PROGRESS PLANNING

Planning, Transport, Design and Access Statement

Waterside House, 20 Riverside Way, Uxbridge, UB 8 2YF

Erection of office building (744.5 sqm) with undercroft car parking

Prepared by Progress Planning on behalf of:

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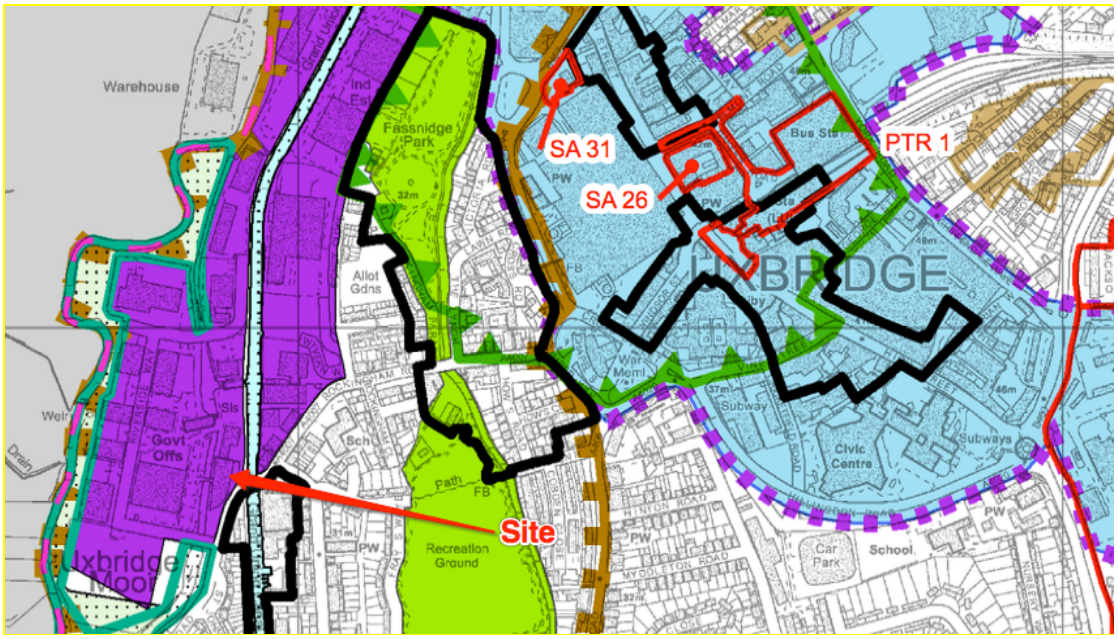
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The Site

The application site is located in an industrial park to the west of Uxbridge town centre, encompassing an area of 0.649ha. The site is bisected by the River Colne, which flows north to south. On the western side of the river is a private car park, with access from Riverside Way to the south. On the eastern side of the river is Waterside House, which is accessible via a decked footbridge crossing the River Colne from the car park. There is also pedestrian access from the eastern part of the site next to Riverside Way's junction with St John's Road next to the Grand Union Canal.

Waterside House which is the main building on the current site is a two-storey B1 office building of contemporary design. The frontage, which overlooks the River Colne, is a glass façade with an overhanging canopy supported by narrow pillars. The rear of the building, which backs onto the A4007 St John's Road, is a mix of buff brick and fenestration. The building's plant room is housed on the flat roof, and two external stairways on the north and south elevations provide fire escape routes from the first floor.

The site is located within a Strategic Industrial Location as shown in purple within the Council's Local Plan Proposal's Map. This map also shows its proximity to Uxbridge Metropolitan Town Centre to the Northeast. To the southeast, there is Uxbridge Moor conservation area.



Proposed development

The proposal is for the erection of an office building with undercroft car parking at ground floor level measuring 744.5 sqm.

Planning Policy

The proposed development would be assessed against the Development Plan Policies contained within the Hillingdon Local Plan, the London Plan (2016), the NPPF and supplementary planning guidance by both the London Borough of Hillingdon and GLA.

Principle of Development

Policy DME 1 'Employment Uses on Designated Employment Sites' of the Local Plan: Part 2 states that the Council will support employment proposals in Strategic Industrial Locations (SILs). Policy 4.2 'Offices' of the London Plan also seeks to increase office provision.

The proposal would provide additional employment opportunity within a Strategic Industrial Location which should be supported in planning policy terms.

Impact on the Character and Appearance of the Area

Strategic Policy BE1 of the Local Plan: Part 1 requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 seek to ensure that the new development complements or improves the character and amenity of the area, whilst policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

Policy BE4 of the Hillingdon Local Plan: Part 2 states that new development within or on the fringes of conservation areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities; development would avoid the demolition or loss of such features. There will be a presumption in favour of retaining buildings that make a positive contribution to the character or appearance of a conservation area.

Chapter 7 of the London Plan sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world class, high quality design and design led change in key locations.

The area is characterised by a mix of 2-4 storey structures/buildings, many of which follow similarly modern architectural styles. Elevational treatments typically include floor-to-ceiling windows, metal panelling and buff brickwork. Notably, on the opposite side of St John's Road to the Southeast, a new 4 storey residential building is nearing completion known as Waterloo Wharf. This building is located within a conservation area, whereas the application site is not.

Waterside House, at present, is a two-storey office building with a glass façade, overhanging flat roof and supporting pillars. At the centre of each floor is a service area with male, female and disabled toilets, shower room, kitchenette, 10-person lift and communal stairwell. Each floor is also served by fire escape routes. Existing plant facilities are located on the roof.

The proposed new building would be situated on the opposite side of the River Pinn above the existing car park. It would be situated adjacent to a large office block immediately to the West. The proposed 3 storey building would be a height similar to this existing neighbouring block and it would have a much smaller footprint to other buildings in the area. Therefore, in terms of scale, height and mass, the proposed building is considered to be appropriate.

In terms of design, the building proposed would appear somewhat as a miniature version of Waterside House with similar glazed treatment and use of brick. It will also incorporate a curved frontage similar to the original premises. As such, the proposed office building is

considered to fit neatly on the site and not appear out of keeping with the character and appearance of the area.

The building is of a design and scale that is compatible with the character and appearance of this business park. It would sit comfortably within the site. Given the sympathetic design approach which reflects the character and appearance of the area, and as the proposal would remain subservient in scale within the context, the development is considered to be in keeping with the area and not harmful to the nearby conservation area, in accordance with policies SO1, BE1 and HE1 of the Local Plan: Part 1, policy BE1, BE4, BE13, and BE19 of the Hillingdon Local Plan: Part 2, policies 7.4, 7.6, 7.8, and 7.9 of the London Plan; and the National Planning Policy Framework (2012).

Impact on neighbours

The building is located within a Strategic Industrial Location and given the proposed use and surrounding uses; the proposal is not likely to raise any amenity concerns. Therefore, the proposal would safeguard the amenity of neighbouring properties, in accordance with local, regional and national planning policies.

Traffic impact, car/cycle parking, pedestrian safety

Traffic impact/Highway & Pedestrian Safety

Policy DMT 2 'Highway Impacts' of the Local Plan Part 2 states that development proposals must ensure that;

i) Safe and efficient vehicular access to the highway network is provided to the Council's standards;
ii) They do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
iii) Safe, secure and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management scheme;
iv) Impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
v) There are suitable measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

A Transport Statement prepared by Lanmor Consulting accompanies this application which demonstrates that the proposal would be acceptable in terms of transport. For in depth consideration of transport please refer to this report. However, a summary of the key considerations are below.

The site has an existing vehicular access point from Riverside Way, which provides safe access and visibility when entering and exiting the site. This is not being altered and as such it is not anticipated to raise any issues.

In terms of traffic generation, given the scale and nature of the proposal and its location near to Uxbridge Metropolitan Town Centre and London Underground Station, there would be minimal additional demand on the public transport network. Therefore, the development will not have a detrimental impact on the capacity of these networks and the trip rates will be well within the daily fluctuations that would be expected.

On this basis, the proposal is considered to be acceptable in terms of access, traffic impact, and highway/pedestrian safety, in accordance with policy DMT 2 'Highway Impacts' of the Local Plan Part 2 and policy 6.3 of the London Plan.

Car Parking

Policy DMT 6 'Highway Impacts' of the Local Plan Part 2 sets out the parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. For an office development, 1 space per 50 – 100 sqm of gross floorspace would be required.

Policy 6.13 'Parking' of the London Plan sets maximum standards laid out in Table 6.2 in the parking addendum. In addition, developments must:

- Provide parking for disabled people
- Meet the minimum cycle parking standards set out in Table 6.3
- Provide for the needs of businesses for delivery and servicing

The existing office building contains 1,886 sqm of floorspace and the proposed development seeks an additional 744.5 sqm of floor area. There would be a combined floor area of 2,630.5 sqm which would require between 26 and 53 spaces. The site would retain 72 car parking spaces which exceed the requirements set out the Hillingdon Local Plan.

Given the site's PTAL, its location near to a Metropolitan Town Centre, and proximity to a tube station, the level of car parking being provided is considered to comply with policies DMT 6 of the Local Plan Part 2 and policy 6.13 of the London Plan.

Tree, landscaping and ecology

Policy DMHB 14 of the Local Plan Part 2 states that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

There are 7 trees on the site however none are in close proximity of the proposed building and all will be retained. Given the nature of the proposal, no trees or anything of ecological value would be adversely affected by the proposal.

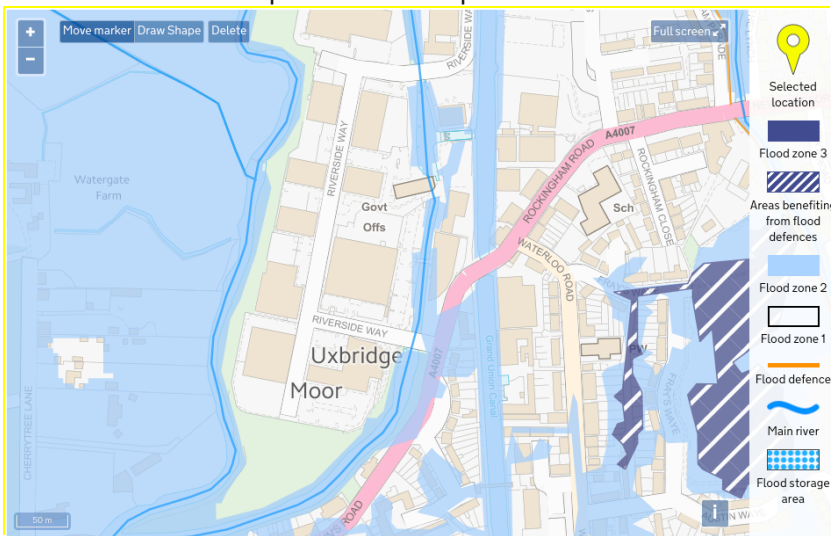
Sustainable waste management

Waste storage to accommodate the addition office floorspace would be provided within existing storage area. In addition, the refuse area is appropriately placed for collection by refuse vehicles. These arrangements are not changing from the current situation.

Overall, the refuse/recycling storage and collection arrangements are considered to comply with policy 5.17 of the London Plan.

Flooding or Drainage Issues

The EA Flood Zone map indicates that parts of the site are located within Flood Zone 2.



Elements along the banks of the river are likely to be Flood Zone 2 and 3, however, the building itself would be situated on Flood Zone 1. The proposed building would be situated above an area of existing hardstanding and as such would not increase surface water runoff or flooding. A Flood Risk Assessment accompanies this application which demonstrates that the proposal would not increase flooding.

A Flood Risk Assessment prepared by Lanmor Consulting that accompanies this application provides much more detail regarding flooding. Please refer to this report for more detail. However, overall and to summarise the findings of this report, the proposed works will not lead to an increased chance of flooding on the application site or elsewhere. In addition, the proposal would not be introducing a use that is more vulnerable to flooding.

Given the above, there is no reason to preclude development of this site on the grounds of flood risk or there being insufficient capacity to cater for the run-off from the proposed development, in accordance with policy EM6 'Flood Risk Management' in the Hillingdon Local Plan: Part 1, policy 5.12 Flood Risk Management of the London Plan (2016), and the National Planning Policy Framework (2012).

Conclusion

In conclusion, we consider that the development, incorporating the principles established above, makes the most efficient use of the site and would be likely to lead to a significant increase in employment opportunities in the area.

Given the sympathetic design approach taken by the development which reflects the character and appearance of the area, and as the proposal would remain subservient in scale within this context, the proposal is considered to be in keeping with the area.

Overall, the development would reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of local Council policy.