

Report of the Head of Planning, Sport and Green Spaces

Address UNITAIR CENTRE GREAT SOUTH WEST ROAD FELTHAM

Development: Outline application (all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.

LBH Ref Nos: 49559/APP/2014/334

Drawing Nos: 30461/PL/100
30461/PL/101 Parameters Plan

Date Plans Received: 31/01/2014 **Date(s) of Amendment(s):**

Date Application Valid: 31/01/2014

1. SUMMARY

This application is for Outline planning permission (with all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of Sui Generis floorspace) with associated landscaping and access.

It is worth noting that the site is identified as an Industrial and Business Area (IBA) within the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also in close proximity to Heathrow Airport, and is adjoined by industrial buildings to the west and south. There are residential properties on the opposite side of the Great South West Road (A30) to the east. There are two rivers to the north of the site (the Longford and Duke of Northumberland rivers), which are culverted. Access to the site is from the Great South West Road.

While all matters are reserved, the proposed parameters of development are, given the context in which the site is set, considered acceptable. Subject to planning obligations and conditions (which are recommended) the development is considered acceptable.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission 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:

- i) Construction Training (financial sum for workplace coordinator and in-kind delivery of training scheme);**
- ii) Air Quality Management contribution £25,000;**
- iii) Travel Plan: 10 Year Green Travel Plans for each phase of the development. A financial contribution of £20,000 will also be provided to enable the monitoring of these travel plans for the 10 year period.**
- iv) Project Management and Monitoring Sum: a financial contribution equal to 5% of the total cash contribution.**

B)That in respect of the application for planning permission, the applicant meets the Councils reasonable costs in preparation of the Section 106 and/or 278 Agreements 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 30th May 2014, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of construction training, air quality management, Green Travel Plan and Project Management and Monitoring). The proposals therefore conflicts with Policy AM2, AM7 and R17 of the adopted Local Plan and the Councils Planning Obligations SPG.'

E)That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture 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 Head of Planning, Green Spaces and Culture prior to issuing the decision:

1 COM1 Outline Time Limit

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended)

2 COM2 Outline Reserved Matters

Details of the access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to the local planning authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The submitted details shall also include details of:

(i) Any phasing for the development.

The development shall be carried out in accordance with the approved details.

REASON

To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

3 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 30461/PL/100 Location Plan and 30461/PL/101 Parameters Plan.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2011).

4 COM5 General compliance with supporting documentation

No phase of the development hereby permitted shall commence except in accordance with the specified supporting plans and/or documents:

Planning Statement (31/01/14)
Design and Access Statement (Jan 2014)
Transport Statement (31/01/14)
Ecological Assessment (Jan 2014)
Tree Survey: 596.TS.03 (Jan 2014)
Utilities Appraisal (Jan 2014)
Framework Energy Strategy (Jan 2014)
Noise Assessment (Jan 2014)
Air Quality Assessment (Jan 2014)
Cultural Heritage Desk Based Assessment (Jan 2014)
Flood Risk Assessment (24/01/14)
Geo-environmental Investigation and Assessment (24/01/14)

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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2011).

5 NONSC Restriction of size/scale

The total floorspace areas of the uses hereby approved and scale of future development shall be limited to the following:

Maximum floor area: 14,750sqm of B1c/B2/B8/Sui Generis
Maximum Sui Generis (Car Showroom): 1,700 sqm
Maximum Height: 42.5m AOD
Maximum Access Points: Two HGV/Light Vehicle Access/Egress points to be located within the southern half of the eastern boundary.

REASON

To ensure the quantum of floorspace and scale of development proposed does not exceed the amount assessed in the application and complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2011).

6 NONSC Phasing

Prior to commencement of any development, a detailed phasing and implementation plan, including the order and timing of development of individual buildings, landscaping and car parking areas within each phase, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved phasing and implementation plan.

REASON

To ensure the development proceeds in a satisfactory manner and complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

and the London Plan (2011).

7 NONSC Reserved Matters

Approval of the details of the access, landscaping, layout, scale and appearance of individual phases of the outline development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority for each phase of the outline development, before development of that phase is commenced.

For each phase, the detailed drawings and supporting documentation to be submitted shall, as part of the reserved matters, incorporate the following:

- (i) A full travel plan should be provided that includes a full mode split disaggregating public transport trips from private vehicle use plus details of how the developers of the site will ensure that any occupiers complete a travel plan (such as through a lease agreement). Details of carriageways, footways, turning space, safety strips, at road junctions and kerb radii, plus traffic, car parking and any access control arrangements, including barrier arms, gates, electric vehicle charging points ensuring that 20% of spaces have active charging points and a further 20% have passive charging points, the means of ingress and egress, the closure of existing access, visibility splays and sight lines, means of surfacing, the phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
- (ii) A delivery and servicing plan, to include details of the parking, turning, loading and unloading arrangements (including swept path analysis and vehicle tracking diagrams),
- (iii) The means of construction and surfacing of all roads, parking areas and footpaths,
- (iv) The use, surface treatment and landscaping of all open areas not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles,
- (v) Hard and soft landscaping plans, including planting plans, refuse storage, boundary treatments, lighting and levels or contours plus a scheme of landscape maintenance for a minimum of five years. The maintenance scheme shall include details of the arrangements for its implementation. Also a scheme for the inclusion of living wall, roofs and screens.
- (vi) Plans of the site showing the existing and proposed ground levels and the proposed floor levels and finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,
- (vii) Full plans and elevations of all buildings and any other structures, incorporating details of all materials to be used for external surfaces, including samples of all such materials,
- (viii) Details of security measures, including CCTV, plus plans and elevations of all boundary treatment and incorporation of full details of height and materials,
- (ix) Details of secure cycle storage, changing facilities, lockers and showers for staff and visitors to the development,
- (x) Plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities. A fire strategy document that provides sufficient detail to ensure the safety of disabled people in the event of a fire and emergency. Such detail should include provisions for evacuating disabled people, and/or details of a stay-put procedure.
- (xi) Plans and details of proposed renewable energy measures and associated technology including any Photovoltaic panels, CHP systems and the like.
- (xii) Bird Hazard Management Plan.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended), and

- (i), (ii), and (iii) To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012),
- (iv) To ensure the appearance of the locality is protected in accordance with Policies BE 13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012),
- (v) To ensure the Local Planning Authority is able to assess the amenity value of existing and proposed trees, hedges and shrubs and the impact of the proposed development on them, to ensure the site is adequately landscaped and to accord with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012),
- (vi) To ensure the development relates satisfactorily to its context in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012),
- (vii) To ensure the development presents a satisfactory appearance and to safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012),
- (viii) To provide a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (July 2011),
- (ix) To ensure adequate facilities are provided for cyclists in accordance with Policy AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012),
- (x) To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan Policies (July 2011) Policies 3.1, 3.3 and 7.2.
- (xi) To provide on site renewable energy and reduce carbon emissions in accordance with Policy 5.7 of the London Plan (July 2011).
- (xii) To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 OM3 Heathrow Airport Safeguarding - Height

No building or structure of any phase of the development hereby permitted shall exceed 67.93m AOD.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome contrary to Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9 NONSC Heathrow Airport Safeguarding - Construction/Cranes

No phase of the development shall commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following:

- details of cranes and other tall construction equipment (including crane locations and operating heights and details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'.

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and

adjoining land does not breach the Obstacle Limitation Surface (OLS) Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome contrary to Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 NONSC Heathrow Airport Safeguarding - Birds

No phase of the development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design'. These details shall include:

- the species, number and spacing of trees and shrubs

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site contrary to Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 NONSC Heathrow Airport Safeguarding - Lights

The development is close to the aerodrome and/or aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for each completed phase of the development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

Reason: To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare contrary to Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

For further information please refer to Advice Note 2 'Lighting Near Aerodromes'.

12 NONSC Piling

Unless otherwise agreed in writing by the Local Planning Authority, no piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON

To prevent the contamination of controlled waters from existing land mobilised by the building work and new development in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Environment Agency 1 (amended compliance condition)

(A) The development hereby approved shall be commenced in accordance with approved document 'Geo-Environmental Investigation and Assessment - Project Altitude, Great South West Road, Feltham (Revision A), by Capita for Unitair General Partner Limited dated 24 January 2014'.

Subject to further on site investigations any contamination not identified in the method statement which is found, the applicants are required to provide a further written method

statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination

(B) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(C) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit for approval before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON

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

14 NONSC Environment Agency 2

If, during development of any phase, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons

To protect the quality of the water environment.

15 NONSC Environment Agency 3

No occupation of any phase or part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reasons

To protect the quality of the water environment by ensuring measures to remedy land contamination that are required as a result of the previous two conditions are undertaken and demonstrated to have been successful.

16 NONSC Environment Agency 4

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details

Reasons

To protect the quality of the water environment. It is possible that infiltration drainage

could be demonstrated to pose a low risk of contamination to the water environment provided it is very shallow, located in clean ground and there is suitable pollution attenuation incorporated into the scheme prior to discharge to ground for drainage from any parking or hardstanding area susceptible to hydrocarbon contamination.

17 NONSC Environmental Protection Unit 2

Before the development is commenced details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted in writing for each unit to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended.

REASON: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

18 COM15 Sustainable Urban Drainage

Prior to commencement of any phase of the development, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it (follows the strategy set out in Flood Risk Assessment, produced by Capita dated 24/01/14 Revision A, and) incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

- iii. incorporate water saving measures and equipment.
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and

the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

19 NONSC Sustainability - Energy

Prior to the commencement of each phase of the development a detailed energy assessment shall be submitted showing how the unit will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show compliance with the outline energy strategy but clearly detail:

- 1) the baseline energy demand (kwhr and kgCO2) for each element of the regulated energy use (e.g. space heating, hot water and electricity)
- 2) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- 3) the inclusion of renewable energy to reach the 40% target including details of the technology to be used and how this relates to the baseline carbon emissions.
- 4) the inclusion of renewable technology within the scheme (e.g. roof plans and elevations showing the inclusion of the PVs.)
- 5) how the technology will be maintained and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

20 NONSC Data Centre

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the units shall not be used as a data centre.

REASON

To ensure compliance with policies 4.4, 5.2, 5.7 and 5.9, of the London Plan 2011.

21 NONSC Undevelopable Strip

Notwithstanding the details shown on the submitted Parameters Plan, a 5 metre wide buffer/no building zone will be retained along the southern boundary of the site.

REASON

To ensure a sufficient gap is maintained between buildings within the application site and the adjoining site to the south in order to ensure an appropriate bulk, scale and massing is achieved in accordance with Policies BE13 and BE25 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 NONSC Sui Generis - 50% Sales

Notwithstanding the details shown on the submitted Parameters Plan, any Car Showroom (Sui Generis) shall utilise a maximum of 50% of the hereby approved 1,700 sq metre floor space for sales purposes and shall only be provided if it is accompanied by a General Car Workshop.

REASON

To ensure that the development site fulfils its employment potential in accordance with Policy E2 of the Hillingdon Local Plan: Part 1 Strategic Policies and Policy LE2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies.

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

2 152 Compulsory Informative (1)

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

3 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE21	Siting, bulk and proximity of new buildings/extensions.
EM6	(2012) Flood Risk Management
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LE1	Proposals for industry, warehousing and business development
LPP 5.1	(2011) Climate Change Mitigation
LE2	Development in designated Industrial and Business Areas
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies

LPP 5.7	(2011) Renewable energy
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

4 I62 Potential Bird Hazards from Buildings

It is important that the building/roof structures are designed so that they are unattractive to birds. Buildings may be used by birds depending upon the design and use of the buildings and the availability of food in the nearby environment. Pigeons, starlings and gulls are the most common birds hazardous to aviation to be found in and around buildings. Pigeons make use of ledges of buildings to roost whilst starlings may roost both on and in buildings in vast numbers. Gantries and other complex structures offer potential perches and gulls are increasingly nesting on flat and shallow pitched roofs. 'Green' roofs can also be very attractive to birds.

Information

If the overall size of the flat/shallow pitched roof/s exceeds 500Sq.M then we would apply a condition to ensure the roof space was monitored for bird activity throughout the year and for the life of the building. To avoid any such condition then we would advise the roofs to be pitched greater than 15 degrees.

5

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation'.

6 I47 Damage to Verge

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).

7

The submitted landscape 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
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 20% of all parking spaces are served by electrical 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 and roofs
 - 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 surfing/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

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located in the very south of the borough beyond Heathrow Airport and adjacent to the border with the London Borough of Hounslow. The site is roughly rectangular in shape except for the northern boundary which follows the course of a bend in the adjacent rivers. The site is bounded to the west by industrial uses and large scale industrial building associated with Heathrow Airport. To the south are further industrial/commercial uses. To the east is the Great South West Road (A30) which is part of the Transport for London Road Network (TLRN) and also provides access to the site. At present the site currently has two vehicular and pedestrian access points onto the Great South West Road. The closest residential properties to the application site are located beyond the Great South West Road, with the closest dwelling approximately 40m from the sites eastern boundary. Located to the north are the Longford and Duke of Northumberland Rivers which curve around the site boundary. The rivers are contained in man made channels. There is a landscaped riparian margin between the edge of the river channel and the site boundary that is in the ownership of the Department of Culture,

Media and Sport (Central Government).

The site is approximately 2.79 Ha in area and previously accommodated DB Schenker (the former Unitair Centre) and Wayfarer House. These independent site had separate access points to the A30 which are still in situ. The applicant has stated that both buildings did not meet modern business needs and were vacant prior to their demolition.

The current site is essentially flat having little variation in ground level across its extent. There is existing landscaping along the sites borders with the rivers to the north and the Great South West Road to the east (consisting of mature trees, shrubs and grass verges). There is no landscaping within the site which is generally covered with hardstanding and rubble debris from the demolition of the previous buildings.

The site is located in Flood Zone 1 and is identified as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also located within an Industrial and Business Area and within a developed area as designated by the Policies contained within the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application is for Outline planning permission (with all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.

The applicant has stated that no significant pre-let interest has been sustained for the site to date. They are therefore bringing forward an outline application with all matters reserved in order to provide sufficient flexibility to market the site to potential occupiers.

A parameters plans has been submitted along with six purely indicative proposals. It is worth clarifying that the application is not seeking consent for any of the six indicative proposals, instead all matters are being reserved, examples of reserved matters include:

- * Access: this covers accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.
- * Layout: the way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside the development.
- * Scale: the height, width and length of each building proposed in relation to its surroundings.
- * Appearance: the aspects of a building or place which determine the visual impression it makes, excluding the external built for of the development.
- * Landscaping: this is the treatment of private and public space to enhance or protect the sites amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

As such, in addition to discharging conditions, if the Council resolves to grant planning permission, reserved matters applications will also need to be submitted to and approved in writing by the Local Planning Authority (LPA) prior to the commencement of works.

The applicant is applying for the flexibility to use the site for any combination of B1c/B2/B8 and Sui Generis floorspace, with a maximum of 1,700sqm being Sui Generis for the purposes of a car showroom.

Whilst the site is adjacent to the Heathrow Airport Boundary, which sits to the west and

north, it is not within the boundary and therefore uses related to airport activities such as air handling, cargo, supplies for aircraft maintenance, repair and overhaul operations, air catering etc are not considered appropriate on the site.

The parameters plan submitted with the application sets out the following:

Maximum floor area: 14,750sqm of B1c/B2/B8/Sui Generis

Maximum Sui Generis (Car Showroom): 1,700 sqm

Maximum Height: 42.5m AOD

Maximum Access Points: Two HGV/Light Vehicle Access/Egress points to be located within the southern half of the eastern boundary.

A landscaping strip/buffer is also shown along the eastern boundary. Details of this strip are to be resolved at reserved matters stage.

3.3 Relevant Planning History

49559/A/95/3108 Unitair Centre Great South West Road Feltham
Installation of one non-illuminated fascia sign (at second floor level) and one illuminated fascia sign (on rear elevation)

Decision: 01-06-1995 Approved

49559/ADV/2006/108 Unitair Centre (Bax - Global) Great South West Road, Feltham
INSTALLATION OF 4 NON-ILLUMINATED SIGNS ON FRONT ELEVATION OF BUILDING, 3 NO. 6M HIGH FLAGPOLES AND CHANGES TO WALKWAY SIGNAGE

Decision: 22-01-2007 Approved

49559/ADV/2013/108 Unitair Centre Great South West Road Feltham
Installation of 2 externally illuminated hoarding signs for a temporary period of 2 years.

Decision: 18-02-2014 Approved

49559/APP/2013/703 Unitair Centre Great South West Road Feltham
Prior notification for the demolition of the Unitair Centre Great South West Road, under Schedule 2 (Part 31) of the Town and Country Planning (General Permitted Development Order) 1995 (GPDO).

Decision: 18-04-2013 PRN

49559/N/98/2457 Unitair Centre Great South West Road Feltham
Refurbishment of existing offices/warehouse including overcladding, creation of new entrance towers, new window openings, installation of air conditioning units at roof level and addition of accommodation block to inner loading bay area at rear, widening of existing vehicular access, erection of a new security gatehouse and 3.6 metre high fence/gates plus new fence. to north boundary.

Decision: 15-03-1999 Approved

Decision:

Comment on Relevant Planning History

The site has a varied planning history, however most recently the Council received a prior notification under the General Permitted Development Order 1995 Schedule 2 Part 31 for the demolition of the existing building application(ref: 49559/APP/2013/703). The demolition and the proposed demolition method were acceptable and as such no objection was raised. A visit to the site by the case officer confirms that the previous buildings have been demolished.

4. Planning Policies and Standards

Hillingdon Unitary Development Plan (Saved Policies September 2007).
Supplementary Planning Document 'Accessible Hillingdon'.
Supplementary Planning Document Noise.
Supplementary Planning Document Air Quality.
Supplementary Planning Guidance Planning Obligations.
The London Plan (July 2011).

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE25 Modernisation and improvement of industrial and business areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- EM6 (2012) Flood Risk Management
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LE1 Proposals for industry, warehousing and business development
- LPP 5.1 (2011) Climate Change Mitigation

LE2	Development in designated Industrial and Business Areas
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 5.7	(2011) Renewable energy
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th March 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Twenty eight neighbouring residential units were consulted by letter on the 10/02/14 and four site notices were displayed. No comments or objections to the proposal were received.

Highways Agency:

No objection to the proposal.

Heathrow Airport Safeguarding:

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

1. Height Limitation on Buildings and Structures

No building or structure of the development hereby permitted shall exceed 67.93m AOD.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome;

and/or:

Reason: To avoid the building/structure on the application site endangering the safe movement of

aircraft and the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

Information

The Advice given in relation to development heights relate to the Obstacle Limitation Surfaces (OLS) only and it cannot be assumed that the proposed development can be built up to this height as it could impact on radar or other navigational aids. Therefore, only when further details have been submitted at the reserve matters stage can National Air Traffic Services (NATS) correctly assess the proposed development and its potential impact on radar or other navigational aids.

2. Submission of a Construction Management Strategy

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following:

- details of cranes and other tall construction equipment (including crane locations and operating heights and details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'.

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

and/or:

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

3. Submission of Landscaping Scheme

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design'. These details shall include:

- the species, number and spacing of trees and shrubs

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

Information

Stands of trees with the potential to provide canopy's for bird species such as Rooks, Crows should be planted at 4 metre centres or greater.

Tree species such as Oak (*Quercus* sp.) Scots Pine (*Pinus Sylvestris*), and Beech (*Fagus Sylvatica*) should be excluded from the planting scheme.

Large quantities of berry bearing species should be avoided. If they are essential to the integrity of

the proposed planting scheme, low numbers of berry bearing plants may be dispersed amongst other non berry species to reduce the total food supply for birds. In this location, berry bearing species should be kept below 5% of the total planting palette.

4. Control of Lighting on the Proposed Development

The development is close to the aerodrome and/or aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

Reason: To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare.

For further information please refer to Advice Note 2 'Lighting Near Aerodromes'.

Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes'.

Although development detail is limited at this time, I would also like to make the following observations as these may generate further conditions being applied at the reserve matters stage.

Building/Roof Design:

It is important that the building/roof structures are designed so that they are unattractive to birds. Buildings may be used by birds depending upon the design and use of the buildings and the availability of food in the nearby environment. Pigeons, starlings and gulls are the most common birds hazardous to aviation to be found in and around buildings. Pigeons make use of ledges of buildings to roost whilst starlings may roost both on and in buildings in vast numbers. Gables and other complex structures offer potential perches and gulls are increasingly nesting on flat and shallow pitched roofs. 'Green' roofs can also be very attractive to birds.

Information

If the overall size of the flat/shallow pitched roof/s exceeds 500Sq.M then we would apply a condition to ensure the roof space was monitored for bird activity throughout the year and for the life of the building. To avoid any such condition then we would advise the roofs to be pitched greater than 15 degrees.

Wind Turbines

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation'.

I, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

Officer's Comments: The proposed conditions have been attached to the recommendation for approval.

NATS:

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.

Natural England:

Statutory nature conservation sites - no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

Protected species

We have not assessed this application and associated documents for impacts on protected species.

Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

English Heritage:

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

This application lies within the Council's proposed Heathrow Archaeological Priority Zone. The area is well known for its important and extensive prehistoric and Roman remains including two scheduled monuments within c 600m of the site (in Hounslow borough). Nevertheless the applicant's desk-based assessment has concluded that the site itself has only low-medium archaeological potential and recommends no further work. I have considered this report carefully and can agree

with the recommendation ONLY because of the clear evidence for multiple phases of modern ground disturbance including extensive truncation of historic ground levels such that survival of archaeological remains would be at best very fragmentary. Had it not been for the extensive modern disturbance I would have considered the site to have significantly higher potential meriting further consideration in the planning process.

No further assessment or conditions are therefore necessary.

Transport for London:

It is understood that the proposal comprises an outline application (all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.

Please note that these comments represent an officer level view from Transport for London and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this project. These comments also do not necessarily represent the views of the Greater London Authority, which should be consulted separately.

Site location

The application site is situated immediately south of Heathrow Airport, separated by both the Longford and Duke of Northumberland's rivers. It currently has two vehicular and pedestrian access onto the A30, Great South West Road, part of the Transport for London Road Network (TLRN). The nearest part of the Strategic Road Network (SRN) is the A315, Staines Road which is located approximately 700m to the south. The nearest bus stop to the site is approximately 380metres to the south west on Stanwell Road and provides access to route 203 that links Hounslow Bus Station with Staines. The nearest station is Heathrow Terminal 4, located approximately 600m to the north of the site and provides access to services on the Piccadilly line to central London and the Heathrow Express to London Paddington. As such, the site records poor public transport accessibility level (PTAL) of 2 (out of a range of 1 to 6, where 6 is the highest and 1 the lowest).

Access

Whilst this is an outline application with all matters reserved, the applicant has provided a range of 6 illustrative development options. Each option proposes to use one or two existing accesses onto the A30. Further details should be submitted clarifying the operation of the two entry/exit points. The current submitted information does not include on-site pedestrian links; further approval of these details should be subject to reserved matter application. It is recommended that all pedestrian and cycle accesses would need to be separated from vehicle and HGV entry/exit points.

Land Use

TfL expects that given the nature of the proposed uses in an area of poor public transport

accessibility, the private car is likely to be the preferred mode of travel for employees and visitors. That said, the design of scheme should where possible, facilitate sustainable travel.

Car parking

Varying levels of car parking are proposed for each of the 6 development options. The final number of car parking spaces should be approved as reserved matters by the council. The applicant should justify the level of car parking provision and how the spaces are to be managed and allocated. As stated above, in this location, the private car use may be the main mode of travel but an appropriate balance must be struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. With specific regard to the proposed B class uses, the London Plan states that a maximum of one space per 100-600 sqm should be created. The number of car parking spaces should therefore conform to the standards set in the London Plan. In addition, 5% of all spaces should be designated Blue Badge parking bays to conform with the standards set in the London Plan. Electric Vehicle Charging Points (EVCPs) will also be provided (20% active and 20% passive provision) to comply with the standards set in London Plan; this is welcomed by TfL and should be secured by s106 agreement/ condition.

Cycling and walking

The agreed level of cycle parking provision has to conform to standards set in the London Plan and should be approved by the council as reserved matter. As the transport statement acknowledges the close proximity of local cycle routes, the design of the site should ensure that it links into such facilities. Local cycle routes should be promoted to increase the uptake of cycling at this site, as part of the travel plan measures.

TfL further requests that all cycle parking facilities should be secured, covered and shower/ changing facilities be provided to encourage staff/visitors cycling to and from the site.

It does not appear that applicant considers the number of people potentially walking between the site and Heathrow Terminal 4, this needs to be considered and an assessment to walking condition on this route would be required.

Trip generation and modal split

The applicant has used the trip rates of the former use of the site as a B1 light industrial use to establish the predicted level of travel associated with the proposed B1c/B2/B8 uses. This is supported by TfL. It is noted that the nearby Audi site was used to establish trip rates for the proposed showroom; this is acceptable to TfL.

It is acknowledged that the Option A of development which would generate the highest level of travel demand (worst case scenario) is associated with the same land uses of the former use of the site as a logistics company. Therefore it is accepted that trips would assign to the highway network in a similar manner and it is expected that no further adverse traffic impacts would be resulted. The assessment does not provide a full mode split for the proposed development and should be revised thereby disaggregating public transport trips.

Public transport

Given the location of the proposed development, the impact on the public transport network is expected to be limited, but this would be confirmed by the submission of a mode split assessment as requested above.

Travel plan

The applicant has submitted framework travel plan to support the outline proposals. A full travel plan should be provided with the submission of a detailed scheme as a reserved matter and its approval should be subject to consultation with TfL.

Construction and delivery

The applicant is required to submit a Construction Logistics Plan (CLP) in line with London Plan policy 6.14 'Freight'. The CLP should be secured by condition or through section 106 agreements as appropriate and should also accord with TfL guidance.

The plan should identify efficient, safe and sustainable arrangements to be employed at each stage of implementation of the development to reduce and mitigate impacts of freight vehicle movements arising from the scheme, including impacts on the expeditious movement of traffic, amenity and highway safety. Details should, where relevant, include FORS or similar accreditation, site access, loading/unloading and parking arrangements, booking systems and timing of arrivals at and departures from the site, vehicular routes, scope for load consolidation and the use of alternative modes and measures to reduce risks and impact of collisions with vulnerable road users. The submission and the according implementation of these plans should be secured by conditions/s106 obligations. A draft delivery and servicing plan (DSP) should also be secured by a planning condition, to comply with London Plan Policy 6.14 'Freight'.

Land use

It appears the proposed development have included part of land owned by TfL. TfL property is being consulted on the scheme and further comments will be expected shortly.

Community infrastructure levy

In accordance with London Plan policy 8.3 'Community Infrastructure Levy', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. It is paid by most new developments in Greater London. Boroughs are arranged into three charging bands with rates of £50/£35/£20 per square metre of net increase in floorspace respectively. You will be aware that the current rate for Hillingdon is £35 per square metre.

Summary

In summary, the main issues raised above need to be resolved before the application can be considered in line with the transport policies set out within the London Plan (2011). These include:

- (a) Clarify the indicative options for vehicle access arrangements to and from the site;
- (b) Provide details of how pedestrian links will be made through the site for various proposed access arrangement;
- (c) Confirm the maximum number and layout of car parking spaces for each of the proposed option, including blue badge spaces and electric vehicle charging points provision;
- (d) Provide EVCPs in line with the London Plan standards;
- (e) Assess walking route between the site and Heathrow Terminal 4;
- (f) Provide a breakdown of the public transport mode share together with baseline figures of visitors and staff travelling to/from the proposed development;
- (g) Provide a full travel plan;
- (h) Secure a CLP/DSP via appropriate conditions/obligations.

Officer's Comments: The conditions have been attached to the recommendation for approval which require details to be submitted to satisfy TfL's requirements. However, with regards to the provision of Electric Vehicle Charging Points, the requirement has been set at 20% active plus 10% passive (as opposed to 20%/20%) in line with the requirements of Table 6.2 'Parking Standards' of the London Plan (July 2011).

Transport for London (Property):

We have received confirmation from our property colleague that they have no comments in terms of property matter. However, having noted that several access proposal have been made under various scenarios, TfL would need to fully assess the design proposal along with the submission of Stage 1 Safety Audit prior to any consent being granted.

Environment Agency

We consider that planning permission could be granted to the proposed development subject to the inclusion of the following planning conditions. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application. Please note that we are not recommending a piling/foundation condition as the plans do not indicate high rise buildings that are likely to penetrate deep through the London Clay. If this assumption is incorrect we would recommend that a piling condition is included to reduce the risk of contamination to controlled waters.

Condition 1

No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

- 1) A site investigation scheme for the area that has been identified as contaminated, based on the submitted report, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 2) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of The Local Planning Authority. The scheme shall be implemented as approved.

Reason

To protect the quality of the water environment.

We have reviewed the submitted report and are satisfied with the conclusions and recommendations: Geo-environmental Investigation and Assessment. Prepared for Unitair General Partner Limited by Capita Property and Infrastructure Limited. Document Ref: SS018854-PE-13-188-R. Revision: A. Date: 24 January 2014.

Condition 2

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons

To protect the quality of the water environment.

Condition 3

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in

accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reasons

To protect the quality of the water environment by ensuring measures to remedy land contamination that are required as a result of the previous two conditions are undertaken and demonstrated to have been successful.

Condition 4

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details

Reasons

To protect the quality of the water environment. It is possible that infiltration drainage could be demonstrated to pose a low risk of contamination to the water environment provided it is very shallow, located in clean ground and there is suitable pollution attenuation incorporated into the scheme prior to discharge to ground for drainage from any parking or hardstanding area susceptible to hydrocarbon contamination.

Further reasons for all conditions

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

The Thames river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without these condition, the impact of contamination could cause deterioration of a quality element to a lower status class and/or prevent the recovery of and/or cause deterioration of a protected area: The Lower Thames Gravel groundwater body.

Officer's Comments: The suggested conditions have been attached to the recommendation for approval with the exception of the initial condition. This condition has been amended so as to be a compliance condition in accordance with 'Geo-Environmental Investigation and Assessment - Project Altitude, Great South West Road, Feltham (Revision A), by Capita for Unitair General Partner Limited dated 24 January 2014'.

Hounslow Council

In response to this application the London Borough of Hounslow would have no objection to the development proposal for the following reasons:

"The Local Planning Authority considers that, given the site's location next to the Great South West Road in an existing industrial area and the scale of the development that previously occupied it, the development would not have an adverse visual impact, affect highway safety or harm the living conditions of neighbouring residents of the London Borough of Hounslow. The proposed development therefore complies with policy ENV B.1.1 (New Development) of the London Borough of Hounslow's adopted Unitary Development Plan".

Health and Safety Executive:
No objections to the proposed development.

Internal Consultees

Environmental Protection Unit: Air Quality

The proposed development is within the declared AQMA and in an area that may be exceeding the European Union limit value for annual mean nitrogen dioxide (NO₂-40.0 mg/m³). The air quality statement submitted actually appears to be an air quality assessment which has modelled the area with a background NO₂ of 26.6 mg/m³. This seems rather low, however for the modelled baseline year (2012) at the nearest receptor in Hounslow (appears to be on Bedfont Close on the opposite site of the Great South West Road) NO₂ is indicated to be 41 mg/m³. It is possible, it is higher than this.

AADT data provided in the report indicates an increase in traffic in the surrounding roads (it is not clear if the baseline AADT includes vehicle movements for the former use at the site. The report does state traffic flows from the former site use were not modelled), with less of an increase with option 2, which is assumed to be the option that includes the car showroom. Based on the Transport Assessment, the car showroom option had nearly 50 percent fewer vehicle movements compared to the former use, including fewer HGV movements, which are more polluting. For the residential receptor in Hounslow, option 2 results in an increase to the annual mean NO₂ by 0.7 mg/m³ and all the other options by 1.1 mg/m³. All are considered small increases, but increases none the less.

As the development is in and will cause increases in an area already suffering poor air quality the following are requested:

Section 106

Section 106 obligation for £25,000 should be sought for contribution to the air quality monitoring network in the area.

It appears the former use was not modelled, however it is assumed to be more polluting as the Transport Assessment refers to 2866 two-way daily vehicle movements of which 316 were HGVs. (It should be noted the figures quoted in the air quality assessment states 'the former development could have generated 3052 two-way daily car trips and 634 HGV movements per day.')

Based on the information submitted, the worst options would have 2127 two-way daily vehicle movements of which 235 were HGVs. Option 2 is indicated to have 1534 two-way daily vehicle movements of which 150 are HGVs.

Towards minimising emissions from the vehicle fleet, the following condition is recommended. The condition would apply to PM₁₀ as well, to ensure filters are well maintained to reduce tailpipe emissions.

The applicant has provided a framework travel plan and a template for a tenant specific travel plan. It may be advisable to condition for this. We would encourage the use of an onsite no idling policy to be incorporated into on site plans to reduce emissions from the site.

The Energy Strategy indicates CHP/CCHP and biomass are not viable for the proposed development. Renewables being considered include air source heat pumps, solar PV and solar thermal. No references have been made the use of gas boilers, which is assumed to be required for the site. We would recommend the development use low or ultralow NO_x boilers to limit NO₂ emissions further at the site.

Air Quality Condition - Details of Energy Provision

Before the development is commenced details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted for each unit to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended.

REASON: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: This condition relates to the operational phase of residential or commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the types of authorised fuels and appliances can be found at www.defra.gov.uk.

The air quality assessment did not consider the impact of air quality on the development as it is an industrial/commercial use. However, as there will be an office element to the development, these either need to be located away from roads or the office spaces suitably ventilated with clean air. The ingress of polluted air condition is recommended for the office areas.

Environmental Protection Unit: Contaminated Land

I refer to the above application for a development of a now demolished warehouse with an attached commercial site. The sites comprise the former Unitair Centre and Wayfarer House. There appears to have been car parking and an electricity sub station on the site. Our historic maps indicate that the site has had a warehouse and depot use however we do not know the occupiers at the site prior to Unitair. The report indicates this last use was for logistics. There are two buildings one has a commercial use.

The site investigation above provides a reasonable assessment of the site. Eight boreholes and seven trial pits are a reasonable coverage of the site. The site does not appear to have been landfilled or contaminated to an extent that would affect the application. However some contamination was found in the shallow soils and groundwater in the gravels. This is low mobility fuel oil, 'diesel'. This would need to be addressed in a remediation strategy. As some fuel has reached the water in the gravels the Agency will need to approve the remediation of this hot spot.

The boreholes confirm some made ground above the gravels but this does not appear to be ground likely to produce gas. There are a few landfills in Hounslow nearby that we have no knowledge of that may or may not produce gas. Gas has been measured on three occasions and the levels do not confirm a problem with only some slightly elevated methane and one carbon dioxide at 4%. Therefore no gas protection measures seem likely.

I would advise adding the commercial contaminated land condition, COM30 to any permission as below. This will ensure that the remediation of the hotspot and any contamination found during development is addressed. For the landscaping clean soils should also be used and this information can be included with the final verification report on the remediation of the hot spot at BH02 and any other later identified areas if present.

COM30- Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Officer's Comments: The suggested conditions have been attached to the recommendation for approval with the exception of condition COM30 as this would be a replication of the amended Environment Agency condition.

Transport and Aviation:

I have reviewed the travel plan and only have one comment, the document needs to make sure that it contains how the developers of the site will ensure that any occupiers complete a travel plan, this could be that they put this as part of the lease agreement.

EIA:

EIA screening opinion received - EIA not required

Water and Flood Management Officer:

The applicant has assessed the risk to the site from the nearby watercourse and proposes to control surface water generated by the site and have demonstrated how they can do this to appropriate standards therefore I am happy to approve the application subject to the Suds condition.

Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it (follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by Capital dated 24/01/14 Revision A, and) incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

i. provide information on all Suds features including the method employed to delay and control the

surface water discharged from the site and:

- a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
 - iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

- iii. incorporate water saving measures and equipment.
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

Officer's Comments: The suggested conditions have been attached to the recommendation for approval.

Trees and Landscape:

The proposed site is occupied by a large industrial unit situated on the west side of, and parallel to the Great South-West Road (A30), from which it is accessed. The Longford River wraps around the northern boundary and the new industrial warehouses accessed from Scylla Road and Shrewsbury Road lie to the east. The site is predominantly flat and open following the demolition of the former warehouse buildings, the main site previously occupied by DB Schenker, with the Wayfarer Building to the south. The site itself is devoid of vegetation. However, there is a footpath within a grass verge, with occasional trees, along the boundary with the main road. There are no TPO's or Conservation Area designations affecting the site.

PROPOSAL:

The proposal is an outline proposal (all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700sqm of sui generis floorspace) with associated landscaping and access.

LANDSCAPE CONSIDERATIONS:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- The Design & Access Statement confirms in the Outline Strategy & Design Code (6.5), that strategic landscaping to car park areas are to be a vital element of any future development. The landscape buffer alongside the A30 will be brought forward with the submission of Reserved Matters and high quality materials will be used throughout the development with appropriate surface materials used to suit each area.
- Section 6.11 of the D&AS refers to an Ecological Assessment (walk over survey) which confirms that the site is of low ecological value and that no additional surveys are recommended. It also recommends that any landscape design incorporates native species, or non-native species with high nectar and pollen yielding flowers of value to native fauna.
- Section 6.12 of the D&AS describes the landscape concept for the front boundary onto the A30 with a suggested palette of trees and shrubs. A cross-section through the boundary explains the relationship of the site edge with the highway verge.
- The Planting Scheme notes that planting will need to be in accordance with the CAA's guidance regarding bird hazard management - which is likely to conflict with the ecological enhancement suggested by the ecologist.
- A Tree Survey drawing by TALA assesses the trees within the highway verge which should be unaffected by the proposals.
- Drawings by Michael Sparks indicate the developable area and the proposed landscaping points alongside the A30 and Longford River boundaries. These are then picked up in the series of drawings showing various site layout options.
- While all matters are reserved (including landscape) the Design & Access Statement and site layout options indicate a commitment to landscape through the reservation of these landscape buffer zones.
- Given the relatively restricted area available for landscaping/environmental enhancement throughout the site - and the scale of the buildings, the incorporation of green walls should be considered in association with the building(s).
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

RECOMMENDATIONS:

No objection subject to the above comments and conditions COM2, COM6, COM7, COM7, COM9 (parts 1, 2, 3, 4, 5, and 6).

Conservation and Urban Design:

The existing warehouse site is situated adjacent the Great South West Road and the Longford River. The Great SW Road is a busy route and a highly visible location. This side of the road is characterised by such businesses and warehouses of a similar nature. There are no designated heritage assets. The existing building is of no interest (and has already been demolished) and the site requires upgrading and enhancing. The proposal involves the erection of new buildings for use as car workshop, showroom and a warehouse as well as associated landscaping.

COMMENTS: There is no objection to the outline scheme as whole, particularly the aspiration to upgrade the area and provide new units. A number of options are proposed for siting and layout, of which, options 1, 4 and 6 are preferred. This is because servicing will be hidden - mainly to the rear - although a variation on option 2 would also be possible. These layouts will also provide a buffer to the road, and sustain the appearance of the area. There is no objection to the general height and bulk, which is similar to what existed, and in scale with the surrounding streetscene. However, please note, there should be a significant gap (up to 10 metres) between the existing (units/structures) and proposed units within the streetscene.

However, a very standard design approach has been taken with all the facades mainly finished in a combination of metal cladding profiles and metallic colours. The elevations are really only broken down by vertical flashings which marginally, visually break the panels into smaller components.

Unfortunately, there is no real depth to the elevations or articulation and certainly no visual interest with broad expanses of varying grey cladding. Nevertheless, this application is only in outline, and the finishes could be finalised/improved at the Full application stage.

This is a major thoroughfare and the site fronts established housing estates. A good design and finish is a key aspect of sustainable development. The new building and final elevations could therefore contribute more positively to streetscene. I would encourage the applicant to at least consider a more articulated design and finish which would also help raise the standard of design more generally in the area.

The proposed soft landscaping is very limited. The curtilages and boundaries should be well defined with more soft landscaping to relieve the insipidness of the elevations required. Although the proposed layout for vehicles and pedestrians appears rational and logical it is important that it is robust. More detail over materials and layout will be required with the Full submission.

CONCLUSION: Acceptable.

Sustainability:

Energy

I have no objections to the proposed development based on the submitted energy strategy. However, as the proposal is for reserved matters and the energy strategy presents a couple of options the following condition is necessary to ensure the final detailed designs comply with the outline strategy:

CONDITION

Prior to the commencement of each unit a detailed energy assessment shall be submitted showing how the unit will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show compliance with the outline energy strategy but clearly detail:

- 1) the baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity)
- 2) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- 3) the inclusion of renewable energy to reach the 40% target including details of the technology to be used and how this relates to the baseline carbon emissions.
- 4) the inclusion of renewable technology within the scheme (e.g. roof plans and elevations showing the inclusion of the PVs.)
- 5) how the technology will be maintained and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

Sustainability:

The development also needs to include living walls and roofs and the following conditions is therefore necessary:

Condition

Prior to commencement of each unit a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of

maintenance where necessary. The development should proceed in accordance with the approved plans.

Reason

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

Officer's Comments: The suggested conditions have been attached to the recommendation for approval.

Highways:

The above proposals seek outline planning consent for the construction of a building or buildings to be used the B1c/B2/B8/Sui Generis Use Classes within the boundary of the site. As part of the development a number of options have been submitted that detail the makeup and layout of the site, with an option to include the provision of a Car Showroom. It is proposed to provide between 62 to 128 parking spaces within the site, subject to the final development option chosen. Access to the site will be provided from Great South West Road via one or both of the existing points of access, which will require minor improvements (kerb realignment works) to be undertaken. The means of access to the site is also subject to the selected development option.

When considering the proposals, it is noted that a Transport Statement (TS) has been submitted in support of the development, which in part, considers the trip generation of the proposed and previous uses at the site. However, this methodology is not representative as the site is vacant, (with all buildings demolished) and could not be brought back into use without the benefit of planning consent.

Nevertheless, as the adjacent highway network is under the control of the London Borough of Hounslow and Transport for London, there would be no impact on local highway, which is under the control of the London Borough of Hillingdon. In addition, it is noted that the proposed means of access to the site will be provided from Great South West Road, which forms part of Transport for London's road network. As a result, the London Borough of Hounslow and Transport for London should be consulted in relation to these proposals.

When considering the proposed car and cycle parking provision within the site, it has not been possible to undertake a formal assessment as the associated Gross Floor Area of each option has not been provided. Furthermore, an assessment of the internal site layout has not been provided within the submitted TS. However, it is considered that these can be dealt with under a suitability worded planning condition.

Therefore, it is considered that the principle of the development would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, (Part 2) and an objection is not raised in relation to the highway and transportation aspect of the proposals provided that the following details are covered through a suitable planning condition/S106 Agreement.

1 Notwithstanding the submitted plans, details of the proposed car parking provision within the site shall be provided in accordance with the councils parking standard as part of the Reserved Matters Planning Application.

2 Notwithstanding the submitted plans, details of the proposed cycle parking provision within the site shall be provided in accordance with the councils parking standard as part of the Reserved Matters Planning Application.

3 As part of the Reserved Matters Planning Application, details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) including vehicle swept paths of the proposed means of access, parking, servicing and circulation areas within the site are required to be provided for approval by the Local Planning Authority.

Officer's Comments: The suggested details have been requested by conditions attached to the recommendation for approval.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within a Business and Industrial Area (IBA) as identified by the Policies of the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies.

This application is for Outline planning permission (with all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.

The Hillingdon Local Plan (November 2012) states that IBAs are allocated locations for new industrial and warehousing development, and are deemed the most appropriate for accommodating employment generating uses in terms of access, layout and where there is a need on amenity grounds to separate development from residential and other sensitive uses. The LPA considers that offices and other B1 Use Class activities are acceptable in principle in IBAs. Other employment uses may also be acceptable when there is no realistic prospect of an industrial or warehousing use or such a use would be undesirable, particularly on residential amenity grounds.

Policy LE2 of the Hillingdon Local Plan states that Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui Generis Uses appropriate in an industrial area. The proposed mix of uses therefore adhere to IBA policy and will replace previous IBA uses on the site.

The Hillingdon Local Plan: Part 1 Strategic Policy E2 designates Locally Significant Industrial Sites as locations where industrial and warehousing activities can operate and 'locations of employment growth' with a commitment to provide 9,000 jobs throughout the plan period.

The Sui Generis Use proposed is for a car showroom with a maximum floor space of 1700 sqm. The applicant states that market testing has identified potential demand for a car showroom use on the site, where it is associated with a car workshop (Use Class B2). This use has therefore been included as one of the six options within the illustrative schemes for the site to demonstrate that this could be accommodated along with other employment-generating uses. Illustrative Option 2 (Plan reference: PL-103) sets out these indicative proposals for a car workshop with associated car showroom. A car showroom would only be brought forward as ancillary to a car workshop (B2 use) and would not exceed 1700sq.m. The applicant has stated that the site is particularly attractive given that the car showroom could utilise the frontage along the Great South West Road (A30) to enhance business.

This use is considered to be appropriate, particularly as the car showroom would be associated with a car workshop (B2) and would be an employment generating use. As an allocated LSIS/IBA, planning policy allows some flexibility beyond B-class uses where jobs are created as part of new development on such sites. It is recommended that a condition be attached to any consent limiting the floorspace of the Sui Generis use to be utilised for sales purposes to be a maximum of 50% of the 1,700 sq m. to ensure that the development site fulfils its employment potential in accordance with Policy E2 of the Hillingdon Local Plan: Part 1 Strategic Policies and Policy LE2 of the Hillingdon Local Plan (November 2012).

Whilst the proposed uses are deemed appropriate in this location, a Data Centre is not deemed to be appropriate due to the energy demand concerns. The applicant has stated that a data centre could be accommodated and could still achieve a 40% reduction in CO2 in line with Part L of the Building Regulations (2010). However these calculations would relate to the building itself and not take into account the potential use of a building internally as a data centre.

Subject to recommended conditions relating to the Sui Generis use and preventing use of the site as a Data Centre, there are no objections in principle to the proposal.

7.02 Density of the proposed development

The application does not relate to residential development and as such density is not directly relevant. Consideration of overall site coverage and intensity of use can not be considered as the application is for outline consent with all such matters being reserved.

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

English Heritage/GLAAS have considered the proposals and whilst the site lies within the Council's proposed Heathrow Archaeological Priority Zone, there is clear evidence for multiple phases of modern ground disturbance including extensive truncation of historic ground levels such that survival of archaeological remains would be at best very fragmentary. They have therefore raised no objection to the scheme nor recommended any conditions be attached to any approval.

7.04 Airport safeguarding

Heathrow Airport Safeguarding and the National Air Traffic Services (NATS) have responded with no objection to the proposals subject to appropriately worded conditions (which are recommended) for issues relating to the reserved matters stages of the development of the site.

7.05 Impact on the green belt

The site is not within or close to the Green Belt.

7.06 Environmental Impact

An Environmental Impact Assessment (EIA) screening opinion has been received that determined an EIA was not required for the proposals.

The Environment Agency and the Council's Environmental Protection Unit have been consulted with regards to the application. Subject to the attachment of conditions relating to protecting air quality, water quality and contaminated land (recommended) they raise no objections to the proposal.

7.07 Impact on the character & appearance of the area

Saved policy BE25 of the Local Plan: Part Two seeks to ensure the modernisation and improvement of Industrial and Business Areas through careful attention to the design and landscaping of buildings and external spaces. Where appropriate, the policy seeks to improve vehicular and pedestrian access and circulation routes through the area and environmental improvements.

Whilst the applicant has provided six potential schemes detailing how the site could potentially be redeveloped, the outline proposals are for all matters to be reserved and as such only the details of the parameters plan can be considered in relation to the current development.

The parameters plan submitted with the application sets out the following:

Maximum floor area: 14,750sqm of B1c/B2/B8/Sui Generis

Maximum Sui Generis (Car Showroom): 1,700 sqm

Maximum Height: 42.5m AOD

Maximum Access Points: Two HGV/Light Vehicle Access/Egress points to be located within the southern half of the eastern boundary.

A landscaping strip/buffer is also shown along the eastern boundary. Details of this strip are to be resolved at reserved matters stage.

In terms of understanding if the maximum height of 42.5 AOD (approx. 20m above finished floor level) would be acceptable in this location consideration is taken of the large scale building previously located on the site and those existing in the vicinity.

This height proposal would be in keeping with other large buildings in relatively close proximity to the application site and, accordingly it would have limited visual impact. This area is characterised by a significant number of large scale buildings and is commercial/industrial in character. It is considered that in this particular context buildings with a maximum height of 20m could be accommodated without causing any unacceptable harm to the character and appearance of the area and would replace a previous building of a similar scale on the site.

Some concerns are raised regarding the potential scale, bulk and massing of a development on the site and its relationship with the existing buildings to the south. In order to ensure an appropriate visual gap is maintained between the development sites it is recommended that a condition is attached to any approval that ensures a 5.0m wide buffer/undevelopable strip is maintained on this boundary. This strip could be utilised for parking or landscaping.

Subject to the issues discussed above and the outline nature of the proposal, no concerns are raised regarding the design of the scheme or its impact on the character of the area in relation to the outline application. Issues relating to design will be dealt with at reserved matters stage.

7.08 Impact on neighbours

The nearest residential units to the site are situated approximately 40m to the east of the site, on the opposite side of Great South Western Road (A30). The Hilton London Heathrow Airport Hotel is located approximately 500m to the northeast of the site.

Access to the site is only from the Great South West Road at present and this will remain the case. It is not considered that residential amenity would be unacceptably affected by traffic associated with the proposed use as the Great South West Road already carries high vehicle numbers.

The site is in close proximity to the Heathrow Airport, and noise from planes taking off and landing means that this area is already noisy. In this particular case, given the existing context and separation from residential dwellings and hotel uses, it is considered that noise or disturbance associated with the proposal would not cause any unacceptable impacts.

7.09 Living conditions for future occupiers

The application is for outline consent only with all matters reserved and no residential uses are proposed for the site. No concerns or issues are therefore raised regarding future living conditions in connection with the current application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The application is for outline consent only with all matters reserved and therefore no

proposed car or cycle parking layouts are proposed. No concerns or issues are therefore raised regarding parking in connection with the current application. Parking levels and issues will be resolved at the reserved matters stage.

The Great South West Road (A30) is part of the Transport for London Road Network (TLRN) and also provides two access points to the site at present which remain from the previous developments on the site. As the adjacent highway network is under the control of the London Borough of Hounslow and Transport for London, there would be no impact on local highway under the control of the London Borough of Hillingdon.

7.11 Urban design, access and security

The application is for outline consent only with all matters reserved. No concerns or issues are therefore raised in connection with the current application. Appropriate conditions are recommended to be attached to any approval and issues relating to design, access and security would be dealt with at reserved matters stage.

7.12 Disabled access

The application is for outline consent only with all matters reserved. No concerns or issues are therefore raised in connection with the current application. Appropriate conditions are recommended to be attached to any approval and issues relating to access would be dealt with at reserved matters stage.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, landscaping and Ecology

There are no TPO's or Conservation Area designations affecting the site and the site itself is devoid of vegetation. However, there is a footpath within a grass verge, with occasional trees, along the boundary with the main road.

The Council's Trees and Landscape Officer has been consulted and raised no objection to the proposed subject to the attachment of appropriate conditions, which are recommended, to any approval.

7.15 Sustainable waste management

The application is for outline consent only with all matters reserved. No concerns or issues are therefore raised on sustainable waste management grounds in connection with the current application.

7.16 Renewable energy / Sustainability

The Council's Sustainability Officer has raised no objections to the proposed development based on the submitted energy strategy. However, as the proposal is for reserved matters and the energy strategy presents a couple of options conditions are recommended to be attached to any consent to ensure the final detailed designs comply with the outline strategy. These conditions relate to a reduction in carbon emissions by 40% from a 2010 Building Regulations and the provision of renewable energy technology. Also proposed is a condition relating to the introduction of green walls and roofs.

Subject to the attachment of the relevant conditions the proposal is deemed to be in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

7.17 Flooding or Drainage Issues

The Council's Water and Flood Management Officer has assessed the proposals and details regarding the risk to the site from the nearby watercourse. The applicant proposes to control surface water generated by the site and have demonstrated how they can do this to appropriate standards. The Council's Water and Flood Management Officer therefore raises no objection to the application subject to a SUDS condition being

attached to any approval (recommended).

7.18 Noise or Air Quality Issues

AIR QUALITY

The site falls within an Air Quality Management Area and, as such, an Air Quality Assessment has been submitted. Whilst officers in the Council's Environmental Protection Unit have raised no objections to the scheme they have advised that the development could lead to a minor increase in pollutants and, as such, given the existing poor air quality in the area, a number of mitigation measures should be put in place, including a S106 contribution of £25,000 towards air quality monitoring in the area. It is considered that these measures would be sufficient to offset the impact of the development on local air quality.

Notably no objections have been received from officers in the Council's Environmental Protection Unit regarding potential noise or disturbance impacts, subject to conditions.

7.19 Comments on Public Consultations

The application was advertised under Article 8 of the Town and Country Planning Act (1990) as major development. Four signs were erected on the site and nearby and adjoining occupiers were directly notified via letter. A public notice was placed in a local paper. No replies have been received.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan (November 2012) states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals'.

The Council's S106 officer has advised that contributions should be provided towards construction training, air quality monitoring, provision of a comprehensive green travel plan, and project management and monitoring.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

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

10. CONCLUSION

This application is for Outline planning permission (with all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.

The site is identified as an Industrial and Business Area (IBA) within the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also in close proximity to Heathrow Airport, and is adjoined by industrial buildings to the west and south. There are residential properties on the opposite side of the Great South West Road (A30) to the east. There

are two rivers to the north of the site (the Longford and Duke of Northumberland rivers), which are culverted. Access to the site is from the Great South West Road.

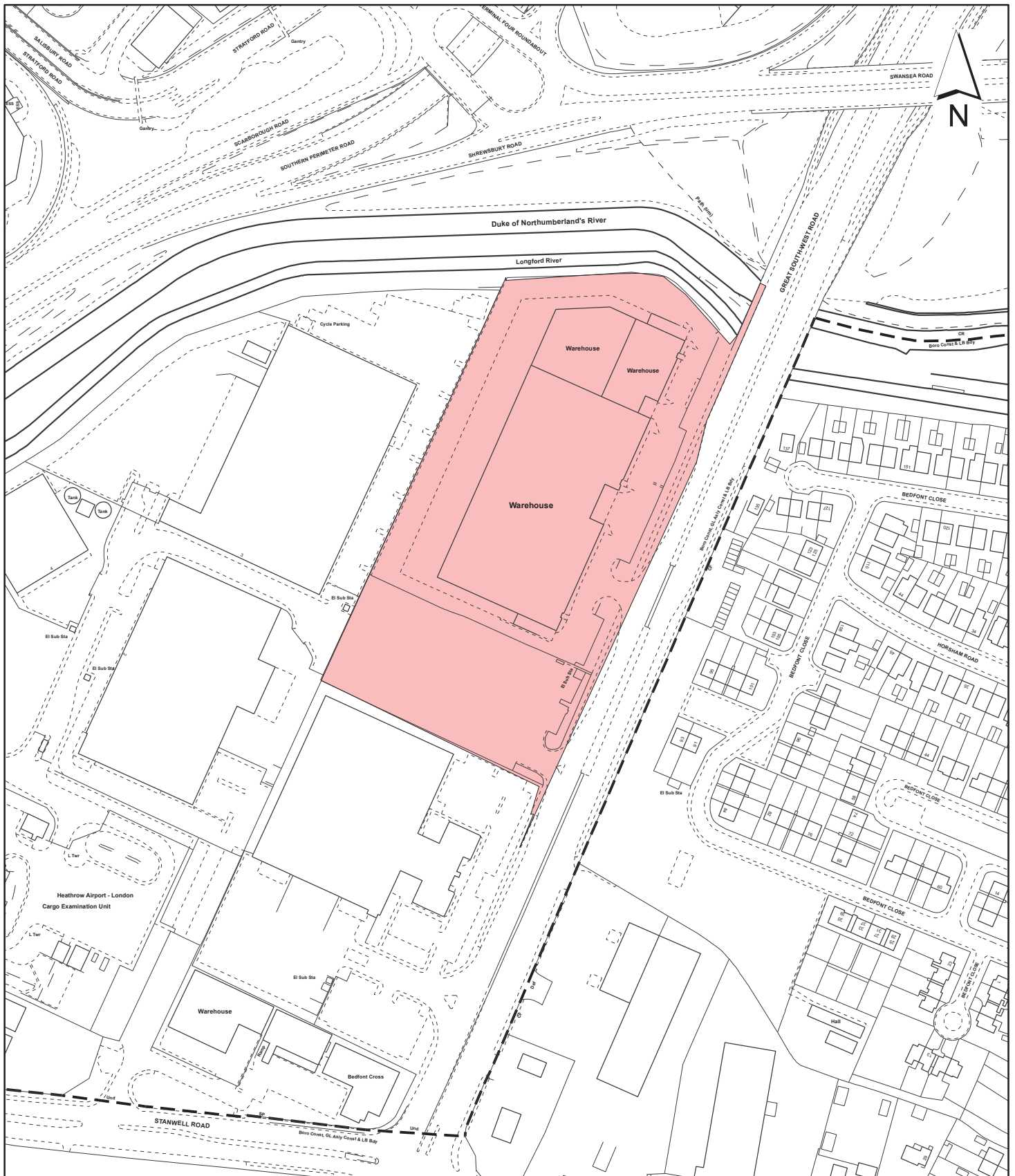
While all matters are reserved, the proposed parameters of development are, given the context in which the site is set, considered acceptable. Subject to planning obligations and conditions (which are recommended) no objection is raised.

11. Reference Documents

Hillingdon Local Plan: Part 1 Strategic Policies.
Hillingdon Local Plan (November 2012)
Supplementary Planning Document 'Accessible Hillingdon'.
Supplementary Planning Document Noise.
Supplementary Planning Document Air Quality.
Supplementary Planning Guidance Planning Obligations.
The London Plan (July 2011).

Contact Officer: Ed Laughton

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Notes

 Site boundary

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Site Address

**Unitair Centre
 Great South West Road
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**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
49559/APP/2014/334

Scale
1:2,500

Planning Committee
Major Application

Date
April 2014



HILLINGDON
 LONDON