

- 9 FEB 2015

R O S E N A U
P L A N N I N G S E R V I C E S

GRAND UNION BUSINESS PARK,
Former Trimite Site
Arundel Road
Uxbridge UB8 2SD

PLANNING STATEMENT – UNITS 4, 5, 6, 7 & 8

On behalf of

OPTIMA CAPITAL (UK) LIMITED

c/o Mentmore Investments LLP

Beechbarn Farm,

The Ridgeway

Enfield,

Middlesex EN2 8AF

3 February 2015

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1.0 Introduction

- 1.1 This statement is submitted in support of an outline planning application seeking the redevelopment of part of the former Trimate Factory site at Arundel Road, Uxbridge UB8 2SU. This application covers Units 4, 5, 6, 7 & 8 which will form the second phase of the development to be called the Grand Union Business Park.
- 1.2 This statement has been prepared by Rosenau Planning on behalf of the landowner, Optima Capital (UK) Limited, who are a UK based business. The applicant is the owner of the entire former Trimate site and acquired the site in late 2013.
- 1.4 The site will be developed in phases. The first phase comprises Units 1 & 2, (planning application no. 9117/APP/2014/3745) and Unit 3 (planning application 9117/APP/2015/4339).
- 1.5 This application proposes the construction of 15,241 sq m of employment floor space providing a combination of B2, B8 and ancillary B1 uses on the western part of the site. The outline proposal is for one modern industrial unit for an occupier, Mentmore Investments, namely Unit 4, plus four more units designed to provide flexible space and built to meet market demand.
- 1.6 The proposed occupier of Unit 4, Mentmore Investments LLP, is a UK based business currently specialising in providing services and facilities principally to the Entertainment Industries. They specialise in servicing the film, TV and theatre sectors and are a leading player in the storage of sets, props and other associated equipment.

The current principle trading activities of the business are as follows:

- Storage of props and sets for the Entertainment industries. These services are provided by Keptset Logistics, a member of MI LLP.
 - Transportation of Props and Sets for the Entertainment industries. These services are provided by Keptset Logistics and Squeaky Wheels, both members of MI LLP.
 - Recycling of Props and scenery sets for the Entertainment industries. These services are provided by Scenery Salvage, a member of MI LLP.
 - Mentmore is proposing to move from a number of separate sites to the application site in Uxbridge and to continue its business operation from the new premises.
- 1.7 This statement provides details of the application site and the proposed development, explains the need for the proposed new facilities and how the proposal accords with relevant planning policies. It should be read in conjunction with the submitted planning application forms, drawings and other documents which accompany the planning application.
- 1.8 The application is accompanied by the following technical documents, which are submitted as separate documents:-
- Transport Assessment
 - Flood Risk Assessment
 - Ground Contamination Assessment

2.0 Site Location

- 2.1 The site is located within the Uxbridge Industrial Estate, just to the south of Uxbridge Town Centre. The site was previously occupied by Trimite Ltd, a coatings manufacturer and the address is:

Trimite
Arundel Road
Uxbridge
UB8 2SD

- 2.2 The site is bound by Ashley Road, Arundel Road and Salisbury Road. Beyond the boundaries of the site there are further industrial and commercial properties.
- 2.3 The site is accessed from Ashley Road, Arundel Road and Salisbury Road. It occupies an area of 1.87 hectares and is at an elevation of around 35m above Ordnance Datum. The land in the vicinity of the site is generally flat.
- 2.4 The site was previously occupied by various buildings associated with a paint factory, office areas, and storage buildings. The remaining site area is hard-standing in use as open storage areas, access roadways across the site and car parking.
- 2.5 Mentmore wishes to locate to this area due to operational needs. The proximity of the M25 motorway provides quick and easy access to the various entertainment industries that are served by the business. The former Trimite site in particular is ideally located for the film studios at Pinewood, Shepperton, Leavesden and Elstree/Borehamwood as well as links into Central London for the BBC and other independent TV companies. The studios at Pinewood and Leavesden have growth plans and Uxbridge will be an ideal location for Mentmore to expand their operations.
- 2.6 Currently the business operates from many separate storage locations around West London and the Home Counties. Mentmore is looking to exit these warehouses and centralise their operation at Uxbridge, making savings on logistics and overheads. The co-location of the various business functions of storage, recycling and scenery construction will improve efficiency and reduce transport costs substantially.
- 2.7 These savings on transport costs plus the ability to grow the business at Uxbridge combined with access to the local employment pool are were key drivers in Mentmore choosing this location.

3.0 Description of Development

3.1 Proposed Scheme

The proposals involve the removal of the existing factory buildings and their replacement with warehouse and industrial buildings that responds to modern requirements and market demand.

The proposals show the site access from Ashley Road, Arundel Road and Salisbury Road.

The proposals also involve major soil remediation works and other improvements to the context and setting of the site, including substantial soft landscaping along the main perimeters.

3.2 Design

The general design concept is to continue the industrial appearance creating new modern facilities for the occupiers to undertake and grow their business. The form and appearance of the building very much follows its function. The materials used will be representative of an industrial environment and chosen to blend in with the surroundings. The building will be designed to institutional standards and generally the design, materials and workmanship will comply with current best practice.

3.3 Flood Risk & Surface Water Drainage Strategy

A Flood Risk Assessment, including the surface water drainage strategy, has been prepared by Water Environment Limited.

Since the proposed use represents replacement of existing use with no increase in vulnerability, the Sequential Test is satisfied. The site would also remain dry during major flooding events and safe access would be achieved via normal access routes.

The surface water drainage system will be designed to cope with predicted storm levels using below ground attenuation and some surface storage. These proposals would reduce the overall runoff from the site. The proposed drainage system is sustainable in nature, requiring little maintenance and ensuring clean discharge without the need for petrol interceptors.

The development proposals represent a significant improvement over the existing arrangement and there would be no significant consequences of a major flooding event.

3.4 Ground Conditions & Land Contamination

A Ground Contamination Assessment has been prepared by Concept Consultants.

The site has previously had a number of potentially contaminated uses. Filter beds from a sewage works were shown on about 25% of the site in the 1930s. In the 1960s the site was developed with a range of industrial uses. Principally the site has been used by a company called Trimite, shown as a paint works and a manufacturer of pre-treatment chemicals for plastics and metals. A print works and electrical engineering works were present in the eastern area of the site, and an engineering works (Metro Engineering and Plating), chemical works (Allied

Chemicals) and builder's yard were located in the southern section of the site. Trimite eventually purchased much of the site. A large number of AST, UST and other drummed storage of chemicals, fuels and wastes have been present on site.

The proposed development comprises the demolition of the existing building, structures and decommissioning of tanks on the site and the construction of nine variable sized warehouse units. The site will be hard cover commercial use. Decommissioning, cleaning and removing the tanks is currently taking place, and some buildings are undergoing demolition in preparation for development.

3.5 Transport & Highways

A Transport Assessment has been prepared by Paul Mew Associates.

The development site is located in an area of low public transport accessibility although the local pedestrian/cycle environment is good with level footways and sufficient pedestrian crossing facilities to aid movement between the site and local public transport access points. Census data shows lower levels of car use for journeys to work than the Borough of Hillingdon as a whole.

The development would have no significant impact on local traffic levels or queuing.

Vehicle routings will be managed to avoid use of the canal over-bridge by heavy goods vehicles in excess of 17t mgw, as the bridge is subject to weight limit restrictions.

On-site parking provision will be made for accessible parking, car parking, cycle parking and electric vehicle charging facilities.

The proposed vehicle access point will provide sightlines in line with visibility requirements for vehicles and pedestrians. Swept path analysis has demonstrated that the largest goods vehicle likely to visit the site could access and egress the proposed site.

A Framework Travel Plan will be prepared as a condition of planning consent, requiring individual tenants to develop and operate Travel Plans as appropriate to their operation.

4.0 Planning Policy Background

4.1 Statutory Development Plan Policy

This section summarises the relevant planning policy context at national, regional and local policy levels. The proposals for the Trimite site on the Uxbridge Industrial Estate will be assessed against the following development plan policies:

- The London Plan (2011),
- The London Borough of Hillingdon Local Plan: Part 1 Strategic Policies (adopted November 2012),
- The London Borough of Hillingdon Local Plan: Part 2 2007 Saved UDP Policies,
- The NPPF, and
- Supplementary Planning Guidance prepared by both the London Borough of Hillingdon and the Greater London Authority.

4.2 The London Plan

The replacement London Plan was adopted in July 2011 and sets out the spatial development strategy for Greater London, providing a framework for the development and use of land over the next 20-25 years. It provides a strategic, London-wide policy context within which boroughs should set their local planning policies. It replaces the previous versions of the London Plan published (consolidated with alterations since 2004) in March 2008 and forms the regional level (London wide) Development Plan.

In June 2012, the Greater London Authority published for consultation the 'Early Minor Alterations to the London Plan' to ensure the London Plan is fully consistent with the National Planning Policy Framework (NPPF). Any alterations made to existing policies do not change the nature of the policies; as such this Statement only refers to existing London Plan policies.

A number of policies in the London Plan are of relevance to the proposed scheme, as outlined below:

- Policy 2.17 Strategic Industrial Locations states that the Mayor will, and the boroughs should, promote, manage and where appropriate, protect the Strategic Industrial Locations.
- Policy 5.1 Climate Change Mitigation requires development proposals to contribute to the Mayor's strategic carbon dioxide emissions reduction target for London.
- Policy 5.2 Minimising Carbon Dioxide Emissions requires development proposals to make the fullest contribution to minimising carbon dioxide emissions. Applications for major development should include a detailed Energy Assessment to demonstrate how the targets for carbon dioxide emissions will be met.
- Policy 5.3 Sustainable Design and Construction requires development proposals to demonstrate that sustainable design standards have been implemented.
- Policy 5.6 Decentralised Energy in Development Proposals requires an evaluation of the feasibility of using Combined Heat and Power (CHP).
- Policy 5.7 Renewable Energy states major developments should provide on-site renewable energy generation, where feasible.
- Policy 5.9 Overheating and Cooling states major developments should reduce potential overheating and reliance on air conditioning systems and

ensure they are in accordance with the cooling hierarchy set out in this policy.

- Policy 5.12 Flood Risk Management states development proposals must comply with the flood risk assessment and management requirements sets out in the National Planning Policy Framework (NPPF) and the associated Technical Guidance on flood risk.
- Policy 5.13 Sustainable Drainage states development proposals should utilise sustainable urban drainage systems unless there are practical reasons for not doing so, and should aim to achieve green-field run-off rates.
- Policy 5.14 Water Quality and Wastewater Infrastructure states development proposals must ensure adequate waste water infrastructure capacity is available for the development.
- Policy 5.15 Water Use and Supplies requires developments to minimise the use of mains water by incorporating water saving measures and equipment.
- Policy 5.21 Contaminated Land states appropriate measures should be taken to ensure development proposals on contaminated land does not activate or spread contamination.
- Policy 6.3 Assessing Effects of Development on Transport Capacity seeks to ensure the impacts on transport capacity and the transport network are fully assessed.
- Policy 6.9 Cycling seeks to provide secure, integrated and accessible cycle parking facilities in line with the minimum standards and provide onsite changing facilities and showers for cyclists.
- Policy 7.1 Building London's Neighbourhoods and Communities states the design of new buildings should help reinforce or enhance the character, legibility, permeability and accessibility of a neighbourhood.
- Policy 7.2 An Inclusive Environment states Design and Access Statements should demonstrate how the development complies with the principles of inclusive design and how inclusion will be managed and maintained.
- Policy 7.3 Designing Out Crime seeks to create safe, secure and appropriately accessible environments.
- Policy 7.4 Local Character states development proposals should provide a high quality design response which has regard to the existing local character and contributes positively to the urban structure and natural landscape features.
- Policy 7.6 Architecture expects development proposals to be of the highest architectural quality and incorporates best practice in resource management and climate change.
- Policy 7.14 Improving Air Quality states development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following best practice guidance.
- Policy 7.15 Noise and Soundscapes states that development proposals should reduce noise by minimising the existing and potential adverse impacts of noise, separate noise sensitive development from major noise sources and promote technologies and practices to reduce noise at source.

4.3 London Borough of Hillingdon

The London Borough of Hillingdon Local Plan: Part 1 Strategic Policies was adopted in November 2012. Part 2 2007 Saved UDP Policies was adopted as the Hillingdon Local Plan: Part 2 pending the preparation and adoption of subsequent site specific site allocations, development management plan policies and a policies map.

A number of policies in the Hillingdon Local Plan: Part 1 are of relevance to the proposed scheme, as outlined below:

- Strategic Objective SO12: Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans.
- Strategic Objective SO15: Protect land for employment uses to meet the needs of different sectors of the economy as Hillingdon remains a key industrial, warehousing and office location.
- Strategic Objective SO17: Link deprived areas with employment benefits arising from the development of major sites and existing key locations
- Strategic Objective SO18: Improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport.
- Policy E1: The Council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites.
- Policy HE1: The Council will conserve and enhance archaeologically significant areas.
- Policy BE1: The Council will require all new development to improve and maintain the quality of the built environment. All new developments should achieve a high quality of design in all new buildings.
- Policy EM1: The Council will ensure that climate change mitigation is addressed by ensuring development meets the highest possible design standards; by promoting the use of decentralised energy within large scale developments whilst improving air quality levels; by encouraging sustainable techniques of land remediation to reduce the need to transport waste to landfill; by encouraging the installation of renewable energy for all new development in meeting the carbon reduction targets savings as set out in the London Plan; by identifying opportunities for new sources of electricity generation including a greater use of waste as a resource; by requiring major developments to consider the whole water cycle impact including flood risk assessment, foul and surface water drainage and water consumption; and by giving preference to development of previously developed land to avoid loss of further green areas.
- Policy EM6: The Council will only allocate sites within Flood Risk Zone 2 where the overriding issues outweigh flood risk. The policy requires that all proposals demonstrate that flood risk can be managed.
- Policy EM8: The Council will ensure all development safeguards and improves water quality; does not cause deterioration in the local air quality; within Air Quality Management Areas proposals demonstrates air quality neutrality; actively contributes to the promotion of sustainable transport measures; delivers increased planting through soft landscaping; and provides a management plan for ensuring all ensuing air quality impacts can be kept to a minimum. The Council will seek to ensure that noise generating development is only permitted if noise impacts can be adequately controlled and mitigated. The Council will require that all new development demonstrates the incorporation of water efficiency measures to reduce the rising demand for potable water. All new developments must incorporate water recycling and collection facilities.
- Policy EM11: The Council will aim to reduce the amount of waste produced and all new developments will address waste management at all stages.
- Policy T1: The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All

developments should encourage access by sustainable modes and include good cycling and walking provision.

A number of policies in the Hillingdon Local Plan: Part 2 2007 Saved UDP Policies are of relevance to the proposed scheme, as outlined below:

- Policy Pt1.23: Encourage industry and warehousing to locate within existing industrial and business areas.
- Policy Pt1.24: Reserve designated industrial and business areas as preferred locations for industry and warehousing.
- Policy Pt1.25: Encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.
- Policy BE25: The LPA will seek to ensure modernisation and improvement of industrial and business areas through careful attention to the design and landscaping of buildings and external spaces. The LPA will pay particular attention to the treatment of boundaries, especially along major roads and residential areas.
- Policy OE7: In areas liable to flooding permission will not be granted for new development or the intensification of existing development unless the developer is prepared to implement flood protection measures as part of the proposed development.
- Policy LE1: All proposals for Industry B2, Warehousing B8 and Business B1 development will be assessed by taking into account other policies of the Plan.
- Policy LE2: Industrial and Business Areas are designated for business, industrial and warehousing purposes (use Classes B1-B8) and for sui generis uses appropriate in an industrial area.
- Policy LE3: New development in designated industrial and business areas should, where appropriate and practicable, include the provision of small units, particularly when existing small units are proposed to be demolished.
- Policy LE7: The LPA will where appropriate seek to ensure that development proposals for industrial, warehousing and business uses provide planning benefits related to the scale and type of development.
- Policy AM1: The LPA will only permit development if it is accessible by public transport and the existing system has sufficient capacity.
- Policy AM2: All proposals for development will be assessed against their contribution to traffic generation and their impact on congestion and the present and potential availability of public transport, and its capacity to meet increased demand.

4.4 The National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in March 2012 and constitutes guidance for local planning authorities as a material consideration in determining planning applications. It follows a principle based system and reinforces the Government's commitment to a plan-led system where LPAs should approve development proposals that accord with the development plan without delay.

The NPPF does not change the statutory status of the development plan as the starting point for decision making, stating that proposed development that accords with an up-to-date Local Plan should be approved. At the heart of the NPPF is a presumption in favour of sustainable development that should run through both plan-making and decision-taking. In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

In terms of delivering sustainable development, the NPPF sets out a number of overarching policies which, taken as a whole, contribute to the achievement of sustainable development. Those of relevance to the proposals at these proposals include:

- Requiring good design;
- Promoting healthy communities;
- Controlling inappropriate development in areas of flood risk, and
- Meeting the challenge of climate change.

4.5 The London Plan Sustainable Design and Construction Supplementary Planning Guidance

The Sustainable Design and Construction SPG was adopted in May 2006 and provides supplementary information to support the implementation of London Plan policies, notably Policy 5.3 Sustainable Design and Construction. The SPG sets out the principles of sustainable design and construction and how they should be implemented in London. This document is not policy; however it has considerable weight as a supplement to the London Plan and is therefore a material consideration.

The principles which are of relevance to the proposed scheme include:

- Re-use of land and buildings;
- Maximise use of natural systems;
- Conserve energy, water and other resources;
- Reduce the impacts of noise, pollution, flooding and microclimate effects;
- Ensure developments are comfortable and secure;
- Conserve and enhance the natural environment and biodiversity;
- Promoting sustainable waste behaviour; and
- Promoting sustainable construction measures.

5.0 Assessment against Policy

This section of the Planning Statement explains how the proposed scheme conforms to current planning policy and the material planning considerations set out above. It should be read together with other sections of this Statement, which provide further detail on how the proposed scheme is being delivered and the principles that have influenced the design.

5.1 Development Strategy

Units 4, 5, 6, 7 & 8 will be designed and built to meet occupier demand.

Units 1, 2 & 3 have been designed to meet occupier demand and planning applications are currently lodged with the London Borough of Hillingdon for determination. It is probable that the applicant will seek to forward sell these units to institutional investors.

5.2 Policy Background

The existing use on the site is industrial and the site falls within the Uxbridge Industrial and Business Area as shown on the Hillingdon UDP proposals map.

The site is a Strategic Industrial Location, a Preferred Industrial Location and a Locally Significant Industrial Site.

The London Plan Policy 2.17 requires the boroughs to promote, manage and protect Strategic Industrial Locations.

The Strategic Objective SO15 set out in the Hillingdon Local Plan: Part 1 seeks to protect land for employment uses to meet the needs of different sectors of the economy against a background of the Borough of Hillingdon being a key industrial and warehouse location.

Policy E1 in the Hillingdon Local Plan: Part 1 states that the Council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites.

Policies Pt1.23; Pt1.24; Pt1.25; LE1; LE2; LE3 and LE7 in the Hillingdon Local Plan: Part 2 Saved UDP Policies aim to further reserve and protect the use of industrial and business areas.

5.3 Use

It is proposed that all Units will be for warehouse/industrial use falling within Use Classes B2 and B8. There will be ancillary office use within Use Class B1. The Uxbridge Industrial and Business Area allows for such use. The proposals therefore comply with policy.

5.4 Quantum, Changes in Floor Space & Development Density

The table below sets out the proposed floor space covered by this application.

UNITS 4, 5, 6, 7 & 8	APPLICATION TOTAL
Net Plot Area - sq m	18,372
Service Road - sq m	324
Gross Plot Area - sq m	18,696
Plot Area - hectares	1.87
Plot Area - acres	4.62
EXISTING	
GEA - sq m	14,512
Footprint - sq m	10,328
Dev Density - %	78%
Site Coverage - %	55%
PROPOSED	
GEA - sq m	15,241
Footprint - sq m	11,124
Dev Density - %	82%
Site Coverage - %	59%
CHANGES	
Change in GEA - sq m	729
Change in GEA - %	5%
Change in Footprint -sq m	796
Change in Footprint - %	8%

This application proposes 15,241 sq m of employment floor space. The existing area on the application site was 14,512 sq m which results in an increase in employment floor space of 729 sq m or 5%. This increase is not considered significant for an industrial location.

The proposed footprint is 11,124 sq m. As the existing footprint was 10,328 sq m, this results in an increase in footprint of 796 sq m or 8%. This increase is not considered significant for an industrial location.

The proposed development density for the application site is 82%, up from 78%. The proposed footprint for the application site increases from 55% to 59%. Again, these increases are considered acceptable for an industrial location.

Details of the development strategy plan for the entire site, including Units 1, 2 & 3 are set out in Appendix 1. It will be seen that the increase in employment floor space for the entire Grand Union Business Park is 2,502 sq m or 13%; the overall development density is 73% up from 65%; and the overall site coverage is 57% up from 46%. These proposals are considered acceptable in this Strategic Industrial Location.

The increase is necessary to accommodate the specific storage and operational requirements of the proposed occupier, Mentmore Investments and is not

considered significant when viewed within the wider context of the Uxbridge Industrial and Business Area, the remainder of the site and the locale. It represents an intensification of use which will help increase employment floor space, regenerate land which has been run down for some time, and bring back into beneficial use a key site.

Policy allows for the accommodation of growth in industrial floor space provided it is located at Strategic Industrial Locations, and as the proposal will protect and enhance a Strategic Industrial Location, a Preferred Industrial Location and a Locally Significant Industrial Site, it is therefore in compliance with the wider policy aims.

5.5 Height

The proposed development is located in the Air Safeguarding Area which seeks to restrict building heights to 15.2m. The existing building is generally 14.4m high with a localised plant area 16.9m high.

The maximum proposed building height is 15.6m high but more generally 10m high. The site is located close to some High Voltage pylons which are considerably higher.

Discussions have taken place with NATS, Northolt Air Traffic Control and the Civil Aviation Authority. No objections have been raised.

5.6 Employment

Mentmore will be major employer providing around 60 jobs. It is expected that approximately half of this number will be new jobs with the balance being relocated from other existing sites. When considered against the current situation where there has been little or no employment on the Trimite site for many years, this opportunity will have a major impact.

The UK film and TV industries are growing rapidly and Mentmore are a key player. They have many partners, suppliers and complementary businesses within a close radius of Uxbridge. They also have good links with recycling partners. It is therefore expected that ancillary employment opportunities may arise once the facility is fully operational.

Overall the proposals seek to protect an industrial location, allow growth and secure employment. With this in mind, it is therefore considered that the proposed development complies with the requirements of current policies.

5.7 Flood Risk & Drainage

The proposal site for the new development is located partially within Flood Zone 2, with the remainder located in Flood Zone 1 as defined by the Environment Agency Flood Map. A Flood Risk Assessment (FRA) has been prepared in support of this application to demonstrate how flooding to and from the proposed development will be managed and mitigated.

In accordance with the NPPF, the proposed development can be described as 'general industry, storage and distribution' which, according to Table 2 of the Flood Risk and Coastal section of the Planning Practice Guidance, is considered to be 'Less Vulnerable'. There will be no change in vulnerability as a result of the development since the previous land use at the site is also considered to be 'Less Vulnerable'. Table 3 of the Flood Risk and Coastal Change section of the Planning

Guidance confirms that 'Less Vulnerable' development is compatible within Flood Zone 2.

The London Plan Policy 5.12 sets out the requirements for flood risk management and sustainable drainage. A Flood Risk Assessment, including surface water drainage strategy, has been prepared and since the proposed use represents replacement of existing use with no increase in vulnerability, the Sequential Test is satisfied. The site would also remain dry during the 1% AEP event and safe access would be achieved via normal access routes.

The London Plan Policy 5.13 requires the use of sustainable drainage systems. The proposed surface water drainage system will be designed to cope with predicted storm levels using below ground attenuation and some surface storage. These proposals would reduce the overall runoff from the site. The proposed drainage system is sustainable in nature, requiring little maintenance and ensuring clean discharge without the need for petrol interceptors.

As the proposals comply with these overarching policies, they therefore comply also with Policy EM6 in the Hillingdon Local Plan: Part 1 and Policy OE7 in the Hillingdon Local Plan: Part 2 Saved UDP Policies.

The proposals represent a major improvement over the existing arrangement and there would be no significant consequences of flooding. Also as a result of the development proposals and specifically the provisions made in the surface water drainage strategy, the proposals will help reduce the impacts of flooding in the area and will result in significant benefits for the wider community. There would be no significant impact on the fluvial morphology of the local watercourses as a result of the proposed development. There would be no adverse impacts on third-party landowners as a result of the proposed development.

Therefore it is considered that the proposed development has an acceptable flood risk within the terms and requirements of the NPPF and is compliant with current policies. In addition the proposals comply with the overall requirements for sustainable development.

5.8 Land Contamination

The Land Contamination Assessment identifies the site as being contaminated land and one which requires further inspection. Land contamination is regulated under a number of different regimes including environmental protection, waste management, planning and development control, pollution prevention and control, and health and safety.

National planning policy and statutory guidance makes developers responsible for dealing with contamination on site, providing a safe development and preventing pollution of controlled waters (surface and groundwater). It is likely that some form of further remediation and/or mitigation will be required to get regulatory approval for the development. The detailed findings of the site investigation will be reported and submitted to the London Borough of Hillingdon as soon as they are available.

The National Planning Policy Framework (NPPF) sets out that a developer is responsible for ensuring that development is safe and suitable for use for the purpose for which it is intended. This includes dealing with historic contamination of the ground to the satisfaction of the local authority and Environment Agency. The NPPF defines site investigation information as including a risk assessment of land potentially affected by contamination. It states that all investigations of land

potentially affected by contamination should be carried out in accordance with established procedures.

In addition Policy 5.21 of the London Plan requires appropriate measures be taken to ensure development proposals on contaminated land do not activate or spread contamination. The detailed proposals set out in the Contaminated Land Assessment demonstrate how this will be achieved.

The UK framework for the assessment of contaminated land is based on the principle of a "suitable for use" approach to contaminated land, where remediation or mitigation is only required if there are unacceptable risks to health or controlled waters (such as surface water or groundwater) and ecological receptors, taking into account the use of the land and the environmental setting. The assessment is based on three key elements of a source, pathway and receptor (SPR) model in order to define 'plausible pollutant linkage' (PPL) between sources and receptors.

The Land Contamination Assessment provides an assessment of ground & groundwater contamination at the site based on the finding of previous ground investigations (carried out by others). It has included a review of the data and findings of previous phases of investigation and assessment.

Therefore it is considered that the proposed development is acceptable and is compliant with current policies.

5.9 Transport & Highways

The Transport Assessment is in line with Transport for London's 'Transport Assessment Best Practice Guidance' (2010) and includes details of the Framework Travel Plan to be secured as a condition of planning consent. An Interim Servicing Management Plan accompanies the report.

A range of planning policies have been examined as part of the preparation of this transport assessment. These include policies relating to the relationship between new development and transport as set out in:

- The London Borough of Hillingdon Local Plan: Part 1 Strategic Policies (Adopted November 2012)
- The Mayor of London's 'London Plan' (July 2011)
- The Mayor of London's 'London Plan Revised Early Minor Alterations' (June 2012)
- The National Planning Policy Framework (March 2012)
- Supplementary planning guidance prepared by both the London Borough of Hillingdon and the Mayor of London / Greater London Authority.

The Borough's Local Plan: Part 1 Strategic Policies sets out a number of Strategic Objectives that relate to accessible local destinations:

- SO12: Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans.
- SO17: Link deprived areas with employment benefits arising from the development of major sites and existing key locations
- SO18: Improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those

in more remote parts of the borough through well planned routes and integrated public transport.

These link with Policy T1: Accessible Local Destinations which sets out that “The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision. The Council will ensure access to local destinations which provide services and amenities. The Council will promote active travel through improvements to Hillingdon’s public rights of way”

The Mayor of London’s ‘London Plan’ (July 2011) has also been examined. Policy 6.1 ‘Strategic Approach’ (Transport) states that the Mayor will work with TfL, the government, boroughs and other partners to ensure the integration of transport and development by:

- encouraging patterns and nodes of development that reduce the need to travel, especially by car
- supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations

In relation to new development, London Plan Policy 6.3 ‘Assessing Effects of Development on Transport Capacity’, sets out 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.
- Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.
- Transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance.

With regards parking provision, standards set out in Borough documents have been assessed in addition to those contained in the London Plan (2011) and London Plan Revised Early Minor Alterations (2012). These set out the parking requirements for development to include car, disabled and cycle parking provision.

Overall this Transport Assessment has demonstrated that the development will not give rise to any materially unacceptable travel or transport impacts and will encourage sustainable travel behaviour amongst staff and visitors.

It is therefore considered that there will be no material impact on the safe and efficient operation of the local highway network or on public transport services. As such, there are no valid transportation reasons which should prevent the redevelopment of this site.

With regards to construction traffic, high levels of construction deliveries will be reduced and spread out as much as possible, and busy road hours on the local highway network will be avoided, to minimise disruption and congestion.

Therefore it is considered that the proposed development is compliant with current policies.

6.0 Consultation

The applicant has held meetings with a number of key stakeholders and sought pre-application advice from the London Borough of Hillingdon.

A request for pre-application advice was submitted to the London Borough of Hillingdon on 28 August 2013. A follow-up meeting was held on 26 September 2013 and a formal response was issued by Hillingdon Council on 14 October 2013. Comments from this meeting and follow-up letter have helped inform the final scheme and the necessary supporting information that accompanies this application.

The traffic engineers have consulted with the Council highways department and the drainage and flood risk assessments have been made following consultation with the Environment Agency.

Discussions have taken place with NATS, Northolt Air Traffic Control and the Civil Aviation Authority. No objections have been raised.

7.0 Conclusion

- 7.1 The Council is required to attach significant weight to the desirability of promoting sustainable development and in assessing and determining development proposals, local authorities should apply the presumption in favour of sustainable development. The development proposals will revitalise a tired and run down industrial location and bring it back into beneficial use.
- 7.2 The London Plan states that the boroughs should promote, manage and where appropriate, protect Strategic Industrial Locations. Hillingdon have allocated the site as a Strategic Industrial Location, a Preferred Industrial Location and a Locally Significant Industrial Site.
- 7.3 The proposals will enhance the location and provide the following benefits:
- Protects Industrial location
 - Allows growth
 - Secures employment
 - Enables site remediation
- 7.4 Mentmore will be major employer providing new jobs in the area. The UK film and TV industries are growing rapidly and Mentmore are a key player with many partners, suppliers and complementary businesses within a close radius of Uxbridge. It is expected that ancillary employment opportunities may arise once the facility is fully operational.
- 7.5 Overall, the principle of development is supported by planning policy at all levels. The proposal complies with all relevant national planning guidance and the adopted policies of the London Borough of Hillingdon.
- 7.6 For these reasons planning permission is therefore justified.

8.0 APPENDIX 1 – Overall Development Strategy Plan

GRAND UNION BUSINESS PARK				
UNIT NUMBER	1 & 2	3	4, 5, 6, 7 & 8	OVERALL TOTAL
Net Plot Area - sq m	6,592	3,376	18,372	
Service Road * & Highway Works **- sq m	486	243	324	
Gross Plot Area - sq m	7,078	3,619	18,696	29,392
Plot Area - hectares	0.71	0.36	1.87	2.94
Plot Area - acres	1.75	0.89	4.62	7.26
EXISTING				
GEA - sq m	2,975	1,509	14,512	18,996
Footprint - sq m	1,633	1,509	10,328	13,470
Dev Density - %	42%	42%	78%	65%
Site Coverage - %	23%	42%	55%	46%
PROPOSED				
GEA - sq m	3,950	2,307	15,241	21,498
Footprint - sq m	3,454	2,102	11,124	16,680
Dev Density - %	56%	64%	82%	73%
Site Coverage - %	49%	58%	59%	57%
CHANGES				
Change in GEA - sq m	975	798	729	2,502
Change in GEA - %	33%	53%	5%	13%
Change in Footprint - sq m	1,821	593	796	3,210
Change in Footprint - %	112%	39%	8%	24%
NOTES	* Service road to Units 1, 2 & 3 - area apportioned 50/50 ** Highway works - area allocated to Units 1 & 2			