



PLANNING STATEMENT

NEW WAREHOUSE BUILDING WITH ASSOCIATED PARKING AND SERVICING

GRANVILLE HOUSE, WALLINGFORD ROAD, UXBRIDGE, UB8 2RW

MARCH 2025

1.0 INTRODUCTION

1.1 Maven Plan have been instructed by the applicant, Kudos Limited, to submit a planning application for the erection of a new warehouse building (Use Class B8) with associated parking and servicing on the land to the north of the existing warehouse building at Granville House, Wallingford Road, Uxbridge.

1.2 The application comprises the following drawings and reports:

- Architectural Plans by PAC Design:

CMR P25 01	Location Plan
CMR P25 02	Existing Block Plan
CMR P25 03	Proposed Block Plan
CMR P25 04	Proposed Site Layout
CMR P25 05	Proposed Floor Plans
CMR P25 06	Existing and Proposed East Elevation
CMR P25 07	Existing and Proposed North Elevation
CMR P25 08	Existing and proposed West Elevation
CMR P25 09	Proposed South Elevation
CMR P25 10	Proposed Elevations
CMR P25 11	Proposed Perspective View From West
- Transport Statement by Paul Mews Associates;
- This Planning Statement by Maven Plan Limited.

2.0 SITE DESCRIPTION

2.1 The application site comprises the south-west corner plot at the junction of Wallingford Road and Cowley Mill Road, Uxbridge. It abuts the towpath and Grand Union Canal on the eastern boundary, existing commercial/industrial buildings on the southern boundary, Wallingford Road on the western boundary, and Cowley Mill Road on the northern boundary.

2.2 The site currently contains a three-storey high warehouse building with ancillary offices at the southern end of the site (Use Class B8) with a service yard to the north and 15 parking spaces to the west accessed directly off Wallingford Road.

2.3 The north-west corner of the existing building is used as offices, divided over 3 floors, with the balance of the building used for warehousing.

2.4 The current occupier, Kudos, provides a storage and distribution business associated with events. The storage space accommodates set-designs, stage equipment, sound, lighting, and audio-visual equipment, and associated furniture, costumes, and upholstery.

2.5 Part of the storage space is currently occupied by large industrial printers capable of printing signage for use in set-designs and at events. The location of these currently impacts on the efficient operation of the building hence the desire to relocate these to a separate building.

2.6 The existing office space is used for meetings and for work-desks associated with the planning and design of events as well as the general administrative function of the business.

2.7 The application site boundary includes an additional parcel of land on the northern part of the site north of the service yard. The parcel of land has historically been used as informal overflow parking associated with the wider industrial estate. Historic imagery on Google Streetview shows that the overflow car park has been used for this function to varying degrees of utilisation.

2.8 Wallingford Road is subject to parking controls prohibiting parking at any time on the roads or footpaths. The parking controls appear to have been introduced at some point between June 2023 and July 2024, the result is that vehicles now no longer park on the road or the footpath on Wallingford Road.

2.9 The applicant leased the parcel of land to the north of their existing site in September 2024 and since that

time it has been used as additional parking space for its staff and visitors. They are now in the process of formally acquiring the land to allow this development to come forward.

2.10 The site is located around 1.5 kilometres walking distance to the south of Uxbridge town centre. In terms of accessibility, the site has a public transport accessibility level (PTAL) of 1b which is a 'very poor' score as defined by Transport for London (TfL). There are two London bus services, the 222 and U5, accessible from bus stops on Cowley Road around 450-metres to the east of the site. There are also two further bus services not operated by London buses, the 3 and 583, accessible from bus stops on St John's Road around 450-metres to the west of the site. These non-London buses are not recognised in TfLs PTAL tool.

3.0 SITE DESIGNATIONS

4.1 The site is designated as a Strategic Industrial Location on the Hillingdon Adopted Policies Map (2020).

4.3 The site is not within a conservation area and there are no statutory or locally listed buildings on or adjoining the site.

4.4 The site is also not subject to any tree preservation orders and lies in a 'low risk' area for river or sea flooding and a 'very low-risk' area for surface water flooding.

5.0 RELEVANT PLANNING HISTORY

5.1 In May 2002 planning permission was granted for the erection of a single-storey industrial building with ancillary first floor offices for Class B8 (storage and distribution) with associated access, car parking and landscaping under Planning Reference 29689/APP/2001/1535. The approved plans showed a total floor area of 1165sqm with 11 parking spaces along the western boundary adjacent to Wallingford Road together with 2 lorry parking spaces in the service yard to the north of the proposed building. The land to the north of the application site adjacent to Cowley Mill Road was shown as a car park but fell outside the boundary of the application site.

5.2 In August 2023 planning permission was granted for the provision of 120sqm of additional floorspace within the building under Planning Reference: 58563/APP/2003/1639. The approved plans amounted to a total floor area of 1,285sqm and showed the ancillary office space occupying the ground, first, and second floor levels in the north-west corner of the building together with 15 parking spaces along the western boundary adjacent to Wallingford Road with an access/unloading area in the service yard to the north. The land beyond the application site to the north adjacent to Cowley Mill Road continued to be shown as a car park but fell outside the boundary of the application site.

6.0 DESCRIPTION OF PROPOSAL

6.1 The proposal is for the erection of a new 3 storey warehouse building (Use Class B8) on the land to the north of the existing warehouse building and service yard at the corner of Wallingford Road and Cowley Mill Road, Uxbridge.

6.2 The existing building comprises 1,285 sqm of warehouse space (Use Class B8) together with ancillary office space and 15 parking spaces, fronting Wallingford Road and 2 loading service yard to the north.

6.3 The proposal provides an additional 526 sqm of warehouse space in a 3 storey building with 6 new parking spaces and a new servicing bay is proposed to the south of the new building, equating to a total of 3 loading servicing bays across the site.

7.0 RELEVANT PLANNING POLICIES

7.1 The relevant planning policies applicable to the scheme are contained within:

- The National Planning Policy Framework (2024);
- The London Plan (2021);
- The Hillingdon Local Plan Part 1 Strategic Policies (2012);

- The Hillingdon Local Plan Part 2 Development Management Policies (2020).

7.2 The most relevant policies are listed below:

The National Planning Policy Framework (2024)

- Part 2 – Achieving Sustainable Development
- Part 3 – Plan Making
- Part 4 – Decision Making
- Part 6 – Building a Strong, Competitive Economy
- Part 11 – Making Effective Use of Land
- Part 12 – Achieving Well Designed Places
- Part 14 – Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Part 15 – Conserving and Enhancing the Natural Environment

The London Plan (2021)

- GG2 Making the Best Use of Land
- D1 London's Form and Capacity for Growth
- D3 Optimising site capacity through the design-led approach
- D4 Delivery good design
- D5 Inclusive design
- G5 Urban Greening
- G6 Biodiversity
- E2 Providing Suitable Business Space
- E4 Land for Industry, Logistics and Services to Support London's Economic Function
- E5 Strategic Industrial Locations (SIL)
- E7 Industrial Intensification, Co-location and Substitution
- T5 Cycling
- T6 Car Parking

The Hillingdon Local Plan Part 1 Strategic Policies (2012)

- E1 Managing the Supply of Employment Land
- E2 Location of Employment Growth

The Hillingdon Local Plan Part 2 Development Management Policies (2020)

- DME1 Employment Uses on Designated Employment Sites
- DHMB11 Design of New Development
- DMT1 Managing Transport Impacts
- DMT2 Highways Impacts
- DMT6 Vehicle Parking

8.0 PLANNING CONSIDERATIONS

8.1 Principle of Development

- 8.1.1 The site lies within a designated Strategic Industrial Location.
- 8.1.2 Policies E4 and E5 of the London Plan support for provision of a range of industrial, business, storage, and distribution uses in Strategic Industrial Locations including Use Classes B1c, B2 and B8.
- 8.1.3 Policy E7 states that proposals should be proactive and encourage the intensification of business uses in Use Classes B1c, B2 and B8 through:
 - *introduction of small units*
 - *development of multi-storey schemes*
 - *the more efficient use of land through higher plot ratios having regard to operational yard space*

requirements, including servicing.

- 8.1.4 Policy E1 of Hillingdon Local Plan Part 1 states that the Council will accommodate employment growth by protecting Strategic Industrial Locations and other designated employment sites.
- 8.1.5 Policy E2 of Hillingdon Local Plan Part 1 states that the Council will accommodate 9,000 new jobs over the plan period mostly in the Heathrow Opportunity Area, Strategic Industrial Locations (SILs) and other designated employment sites.
- 8.1.6 Policy DME1 of the Hillingdon Local Plan Part 2 states that the Council will support all forms of employment proposals in SILs.
- 8.1.7 The application site comprises 1,285 sqm of employment floorspace (Use Class B8) and the proposal would provide an further 526 sqm of employment floorspace in a SIL which is fully supported at all levels of employment policy.

8.2 Design

- 8.2.1 Policy DMHB11 of the Hillingdon Local Plan Part 2 relates to design and states all new developments should harmonise with its local context taking into account of the surrounding scale, pattern, building lines and materials of surrounding development.
- 8.2.2 The application site lies at the corner of Wallingford Road and Cowley Mill Road and also adjoins the Swan Bridge where it rises up to cross over the Grand Union Canal to the east.
- 8.2.3 The site therefore has a prominent location and can be taken to design a building that responds and respects to its local context.
- 8.2.4 As its position adjacent to the bridge which crosses over the Grand Union Canal, a prominent 3-storey facade is presented at this location, highlighting the intersection of Cowley Mill Road and the Grand Union Canal. The height of the building slopes down to a 2 storey façade with a light weight upper floor as it moves away from the corner.
- 8.2.5 At the junction of Cowley Mill Road and Wallington Road, the building turns the corner, exposing its western façade and 2 central windows to the junction. In terms of height, the tallest 3-storey element is the same height as both the “Galaxy House” building in the opposite corner of Cowley Mill Road and Wallingford Road and the existing building to the south. This creates a consistency in scale, which also allows a more prominent mass at this part where the site adjoins the Grand Union Canal.
- 8.2.6 In terms of fenestration, the size and proportion of the windows have been referenced by the existing building to the south and the Galaxy House building to the west. Each of these buildings has different designs so the proposal seeks to replicate elements of each of the designs so the building responds appropriately to its local context. This philosophy is carried through with the use of materials such as a solid brick base and light weight cladding panel system on top floor.
- 8.2.7 The proposal is therefore considered to carefully reintegrate and harmonise the scale, mass and design of adjoining properties in accordance with Policy DMNB 11 of the Hillingdon Local Plan.

8.3 Transport

- 8.3.1 The existing site contains a 3 storey warehouse building with ancillary offices (Use Class B8) which amounts to 1,285 sqm. The approved parking layout under the latest planning reference (ref: 58563/APP/2003/1639) showed 15 parking spaces, equating to a ratio of 1 space per 86 sqm with 2 loading bays to the north of the existing building. These were “side loading bays” for the existing warehouse.
- 8.3.2 The proposal is for the erection of a new 3 storey warehouse building (Use Class B8) on the land to the north of the existing warehouse building. This utilises part of the existing service yard and an additional parcel of land to the north of the building adjoining to Cowley Mill Road. This land was consistently used for ad hoc parking by the wider industrial estate but has since been used by the applicant since September 2024 for use as

outdoor storage and visitors parking. The applicant has since acquired this land to allow this development to come forward.

- 8.3.3 The new building amounts to 526 sqm and it proposed to provide additional parking spaces to satisfy the parking demand arising from this building. This would equate to 1 space per 88 sqm which is consistent with existing building.
- 8.3.4 An additional servicing bay would also be provided to the south of the building to supplement the 2 bays which serves the existing building. The Transport Statement contains Swept Path Analysis to demonstrate how all vehicles can enter and exit the site in forward gear.
- 8.3.5 The proposal therefore provides satisfactory parking and servicing arrangements.

8.4 Trees

- 8.4.1 The site is covered in hardstanding but there are some trees to the east of the site along the towpath of the Grand Union Canal. The proposed new building sits outside the RPA of the these trees and has a similar setback to them as the existing building to the south.

8.5 Drainage

- 8.5.1 The site is covered in hardstanding and the proposed building would be located on the existing areas of hardstanding. As such, there would be no change to the existing drainage situations at the site.

9.0 CONCLUSION

- 9.1 Planning permission is sought for the erection of a new 3 storey warehouse building (Use Class B8) on the land to the north of the existing warehouse building and service yard at the corner of Wallingford Road and Cowley Mill Road, Uxbridge.
- 9.2 The existing building comprises 1,285 sqm of warehouse space (Use Class B8) together with ancillary office and 15 parking spaces, fronting Wallingford Road at a ratio of 1 space per 86 sqm and a 2 bay servicing yard to the north.
- 9.3 The proposal provides an additional 526sqm of warehouse space in a 3 storey building with 6 new parking spaces at a similar ratio of 1 sqm per 88 sqm. A new servicing bay is also proposed to the south of the new building, equating to a total of 3 loading servicing bays across the site.
- 9.4 The building would be 3 storeys to match the height and scale of the adjacent building to the east (Galaxy House) and the existing warehouse building to the south. The north-east corner would be more prominent, with a full 3-storey façade, to make its height more appropriate to the Grand Union Canal and Swan Bridge.
- 9.5 A Transport Statement has been submitted to demonstrate that the proposed parking ratios are consistent with the existing ratios and be consistent with the parking standards. Loading and servicing access are provided for the existing and proposed servicing arrangement.
- 9.6 The new building on the site would generate more employment opportunities in this designated Strategic Industrial Location. It is therefore respectfully requested that planning permission be granted subject to appropriate conditions.