and balance provisions for each use component as it could allow for possible reassignment of parking provisions if so required owing to fluctuation in parking demand associated with the each of the combined uses. This aspect would need to be secured via planning condition.

Electric Vehicle Charging Point (EVCP) Provision

Within the proposed parking quantum there is a requirement for EVCPs for these use classes which would equate to a minimum of 5% of the parking spaces provided in total being dedicated both to 'active' and 'passive' provisions. This amounts to 2 spaces for both elements and 6 'active' together with 25 'passive' spaces have been incorporated within the submission which is welcomed. There are no further observations.

Cycle Parking

In accord with the Local Plan: Part 2 standard there is a requirement for 1 cycle space to be provided per 250sqm GIFA for the E(g)(i) (ii) & (iii) uses with 1 space per 500sqm for the B2/B8 uses. The applicant is proposing a flexible approach to the application of use classes hence the higher standard has been applied to the whole 4497sqm (GIFA) proposal which would result in a requirement for 18 spaces. 10 spaces are indicated on the frontage hence this figure should be uplifted accordingly by way of planning condition.

Motorcycle/Scooter (M/S) Parking

Local Plan: Part 2 Policy DMT 6 requires that 1 motorcycle/scooter parking space per 20 parking spaces is to be provided within new development. Consequently, there should be 1-2 such spaces provided in total for this site as a whole. This has not been indicated but can be secured via planning condition.

Existing/New Access & Internal Roadway Provisions

The two existing access points on Riverside Way are to be extinguished and replaced with a single 'bell-mouth' access/egress located to the far eastern extremity of the site envelope with the service area accessed from the same. This arrangement is considered satisfactory and fit for purpose.

It is envisaged that sizable articulated lorries (16.5m in length) would serve this enterprise and on this basis, the applicant has demonstrated that the required swept path manoeuvres for HGV delivery/collection and servicing purposes into and out of the service area can be undertaken satisfactorily in a forward gear via the new access/egress point and internal roadway without discernible detriment to the internal workings within site envelope or the surrounding public highway. Final 'bell-mouth' access designs would be arranged post-permission with the new provision and extinguishment of old (e.g. footway reinstatement) being undertaken to an appropriate Council standard under a S278 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's expense.

Service Yard 'Dock Levellers'

The applicant has confirmed the suitability of the service yard for the installation of the proposed 3 'dock levellers' by way of the aforementioned submitted swept path analysis which successfully demonstrates that a 16.5m articulated vehicle (and, of course, smaller appliances) can enter and leave in a forward gear unencumbered which is considered as best practice on safety grounds. There are no further observations.

Vehicular Trip Generation

Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The TRICS database of trip generation for different land uses has been applied by the applicant in order to determine the likely traffic generated by the proposal. The applicant's trip methodology and findings are considered reflective of the levels of proposed commercial activity which is predicted to generate in the region of up to 15 additional (arriving) & 25 (departing) vehicular movements during the AM & PM peak respectively. It is noted that this prediction does not factor in any reduction in car-borne travel resulting from the implementation of a staff/visitor travel plan which is discussed later. HGV & LGV movements would remain relatively unchanged.

It is also noted that a positive by-product of a 'lesser' on-plot parking provision (i.e. below Hillingdon's maximum standard) as is the case here coupled with the limited 'free of charge' on-street parking provisions, would be a potential reduction in traffic generation from the site which, on highway capacity grounds is clearly welcomed. It is therefore concluded that, on balance, there are no immediate concerns linked to vehicular trip generation during and outside of these most sensitive and crucial peak periods as any uplift would be considered as relatively marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Workplace Travel Plan (WTP)

A WTP would be required in order to capture the workplace element of the proposal.

The WTP represents a long term strategy for managing travel by employees and delivery related activities which conform with Transport for London's (TfL's) guidelines as it addresses all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode by staff to and from a site.

A WTP has been submitted and is broadly considered fit for purpose. To ensure continued compliance in perpetuity it should be secured by way of planning condition which is exemplified below.

"Condition Air Quality - Travel Plan

No development shall commence until a robust Travel Plan (TP) has been submitted to and approved in writing by the Local Planning Authority. The TP shall detail the strategies and steps that will be followed in promoting effectively modal shift and the usage of clean vehicles namely electric cars, euro 6/VI and above by the users/staff of the proposed development and quantify, wherever appropriate, the reduction of emissions achieved. As a minimum the TP shall include

- 1) an electric vehicle fast charging bay for HGVs;
- 2) a clear and effective strategy to encourage staff to
 - a) use public transport;
 - b) cycle / walk to work where practicable;
 - c) enter car share schemes;
 - d) purchase and drive zero emission vehicles.

The measures in the agreed scheme shall be maintained throughout the life of the development."

Waste Management/Service

As there is an existing industrial use in place, general servicing and refuse arrangements and collection would continue and be organised by way of a private contractor hence this aspect will require a separate conversation with the appropriate private waste collection service. Also the applicant has confirmed the suitability of the service yard for the proposed usage by way of a submitted swept path analysis which successfully demonstrates that a 16.5m articulated vehicle (and, of course, smaller refuse appliances) can enter and leave in a forward gear which is considered as best practice on safety grounds. There are no further observations.

Construction Logistics Plan (CLP) and Service Delivery Plan (SDP)

A full and detailed CLP and SDP will be a requirement to be secured given the constraints and sensitivities of the local road network. The SDP is required to accord with TfL's delivery and service planning guidance. Both plans will need to be secured under planning condition in order to avoid/minimise potential detriment to the public realm.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development 'Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

ACCESS OFFICER COMMENT:

I have considered the detail of this planning application and deem the proposed facility to be adequately accessible for its intended use. However, the following informative should be attached to any grant of planning permission: The Equality Act 2010 seeks to protect people accessing goods, facilities and services from 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.

FLOODING OFFICER COMMENT:

A Flood Risk Assessment and Drainage report by Burrows Graham dated 22nd October 2021 has been submitted. The site is in flood zone 1 and has limited other risk although groundwater is indicated to be high. The proposals include controlling surface water run off within the site to green field run off rates up to the in 100 year plus 40 allowance for climate change resulting in 93% reduction in run off. Cv Values should be amended as these are low and could underestimate storage volumes required. However this is not indicated to be through a sustainable scheme integrated within the landscaping which has a limited width surrounding the proposed building to screen the building. Nor are living roofs or walls included within the proposals in accordance with policy requirements for Hillingdon. As a result of the proposed permeable paving parking and tanked system the SW then has to be pumped from site which considered the least sustainable solution. A slightly smaller building would allow a more integrated and sustainable design and screening within the site and the SuDs design should be revised.

(OFFICER COMMENT: The Flood Officers concerns have been noted however there is significant policy support for class B uses at both regional and local level. The request to reduce the size of the building so that an improved SUDS scheme could be proposed needs to be balanced against the benefits and policy support for this type of development. The applicant has increased the capacity of the underground water storage below and is proposing a green wall which has been secured within the approved plans and in the landscaping condition. The existing site is almost entirely covered in hardstanding and although the landscaping scheme is limited it is considered an improvement to the existing arrangement on site at present. The proposal would not result in significant fluvial or pluvial flooding concerns and therefore on balance is considered to be acceptable.)

POLICY OFFICER COMMENT

Designations - SIL - Part of the site in APA Proposal - Demolition of existing B2/B8 uses and ancillary offices totalling 3,206sqm GIA, of which 1,120sqm GIA is offices. - Redevelopment to provide Class E (g) (ii) and (iii) (research and development and light industrial), Class B2 and B8 uses and ancillary office (E(g)(i)) accommodation. - New uses equal 4,497sqm GIA (of which 409sqm is ancillary offices). - All of proposed uses are supported by Policy E4 and E5 Part C of the London Plan and the reduction in the amount and proportion of floorspace that is ancillary offices also leads to further increase in industrial and related functions. - Intensification of industrial capacity

in SIL is supported by Policies E4 and E5 of the London Plan. - Proposal supported from a strategic perspective, however it must be ensured that the scheme does not compromise the integrity or effectiveness of these locations in accommodating industrial-type activities and their ability to operate on a 24-hour basis, as per Policy E5 Part D. The ability of neighbouring uses in the SIL to operate effectively and efficiently should not be compromised as a result of this proposal. If there are any other particular matters to comment on please reconsult.

NOISE OFFICER COMMENT:

3 REVIEW

3.1 Overview

The Noise Assessment is 59 pages, with 32 pages of main text, including some tables and figures. In many respects, it's a good report, based on a generally wholistic and robust approach, with key details and assumptions clearly presented, but where the findings are not necessarily as inconsequential as indicated, with some gaps in the establishment/understanding of the current conditions/context.

Given the site's current/historical use, it's location within a wider employment area, and the lack of proximity to dwellings, we would not expect any noise-related issues from the proposed scheme's operation, even on a 24-hour basis. In addition to the dwellings, however - some 200+ metres to the east - there are the moorings on the Grand Union Canal, some 90 metres to the east.

Appropriately, these have been considered within the Noise Assessment, where it is found that the rating levels (as per BS 4142) are only just below the adopted background sound level at night, whereby the Council's standard criterion (of 5 dB below, which is usefully referenced in the Noise Assessment) is not shown to be met (which is also the case during the day in some instances). If this criterion is to be rigidly applied, therefore, and assumed to apply to the moorings, then the Noise Assessment shows the scheme to be non-compliant in this regard.

However, there are potentially mitigating circumstances. Arguably, the Council's standard criterion doesn't necessarily account for site-specific context and so may not be entirely suitable in all instances, whilst one would presume that if the occupants of any boats in the vicinity find the soundscape not to their liking, bearing in mind the general nature of the area, then they can move on - they are not permanent/semi-permanent moorings, as far as we're aware. Furthermore, a reasonably robust approach has been taken to the application of character corrections (to determine the rating levels), which could be considered to provide a degree of flexibility when viewing the significance of the assessment findings.

Setting the Council's criterion aside, BS 4142 advises that, subject to context, "Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact. Unfortunately, the consideration of context within the Noise Assessment is rather limited, with the guidance in BS 4142 not having been fully accounted for. Reliance is placed solely on the scheme being in keeping with the existing site and wider area use, but where it is not clear, with seemingly no attendance at night, how true this is on a 24-hour basis. We would say that, despite the general nature of the area, this is a gross assumption until proven otherwise.

However, having said that, we can still see in any case that the calculated rating levels should represent no more than a low impact; which, in light of the additional mitigating circumstances of, presumably, the boats being able to move on if preferred and the application of robust character corrections, we would suggest is acceptable.

Notwithstanding this, we feel that it would be in keeping with national, regional and local policy to not just avoid potentially significant noise effects, but for sound levels to be kept to a practicable minimum. As it is, there is no mention of noise control within the Noise Assessment, or other reviewed documents, and so it is our recommendation that the preparation of a noise management

plan (or similar document) be conditioned to help ensure sound levels are appropriately managed.

3.2 Fixed plant

It is helpfully pointed out in the Noise Assessment that any associated fixed plant items have not been considered in the absence of full details at this stage. This is not unusual and is considered acceptable.

We see from the Energy Statement that air source heat pumps (ASHPs) are proposed as part of the heating and cooling strategy, which are presumably to be located outside. We don't anticipate any noise issues from the operation of such plant, and wouldn't, therefore, see a need for a noise assessment in this specific regard.

RECOMMENDATIONS

It is considered that noise need not be grounds for refusing planning permission, but, where LBH is mindful to grant permission, it is recommended that a condition is included requiring the preparation of a Noise Management Plan (or similar document), to be submitted to, and approved by, LBH, and thereafter maintained and regularly audited. It shall include details of the physical and management measures to be taken to minimise, as far as reasonably practicable, sound from the operation of the site.

AIR QUALITY OFFICER COMMENT:

The proposed development is located within the LBH Air Quality Management area (AQMA), and within LBH Uxbridge Focus Area catchment area, bringing additional traffic emissions which will add to current likely exceedances. Proposals are required to improve air quality within Focus Areas. The proposal is not air quality neutral for transport emissions.

As per the London Plan and LBH Local Action Plan 2019-2024, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of air pollutant emissions in these sensitive locations. LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas.

Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan (March 2021) requires development to be air quality neutral as minimum and air quality positive in certain circumstances, actively contributing to reduce pollutant emissions to the atmosphere.

DAMAGE COST AND MITIGATION MEASURES

The development is not Air Quality Neutral and further action is required to reduce emissions. Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

The level of mitigation required to the proposed development for traffic emissions is £166,530. Flat rate deductions applied due to mitigation offered by the applicant are as follow: Travel Plan (to be secured by bond or condition to the occupier of the site) (15%), Green Sustainable Measures (5%), contribution to long term LBH strategic longterm strategies (0%; should any transport related contributions be offered, the flat rate can be adjusted accordingly), totalling a reduction of £33,306.

Therefore, a section 106 agreement with the LAP of £133,224 is to be paid for Hillingdon to deliver its

air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels. A condition is required to secure definition and implementation of the Travel Plan by the occupier of the site to achieve the 15% reduction sought.

2 Reason for Refusal (if objecting)

N/A

3 Observations

In addition, the following conditions will apply. See text below.

Condition Air Quality - Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall be delivered through the development of a robust Travel Plan and specify (but be not restricted to) the following

- 1) A clear and effective strategy to encourage staff to a) use public transport;
b) cycle / walk to work where practicable;
c) enter car share schemes;
d) purchase and drive to work zero emission vehicles.
- 2) A clear and effective strategy to manage captive distribution fleets (B8 use) to be zero emission.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DME1 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

Conditions - Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy 7.14 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019) B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

Context

The proposed development is within an Air Quality Management Area and will affect identified Air

Quality Focus Area(s). Air Quality Focus Areas are defined by the GLA as areas already suffering from poor air quality where prioritisation of improvements is required. This is supported by: Local Plan Part 2 Policy DME1 14

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

CONTAMINATED LAND OFFICER COMMENT:

1 Summary of Comments:

I have reviewed the following report as submitted with the application:

Title: Geo-Environmental Assessment, River House, Riverside Way, Uxbridge; Ref: 21-0329.02;
Date: October 2021; Prepared by: Delta-Simons Environmental Consultants Limited.

The report provides a detailed and comprehensive assessment of land condition at the site. The details are based on findings from previous phase I and phase II studies conducted by Delta-Simons during 2015.

Delta-Simons conducted further site investigation works during 29th and 30th September 2021.

Preliminary and updated conceptual site models and risk assessments are recorded.

Asbestos fibres were detected at the site. However, the report provides suitable and sufficient evidence to confirm land at the site does not require extensive remedial works because no samples showed quantities of other contamination which exceeded the applied generic acceptance criteria.

I recommend the following conditions should be imposed if planning permission is awarded:

Proposed conditions for land affected by contamination.

(i) The development shall not commence until a scheme to deal with asbestos contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the remediation scheme (i.e., the provision of suitable soil cover to encapsulate asbestos) shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A written method statement providing detailed specification of the materials and final placing/s of the selected soil cover scheme, and how the completion of those remedial works will be verified, shall be agreed in writing with the LPA prior to commencement of work, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted

remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for (each phase) have been carried out in full and in accordance with the approved methodology.

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

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 Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

2 Reason for Refusal (if objecting):

N/A

3 Observations:

- The findings from laboratory analyses of samples from site indicate no elevated concentrations of metals, PAH or petroleum hydrocarbons or ground gases were present within the soils at levels which exceed the relevant generic acceptance/gas protection scheme criteria for the proposed commercial/industrial land use
- Asbestos was detected in samples of made ground materials
- The report provides recommendations to address asbestos issues using a clean cover barrier system in exposed areas of proposed future landscaping.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 81 of the NPPF (2021) notes planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Policy E5 of the London Plan (2021) outlines that development proposals should be restricted to the uses within the industrial-type activities set out in Part A of Policy E4.

Policy E1 of the Local Plan: Part One (November 2012) states that the Council will accommodate growth by protecting Strategic Industrial Locations and designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL). Under Policy E2 the Council are also seeking to accommodate 9,000 new jobs over the plan period. Most of this will be directed towards such strategic sites. The development is located on a Locally Significant Industrial Site this is a local plan

designation.

Policy E6 of the Local Plan: Part One (November 2012) encourages the development of affordable accommodation for small and medium-sized businesses in appropriate locations.

Policy DME 1 of the Local Plan: Part Two (2020) notes the Council will support employment proposals in Strategic Industrial Locations (SILs) - Preferred Industrial Locations (PIL) or Industrial Business Parks (IBP) - in accordance with relevant policies in the London Plan.

The site is located within a Strategic Industrial Location (SIL) referred to as the Uxbridge Industrial Estate. SILs are the capital's main reservoir of land for industrial, logistics and related uses. SILs are given strategic protection because they are critical to the effective functioning of London's economy. They can accommodate activities which - by virtue of their scale, noise, odours, dust, emissions, hours of operation and/or vehicular movements - can raise tensions with other land uses, particularly residential development.

The redevelopment of the site and its use as Use Class E(g)(ii) (Research and Development and Industrial) & E(g)(iii) (industrial processes), B2 and B8 is therefore supported. The office floorspace identified on the floor plan is considered small enough to be described as ancillary to the rest of the development.

Consideration has been given to the characteristics and operational requirements of industrial uses and the need for the developments to have sufficient yard space. The existing site is inefficiently laid out and used, the proposal seeks to consolidate the built footprint to provide a modernised building to serve future occupants. On this basis, the proposal is appropriate and accords with Policy Policy E5 of the London Plan (2021) and Policies E1 and E6 of the Local Plan: Part One (November 2012) and Policy Policy DME 1 of the Local Plan: Part Two (2020).

7.02 Density of the proposed development

Not relevant to this application

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

ARCHAEOLOGY

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

The application site lies within the Colne Valley Archaeological Priority Zone, the proposal is of fairly modest scale. A desktop study has been submitted in support of the application and identified that the site could be subject to archaeological value however the existing buildings could have had a potentially negative impact on this. The report highlights that the foundation works are unlikely to have a detrimental impact however there would be potential impacts arising from the ground improvement works and recommends further survey works be undertaken and the findings submitted to the Local Planning Authority prior to the commencement of works on site. A further consultation request has been sent to GLAAS for the review of the report but a response is yet to be received. However as

suggested within the report itself further survey work may be necessary or at least a watching brief undertaken therefore an appropriately worded condition has been included to address the need for further survey work.

CONSERVATION AREA AND LISTED BUILDINGS

The site is not located within a Conservation Area, Area of Special Local Character and there are no Listed Buildings on the site. As such, it is considered that the scheme would not impact on the heritage of the borough.

7.04 Airport safeguarding

Paragraph 95 of the National Planning Policy Framework requires that planning decisions promote public safety and take into account wider security and defence requirements by:

- a) anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security; and
- b) recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

- i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and
- ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

No aerodrome safeguarding objections were raised to the application subject to the imposition of a bird hazard management plan condition and a condition requiring further details of any cranes being used during the construction phase.

7.05 Impact on the green belt

Policy DMEI 6: Development in Green Edge Locations states that new development adjacent to the Green Belt, Metropolitan Open Land, Green Chains, Sites of Importance for Nature Conservation, Nature Reserves, countryside, green spaces or the Blue Ribbon Network should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

The site is not located within the Green Belt however the sites western boundary does abut the Green Belt. The proposed building line as existing is in a very similar position to that of the proposed building, albeit, it is proposed to be wider in form. There is an area of proposed landscaping between the western boundary of the site and the proposed building and in addition, climbers (climbing plants) are proposed along the entirety of the fence line which abuts the Green Belt in or to assimilate the development into the surrounding area, in accordance with Policy DMEI6 of the Local Plan Part 2 (2020). It is considered that the proposed development would have no greater impact on the openness of the Green edge

than the existing buildings.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.)

Policy DMHB 11 of the Hillingdon Local Plan: Part Two (2020) re-emphasises the importance of good design in new development by requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure.

The site forms part of a SIL and the proposed buildings are considered to be of an appropriate scale and design to harmonise with their industrial/commercial surroundings. The external materials proposed to be used in the construction of the development are industrial in nature and are deemed appropriate in this location. The overall height of the building is proposed to be approximately 15m.

The proposed unit is set back from the road by approximately 15m to allow a forecourt car parking. Given the industrial nature of the wider site, the building lines are inconsistent and in this context the proposed footprint is considered acceptable.

A metal access gate along the southern part of the site is proposed to manage access and security which is considered acceptable. There is limited opportunity on the site to introduce soft landscaping, given the nature and use of the site, however a condition is recommended that requires the applicant to both consider and maximise opportunities for soft landscaping where it can be accommodated.

Overall, the proposal is considered to accord with Policies BE1 of the Local Plan: Part One (November 2012) and Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Local Plan Part Two (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest residential units are situated 231m to the north east of the site. The proposal would not adversely impact the amenities of neighbouring occupants.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 1 of the Local Plan: Part Two (2020) requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner. Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020) ensures development proposals have safe and efficient vehicular access to the highway network and would provide a safe, secure and convenient access and facilities for cyclists and pedestrian.

Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) requires development proposals to comply with parking standards unless it would not lead to a deleterious impact on street parking provision, congestion or local amenity.

The application proposes the demolition of the existing B2/B8 unit and the erection of a new building with a more flexible set of uses. The existing building would be replaced by a new building with an internal floor area of 4497sqm thus resulting in an increase of approximately 1291sqm. The application would result in an increase in the number of vehicle trips to and from the site (15 arriving and 25 departing) during peak AM & PM periods. However given the commitment to shift staff and visitor movements to more sustainable methods of transport, this figure is likely to reduce. In order to ensure the Council has evidence to demonstrate that this commitment is to be fulfilled, the applicant has submitted a Travel Plan which in commenting on the proposal, the Highway Engineer has deemed broadly acceptable. It is suggested that a Travel Plan condition be attached to any grant of consent so that the TP is updated to include all methods of shifting users to more sustainable methods of transport.

The scheme would provide 31 spaces for a scheme which according to Policy DMT 6 would require 47 spaces. Notwithstanding this deficit, other factors need to be considered when assessing whether the proposed quantum of parking is admissible. It should be noted that the majority of the public highway in the area is covered by double yellow line waiting restrictions and any available unrestricted parking is used on a 'first come first served' basis. This in itself would assist with shifting employees/customers towards alternative methods of transport. In order to ensure that the proposed parking spaces are managed effectively a condition pertaining to the submission of a parking management strategy is to be attached to any grant of consent.

In terms of access, the two existing access points on Riverside Way are to be removed and replaced with a single bell-mouth access/egress located to the far eastern end of the site. The applicant has provided swept path drawings to demonstrate that HGV's could enter and egress with from the site without detriment to the site or the surrounding highway network. The drawings also confirm the yards suitability for 3 x docklevellers. The works to close the existing access points and create the new access shall be secured by way of a s278 agreement.

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) for these use classes which would equate to 5% of the parking spaces provided in total being dedicated both to 'active' and 'passive' provisions. The proposed plans illustrate 6 active and 25 passive which is welcomed.

There is a requirement for 1 cycle space to be provided per 250sqm GIFA for the E(g)(i) (ii) & (iii) uses with 1 space per 500sqm for the B2/B8 uses. The applicant is proposing a flexible approach to the application of use classes hence the higher standard has been applied to the whole 4497sqm (GIFA) proposal which would result in a requirement for 18 spaces. 10 spaces are indicated on the frontage hence this figure should be uplifted accordingly by way of planning condition. In addition provision for 1-2 motorcycle/scooter spaces should be provided and this is not indicated within the proposed plans therefore this

shall be secured via a condition also.

Finally, in accordance with the Highway Engineers comments a full construction management plan will be required to ensure that the construction of the development does not result in detrimental impacts upon the local highway network.

Taking the above points into consideration the proposal would accord with Policies DMT 1, DMT 2 and DMT 6 of the Local Plan: Part Two- Development Management Policies (2020)

7.11 Urban design, access and security

URBAN DESIGN

Refer to Section 7.07 of this report.

SECURITY

Policy DMHB 15 of the Local Plan: Part 2 - Development Management Policies (2020) requires all new development to ensure safe and attractive public and private spaces.

No details have been provided to demonstrate how the development would accord with Policy DMHB 15 however it is noted that this could be dealt with by way of an appropriately worded condition.

7.12 Disabled access

Policy D3 of the London Plan (2021) seek to ensure that new development achieves the highest standards of accessible and inclusive design.

The application has been reviewed by the Councils Access Officer who has raised no objection to the proposed layout or internal spaces. The proposal conforms with the relative accessible standards and therefore complies with Policy D3 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

The NPPF states that development proposals should seek to respect and retain, where possible, existing landforms and natural features of development sites, including trees of amenity value, hedges and other landscape features. It states that development should make suitable provision for high quality hard and soft landscape treatments around buildings.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states (amongst other things) that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit and that development proposals will be required to provide a landscape scheme. The policy also seeks to protect existing trees through tree root protection areas and an arboricultural method statement where appropriate. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

Policy G5 Urban Greening of the London Plan (2021) states that Major development

proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

The applicant has submitted a tree survey and an arboricultural impact assessment which identified 21 trees within the site or close to the application site a number of which are considered to be healthy and would warrant protection. A number of trees are being removed to facilitate the development. A landscaping scheme which includes so shrub planting and the provision of 3 replacement trees is proposed but given the increase in the built form there is little room for additional landscaping. The landscaping concept plan indicates the existing hedgerow which tunells along the site boundary would be retained alot of the trees along the boundary of the site which fronts Canal. This is welcomed for both visual impact and ecological reasons. The landscape scheme also proposes three new trees (extra heavy standards), indigenous hedgerow, formal (native) hedgerow, specimen shrubs, ornamental shrub planting, climbers, low ground cover, woodland thicket planting and areas of wildflower grass seed mix. typical cross-sections have been submitted. These plans are supported by a 10 year landscape management and maintenance specification.

An external light plan has been submitted illustrating the lighting levels around the exterior of the building and demonstrates that there would not be an unacceptable level of external light spillage and pollution of the night sky in the which would be detrimental to local ecology and in particular bats and other nocturnal species.

URBAN GREEN FACTOR

The 0.3 Urban Green Factor (UGF) target within Policy G5 of the London Plan specifically excludes B2/B8 uses, so it is arguable that it should not apply to this development, however, noting that the proposed use does include some E classes it is considered that the development should be proportionally assessed against Policy G5 of the London Plan. The proposed development would deliver a 0.26 UGF figure that is very close to the 0.3 target that's applied to other uses, and is significantly higher than other comparable industrial schemes recently approved. The Landscaping Officers comments regarding an improved score were noted and discussions regarding a green roof were undertaken however the proposals include significant quantum of photo-voltaic panels to provide a renewable energy source to reduce energy use from the grid - with 850sqm of PV panels proposed to be located on the roof of the building. The proposals also include roof lights through-out the building as shown on the submitted plans. There are therefore limited opportunities in terms of space allocation for a potential green roof.

In addition, the inclusion of a green roof would add weight to the structural loads of the building. The roof would need to be covered by a layer of soil and be able to store and absorb rainwater. This would require an upgrade to the structural frame of the building to be able to absorb the associated extra weight, requiring additional steel frames, increased foundations and internal steel columns - this would therefore utilise additional raw materials (thereby impacting negatively on the carbon footprint of the development) and would also impact on the internal layout of the building.

The building as currently proposed provides a clear internal area without any internal steel columns, with a portal frame, providing a flexible internal space for prospective tenants to fit out as required for their specific operation. The additional weight of a green roof would need to be supported by internal steel columns which will impact on the useability of the building,

and ultimately the commercial viability of the building. Internal columns would impact on prospective tenant's internal layouts and therefore be less attractive to potential occupiers.

The application complies with all of the relevant policies aforementioned above including G5 of the London Plan and is therefore acceptable subject to conditions pertaining to the submission of further landscaping details.

ECOLOGY

The site is located in the west of Uxbridge) and covers an area of approximately 0.9ha that includes industrial/commercial buildings with areas of hardstanding, grassland and trees. The site is surrounded by watercourses, woodland and other industrial/commercial buildings. The site is adjacent to the River Colne, a lake within the neighbouring borough and a Nature Conservation Site of Metropolitan or Borough Grade I Importance:

The applicant has submitted an ecological impact assessment which provides a detailed assessment of the existing ecological value within the site and the surrounding area. The report found that the existing buildings did not provide suitable roosting opportunities for BATS however Little Britain Lake which runs along the entire western boundary would provide suitable foraging and community opportunities thus a lighting strategy would need to be agreed. It is noted that a comprehensive lighting strategy has been submitted and concludes that there is existing lighting in place and the proposed lighting would be of a better quality which would not result in excessive lighting over spill into sensitive areas. No objection to the light plan has been raised by the Flooding or Trees and Landscaping Officer therefore no further details are required. No other species are highlighted within the report as being present however the trees and scrubs would provide reasonable nesting and foraging opportunities for birds thus a scheme which includes ecological enhancements such as bat boxes, bird boxes replacement trees and planting should be submitted. This shall be covered by an appropriately worded condition.

7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) states that development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours. This is supported by policy EM11 of the Local Plan: Part 1 - Strategic Policies (November 2012).

As there is an existing industrial use in place, general servicing and refuse arrangements and collection would continue and be organised by way of a private contractor hence this aspect will require a separate conversation with the appropriate private waste collection service. Also the applicant has confirmed the suitability of the service yard for the proposed usage by way of a submitted swept path analysis which successfully demonstrates that a 16.5m articulated vehicle (and, of course, smaller refuse appliances) can enter and leave in a forward gear which is considered as best practice on safety grounds.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) requires all major developments to be net zero carbon by employing the hierarchy of using less energy; supplying energy efficiently; and using renewable technologies. This is supported by LPP2 Policy DMEI 2 part B) and part c) states that where reasonable steps to achieve the required savings have been taken but the policy requirement cannot be delivered on-site, an off-site contribution to make up the shortfall will be necessary.

The submitted energy statement concludes that the majority of the energy savings would be delivered via rooftop PV panels. It is unclear from the information submitted what level of energy savings would be delivered therefore a condition is to be attached to the grant of consent and an obligation included within a S106 agreement to provide further information via condition. Should the updated report fail to achieve zero carbon off-site, an in-leiu payment would be secured via the legal agreement. Subject to the above the proposal is considered acceptable.

7.17 Flooding or Drainage Issues

Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

London Plan Policies SI 12 & SI 13 state that developments should respond to the flood risk constraints of the site by implementing a suitable SUD's scheme which deals with water within the boundaries of the application site.

The application site is located within Flood Zone 1 therefore the land defined as having less than a 1 in 1000 annual probability of flooding from of river or sea water. The site is defined as 'less vulnerable' such that the development can be considered 'appropriate' in accordance with NPPF guidelines. As the site is located within Flood Zone 1, the sequential and exception tests are not required by the local authority. Further to this, the site is considered to be at 'low risk' from all sources of flooding; tidal, fluvial, pluvial, sewer, groundwater and artificial sources.

A surface drainage strategy has been submitted in order to restrict the proposed flow rate to ensure that the flood risk to the site and surrounding catchment is not increased by development. The surface water runoff will be collected from the impermeable areas and directed via the underground network towards the existing surface water drainage to the south in Riverside Way. Although the existing site is largely impermeable, the runoff rates will be restricted to Greenfield Rates for the respective storm events in line with Hillingdon Council policy. This incorporates a minimum 94% reduction in pre-development discharge rates. Due to the restriction in flow rates, the surface water will be attenuated within below ground geocellular attenuation tanks. Additional mitigation is provided through the use of permeable paving in key areas of the site.

A detailed Drainage layout with hydraulic calculations has been submitted to support the above approach. There is no residual flood risk from the development site to the surrounding context due to the restriction in storm water flow rates. The development does not therefore increase the risk of flooding to other adjacent neighbourhoods. Out of chamber or gully flooding for the extreme 100 year plus climate change event may occur within the development site and is classed as exceedance flows. Flood water from this event will be contained within the development site and directed away from the units to the external yards and hard landscaped areas.

The Flood Officers comments relating to the possible redesign of the proposal to provide a smaller building and therefore greater space for an improved SUD's scheme has been discussed with the applicant, however there are other factors which need to be considered. The Site is located within an established industrial location and within a designated SIL, where the principle of site intensification is the starting point of Policy E7 focusing on the

intensification of Class B uses within designated industrial sites such as this, stating that "development proposals should be proactive and encourage the intensification of business uses". The proposed development will deliver an increase of 1,291sqm of Class B floorspace over existing - an increase of circa 40% - in line with the aspirations of Policy E7 of the London Plan.

The proposed development will deliver a modern Class B facility in line with occupier demand and the site's designation in line with the LB Hillingdon Local Plan and the London Plan. Reduction in the building floorspace will impact on the quantum of floorspace, and will not maximise the full economic and employment potential of the site. The reduction in floorspace will also have a material impact on the economic viability of the scheme.

The proposed building will be a modern and sustainable building as set out within the submitted Energy Strategy, and does include a living wall, with the intent to provide climber plants on the fence separating the car park and the service yard. The proposed development also achieves a UGF of 0.266 - this is a particularly high rating for a Class B2/B8 industrial development, and in comparable schemes elsewhere we have struggled to achieve a UGF rating of 0.1 given the constraints associated with industrial warehouse developments. The proposal therefore delivers a significant positive in terms of biodiversity and ecology, and is a material improvement over the existing.

The proposed development therefore maximises the reasonable developable floorspace, contributing positively to addressing the significant demand for such warehousing floorspace in London in line with policy aspirations, whilst delivering significant benefits from a biodiversity, ecology and energy strategy perspective, and therefore represents an acceptable & high quality development when considered in the round.

Taking the above points into consideration the proposed development is considered to be acceptable on balance.

7.18 Noise or Air Quality Issues

NOISE

Policy DMHB 11 of the Local Plan Part 2 Development Management Policies (2020) seeks to protect residential amenity.

Given the site's current/historical use, its location within a wider employment area, and the lack of proximity to dwellings, noise related concerns are minimal even on a 24 hour operational basis. In addition to the dwellings, however - some 200+ metres to the east - there are the moorings on the Grand Union Canal, some 90 metres to the east. As such the residential amenities are very unlikely to be affected by the development however it is noted that the Noise Officer has stated minor concerns relating to narrow boats as they move up and down the canal but given that there are no permanent or semi-permanent moorings in the area the concerns are not significant. The Noise Officer has reviewed the NIA and has raised no objection to the proposal subject to a condition pertaining to the submission of a Noise Management Strategy. As such the proposed development would comply with Policy DMHB of the Hillingdon Local Plan: Part 2 - Development Management Policies (2021).

AIR QUALITY

Paragraph 186 of the National Planning Policy Framework (2021) states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites

in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan. Policy SI 1 of the London Plan (2021) adds further weight to this.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all development proposals are required to comply with the following:

- i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and
- ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum: i) be at least "air quality neutral"; ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The proposed development is located within the LBH Air Quality Management area (AQMA), and within LBH Uxbridge Focus Area catchment area, bringing additional traffic emissions which will add to current likely exceedances. Proposals are required to improve air quality within Focus Areas. The applicant has submitted an Air Quality Assessment which fails to demonstrate that the development would be air quality neutral for transport emissions. The submitted document has been reviewed by the Councils Air Quality Officer who has suggested that a financial contribution towards off-site mitigation is necessary in the order of £133,224 which the applicant has agreed to. Subject to securing the damage cost and imposition of a Low Emission Strategy condition, the development complies with Policies EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and DMEI 14 of the Hillingdon Local Plan: Part 2.

7.19 Comments on Public Consultations

See section 6.1

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

At a regional level, the London Plan (2021) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

The following contributions or planning obligations are required in order to mitigate the impacts of the development as required by Policy DMCI 7 (Planning obligations and CIL) of the Local Plan Part 2 Development Management Policies (2020):

(i). A s278 agreement for the access works required for the new vehicular access and extinguishment of the old bell mouth.

(ii) Employment Strategy and Construction Training: either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

(i) A financial contribution to off-set the non-delivery of the targeted energy savings within the approved energy statement.

(ii) Air Quality damage cost of £133,224

(iii) Submission of an amended work place Travel Plan and payment of a Travel Plan bond of £20,000

(iv) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

The Applicant has agreed in principle to the above proposed Heads of Terms, which could be secured by way of the S106

Contributions towards education, health, libraries and community facilities are now covered by the Hillingdon Community Infrastructure Levy.

CIL : £9,042.45
Mayor CIL: £77,929.45

It is considered that the level of planning benefits sought in the event of an approval would be reasonable, adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy DMEI 7 (Planning obligations and CIL) of the Local Plan: Part 2 - Development Management Policies (2020).

7.21 Expediency of enforcement action

Not relevant to this application.

7.22 Other Issues

CONTAMINATED LAND

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

The phase 1 contaminated land report has been submitted in support of the application which assesses the preliminary risks of developing the site. The report identifies readings of asbestos were found however the report provides suitable and sufficient details to confirm the land does not require extensive remedial works as no samples showed quantities of other contamination which exceeded acceptable levels. As such the proposal is considered acceptable subject to conditions relating to the submission of an asbestos removal plan and soil testing.

FIRE SAFETY

Policy D12 (Fire safety)the London Plan 2021 says that in the interests of fire safety and to ensure the safety of all building users, development proposals must achieve the highest standards of fire safety. In this regard the planning statement includes a letter from The London Fire Commissioner which states the overall they are content with the scheme however a sprinkler system is suggested to reduce the significant damage caused by fires.

No details of a Sprinkler System have been provided. As such a condition relating to the submission, agreement and implementation of a detailed Fire Strategy for all parts of the development in accordance with Policy D12 (Fire safety)the London Plan (2021)

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

This proposal is for the redevelopment of the existing site which seeks the demolition of smaller units that are not fit for purpose with a larger purpose built industrial unit. The principle of development is strongly supported.

The proposal is considered acceptable in terms of its design, impact on neighbouring amenity and highway matters. Subject to appropriate conditions, the development is considered to accord with the Development Plan and is recommended for approval.

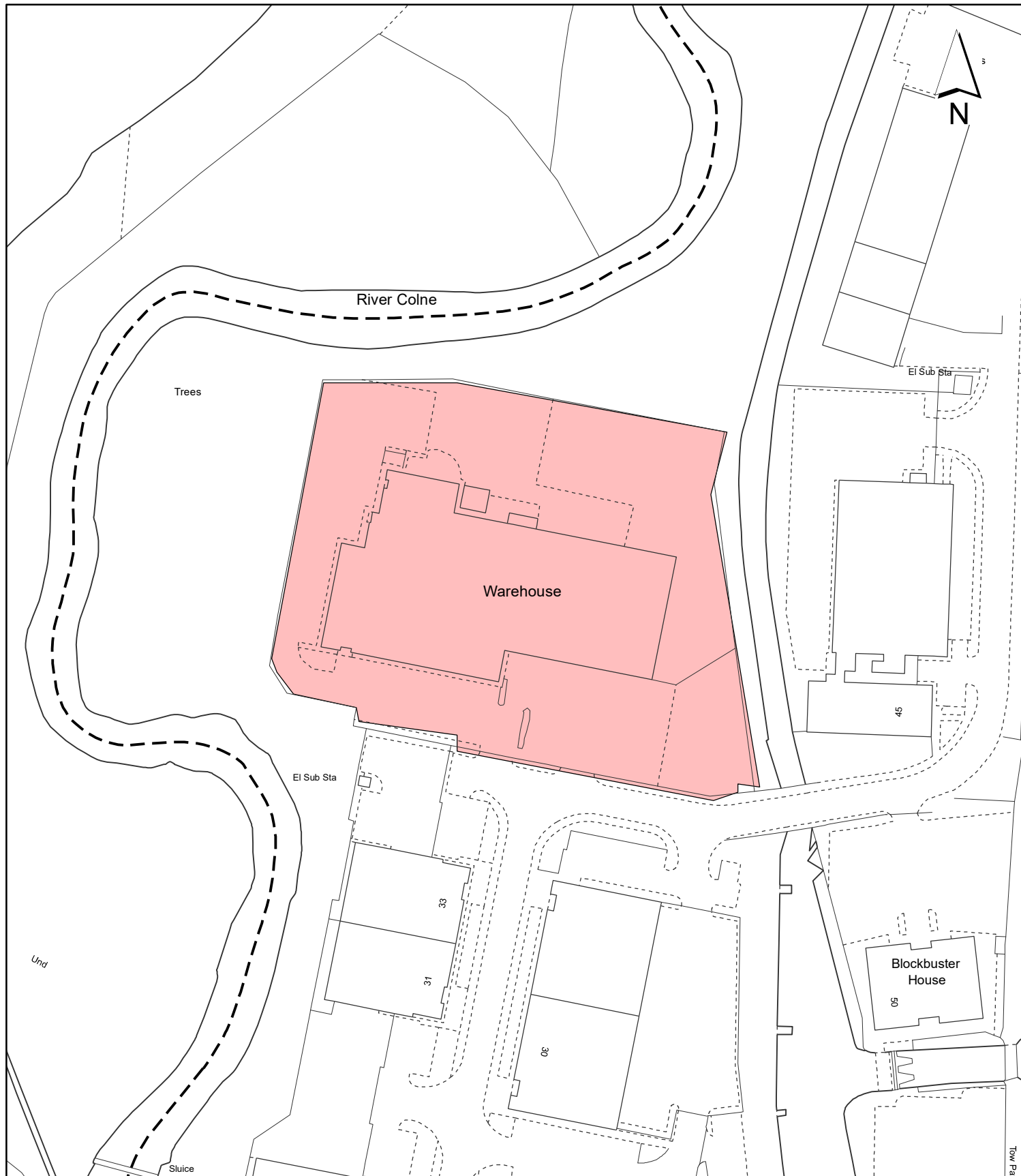
11. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)
NPPF (2021)

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Notes:

 Site boundary

For identification purposes only.

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Site Address:

River House

Planning Application Ref:

35755/APP/2021/4136

Scale:

1:1,250

Planning Committee:

Major

Date:

February 2022

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