

Report of the Head of Planning, Sport and Green Spaces

Address FORMER M O D DOCUMENT RECORD OFFICE BOURNE AVENUE
HAYES

Development: Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works within the existing Prologis Park development.

LBH Ref Nos: 18399/APP/2013/1019

Drawing Nos: 12 Rev B
13 Rev B
2607-51 Rev P1
D21684/PY/B
30226-PL-109
Schedule for Soft Landscape Works - 07/06/2013
30226-PL-101
30587-PL-100
30587-PL-101
30587-PL-102
30587-PL-103
30587-PL-104
30587-PL-105
30587-PL-106
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30587-PL-112
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30587-PL-114
30587-PL-115
30587-PL-116
30587-PL-117
30587-PL-118
Design & Access Statement - April 2013
Area Schedule (Approved) - 30226-PL-101
Area Schedule (Proposed) - 30587-PL-101
Bird Control Management Plan - March 2013
Water Re-Use and Reduction Measures
Landscaping Management Plan - L1120/10
Ecology Report - March 2013
Air Quality Assessment - 19/04/2013
Noise Statement - 19/03/2013
Transport Statement - 09/04/2013
Sustainability Statement - April 2013
Land Quality Statement - 17/04/2013
Planning Statement - April 2013
Flood Risk Assessment - 10/04/2013

Date Plans Received: 22/04/2013 **Date(s) of Amendment(s):**
23/04/2013

Date Application Valid:

1. SUMMARY

Planning permission is sought for the erection of three warehouse distribution (Use Class B8) units, together with ancillary offices, associated car parking, access and associated landscape works within the existing Prologis Park development. The application forms part of the site that was granted Reserved Matters approval in 2010 for units C and D (Ref: 18399/APP/2010/545), and the proposal involves two buildings within the previously approved layout of plot C and plot D.

The current application essentially seeks approval for alterations to the previously approved layout, which involve the creation of an addition unit, 'Unit G' within 'Unit D', and a reduction in the floor area of 'Unit C'.

The design and appearance of the proposed buildings is consistent with Units A, B, E and F approved under separate applications, which are now finalised. The landscape plan proposed is consistent with the planting themes previously identified for this site.

The proposal is considered to accord with the previous development of the site, and will not undermine the functioning of this site, nor impact upon the amenity of adjoining residential properties. The proposal is therefore recommended for approval.

2. RECOMMENDATION

That subject to no objections being received from Crossrail, and the Environment Agency formally withdrawing their objection, delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the following conditions, and any additional conditions and/or informatives which may be required by Crossrail or the Environment Agency:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 30226-PL-101;

30587-PL-100; 30587-PL-101; 30587-PL-102; 30587-PL-103; 30587-PL-104; 30587-PL-105; 30587-PL-106; 30587-PL-107; 30587-PL-108; 30226-PL-109; 30587-PL-110; 30587-PL-111; 30587-PL-112; 30587-PL-113; 30587-PL-114; 30587-PL-115; 30587-PL-116; 30587-PL-117; 30587-PL-118; 12 Rev B; 13 Rev B; 2607-51 Rev P1; D21684/PY/B, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

- Disabled access facilities (Design & Access Statement - April 2013)
- Control of Bird Hazards (Bird Control Management Plan - March 2013)
- Air Quality Management (Air Quality Assessment - 19/04/2013)
- Control of Noise (Noise Statement - 19/03/2013)
- Sustainability Measures and a 25% reduction in carbon emissions (Sustainability Statement - April 2013)
- Land contamination (Land Quality Statement - 17/04/2013)
- Flood Risk Management (Flood Risk Assessment - 10/04/2013)
- Landscaping (Schedule for Soft Landscape Works - 07/06/2013)

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 (July 2011).

4 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, colours and finishes have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100), including additional tree planting
 - 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 (including facilities for 54 cycles and 14 motorcycles)

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (for 139 car parking spaces, including 13 disabled spaces, and demonstration that at least 24 spaces are served by electrical charging points (12 x active, 12 x passive))

2.e Hard Surfacing Materials

2.f External Lighting

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

3. Details of Landscape Maintenance

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

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

4. Other

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

4.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 of the London Plan (July 2011).

6 ST1 Landscape Species Selection

The berry bearing species for the landscaping of the site shall be no more than 25% of the total species on site and shall be spread throughout the planting palette rather than in concentrated areas. Details are to be submitted to and approved in writing by the Local Planning Authority.

REASON

To reduce the bird strike risk posed by winter thrushes and starlings in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or

in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 H10 Parking/Turning/Loading Arrangements

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces), shown on the approved plans shall be constructed prior to occupation of the development, thereafter permanently retained and used for no other purpose.

REASON

To ensure that the loading, roads, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and Chapter 6 of the London Plan (July 2011).

9 ST1 Disabled Entrance Design

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 COM31 Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (July 2011).

11 COM15 Sustainable Water Management

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

- 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 proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (July 2011).

12 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 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.

(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.

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

(iii) All works which form part of the remediation scheme shall be completed and a

verification report 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Air quality mitigation

Before the development is commenced, details of all mitigation measures to off-set the identified deterioration in air quality as a result of the development shall be submitted to and approved by the Local Planning Authority. The mitigation measures shall be integrated within the area affected by the development and thereafter permanently retained and maintained.

REASON: In order to protect the amenities of local residents, in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 7.14 of the London Plan (2011).

14 NONSC Fleet management

Before any part of the development is occupied an environmental fleet management plan shall be submitted for approval to the Local Planning Authority. The scheme shall include details of the use of low emission vehicle technologies (e.g. use of electric and/or hybrid vehicles where appropriate, installation of electric charging points), environmentally aware driver training scheme (e.g. no idling), and fleet servicing and maintenance regime. The said scheme shall be implemented for so long as the development is available for use.

REASON: In order to protect the amenities of local residents, in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 7.14 of the London Plan (2011).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon 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.

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures

3 I11 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

4 I12 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

5 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with: -

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays or Bank/Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6 134 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

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The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please refer to the enclosed leaflet and contact Peter Sale, Hillingdon Education and Business Partnership Manager: contact details - c/o British Airways Community Learning Centre, Accommodation Lane, Harmondsworth, UB7 0PD. Tel: 020 8897 7633. Fax: 020 897 7644. email: p.sale@btconnect.com .

8

Cranes:

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

9

There should be continuity of materials and finishes across the site taking into account earlier phases of development.

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The applicant is encouraged to discuss with Council officers in conjunction with the Metropolitan Police Crime Prevention Officer whether on site CCTV cameras can be linked to the Councils central CCTV system.

3. CONSIDERATIONS

3.1 Site and Locality

The site has an area of 3.42 hectares and forms part of a wider development site for Classes B1, B2 and B8 Employment uses of 12.08 hectares located adjacent to the Stockley Park employment area, 2km west of Hayes Town Centre and 0.5km north of the M4. Heathrow airport is approximately 2km to the south.

The area surrounding the site is mixed in character. To the south and east is the residential area of Hayes. The site is bounded to the north by the Paddington to Bristol railway line, and to the west by the Heathrow Express rail link. To the south of the site is the housing component of the former Ministry of Defence site, which was approved and provided for 101 residential units including affordable housing. Beyond this lies the Bourne Farm Playing Fields and other open Green Belt land.

The site is part of land which was in agricultural use until the late 1930's when it was developed by the Ministry of Defence (MOD) as a munitions factory during the Second World War. During the 1950's the site was converted for use as a file repository and contained a range of warehouse and office accommodation.

The site, where units C, D and G are proposed, has now been cleared as part of planning permission Ref: 18399/APP/2004/2284 and the main roads into the site from Stockley

Road and the alternate access through Bourne Avenue to the housing site have been implemented.

Unit A has also been approved under planning permission ref: 18399/APP/2005/2387 and has been implemented on site. Planning permission (Ref: 18399/APP/2006/547) was granted on 12/07/06 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of units B,E&F in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415. These units have now been implemented on site.

Parts of the application site lies within land designated within the Crossrail Safeguarding Area.

3.2 Proposed Scheme

Planning permission is sought for the erection three warehouse distribution (Use Class B8) units, together with ancillary offices, associated car parking, access and associated landscape works within the existing Prologis Park development. The application forms part of the site that was granted Reserved Matters approval in 2010 for units C and D (Ref: 18399/APP/2010/545).

The current application essentially seeks approval for alterations to the previously approved layout, which involve the creation of an addition unit, 'Unit G' within 'Unit D', and a reduction in the floor area of 'Unit C'.

The current proposal comprises the following:

- The proposed Unit C comprises 3479sqm GIA of industrial floor space and 699sqm GIA of office floor space.
- The proposed Unit D comprises 4850sqm GIA of industrial floor space and 884sqm GIA of office floor space.
- The proposed Unit G comprises 3335sqm GIA of industrial floor space and 583sqm GIA of office floor space.

This provides a total floor area of 11664sqm of industrial floor space, and 2166sqm of office floor space (with plant areas of 120sqm). The previous approval (outline and reserved matters) included 13435sqm of industrial floorspace and 1756sqm of office floor space. This is a reduction in floorspace of 1241sqm from the previous approval.

The site would continue to be accessed from the existing main access on Stockley Road.

3.3 Relevant Planning History

Comment on Relevant Planning History

In 1999 a planning brief was adopted for the site. This recognised the site's strategic importance, due to its prominent position on the highway network and close proximity to Heathrow Airport. It also proposed that its redevelopment should provide improvements to public transport and other facilities and employment opportunities for local residents of the Hayes- West Drayton corridor in which it is located. The brief identified a number of land uses, which might be appropriate for the site, including employment generating uses, hotel and conference facilities, leisure, residential and local retail and community facilities.

Outline planning permission (Ref: 18399/APP/2004/2284) was granted on 19 August 2005 for the redevelopment of the site for a mixed-use development comprising use classes B1(a) and (c), B2 and B8 employment uses and C3 residential use (up to a maximum of 101 units) with associated access, parking and landscaping. Each specific use approved within the site was identified within the Outline Development Framework Plan - Permitted Developable Area. Site A identified within the approved Outline Development Framework Plan, covers that area within which Units C and D are to be sited, and provides for an employment floor space of 22,560m² GEA of B1c/B8 employment uses. The maximum height of all buildings within this part of the site was approved at 15.4 metres in height.

Planning permission (Ref: 18399/APP/2005/3415) was granted on 27/01/06 in relation to the variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 & 30, to allow for separate phased submissions of details relating to the residential and employment components of the development.

Unit A has also been approved under planning permission ref: 18399/APP/2005/2387 and has been implemented on site.

Planning permission (Ref: 18399/APP/2006/547) was granted on 12/07/06 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of units B, E and F in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415.

Planning permission (Ref: 18399/APP/2006/2308) was granted on 03/11/06 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of Unit F in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415.

Planning permission (Ref: 18399/APP/2007/2724) was granted on 17/12/07 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of Units C, D and G in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415.

Planning permission (Ref: 18399/APP/2007/2725) was granted on 17/12/07 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of Units C and D in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415.

Planning permission (Ref: 18399/APP/2009/423) was granted on 21/05/09 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of Unit B in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415.

Planning permission (Ref: 18399/APP/2009/2119) was granted on 19/01/10 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of Unit E in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415.

Planning permission (Ref: 18399/APP/2010/545) was granted on 25/06/2010 for the approval of the reserved matters for the siting, design, external appearance and landscaping of units C and D in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415, located within the Prologis Park Development.

Planning permission (Ref: 18399/APP/2010/2814) was granted on 24/02/2011 for the variation of conditions 2, 4, 5, 6, 7, 9, 12, 13, 14, 15, 16, 17, 18 and 19 (to allow the phased development of the overflow car park and Units C and D) of planning permission ref: 18399/APP/2010/545 dated 25/06/2010: Reserved matters (details of access, appearance, landscaping, layout and scale for two units with ancillary offices and associated car parking including an overflow car park) in compliance with condition 3 of planning permission ref: 18399/APP/2005/3415 dated 02/03/2006.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design

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.EM8 (2012) Land, Water, Air and Noise
PT1.EM11 (2012) Sustainable Waste Management
PT1.T1 (2012) Accessible Local Destinations
PT1.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7 Consideration of traffic generated by proposed developments.
AM14 New development and car parking standards.
AM15 Provision of reserved parking spaces for disabled persons
BE13 New development must harmonise with the existing street scene.
BE18 Design considerations - pedestrian security and safety
BE19 New development must improve or complement the character of the area.
BE20 Daylight and sunlight considerations.
BE21 Siting, bulk and proximity of new buildings/extensions.
BE24 Requires new development to ensure adequate levels of privacy to neighbours.
BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

- LE1 Proposals for industry, warehousing and business development
OE1 Protection of the character and amenities of surrounding properties and the local area
OE3 Buildings or uses likely to cause noise annoyance - mitigation measures

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 22nd May 2013

5.2 Site Notice Expiry Date:- 22nd May 2013

6. Consultations

External Consultees

Consultation letters were sent to 146 local owner/occupiers on 29/04/2013. The application was also advertised by way of site and press notices. No representations were received.

ENVIRONMENT AGENCY:

We object to the planning application as submitted. The site is located on the Lynch Hill Gravels and the Land Quality statement states that there is perched groundwater, which has serious implications for infiltration drainage at this site. The Lynch Hill Gravels underlying the site is classed as a Principal Aquifer. Infiltration of surface water could provide a potential pathway for contamination at the surface to migrate into the underlying Principal Aquifer.

We understand that some remediation and validation has previously been undertaken on this site which used generic soil criteria (residential/commercial). As this is not tailored to groundwater protection, the remaining concentrations of contaminants in the ground may breach drinking water standards. In the scenario that contamination is still present, surface water drainage that does not rely on infiltration will need to be used or further investigations will need to be undertaken to determine whether further remediation is required to make infiltration a safe option. Infiltration will only be appropriate if satisfactory evidence is provided to demonstrate removal of contaminated material.

Due to the uncertainties described above, we do not consider that the submitted Flood Risk Assessment adequately demonstrates that an appropriate surface water drainage solution is possible. As such we require the applicant to provide an alternative drainage strategy which does not rely on infiltrative techniques.

By producing a secondary back up option for drainage, we can be assured that should it be unfeasible to do infiltration at detailed design stage, there is a suitable alternative drainage scheme which meets the requirements of the NPPF and the London Plan. Please note that the design of SuDS and other infiltration systems should include appropriate pollution prevention measures.

If it is ultimately found, following further ground investigations and/or remediation that infiltration is acceptable, the point of discharge should be kept as shallow as possible. Deep bored infiltration techniques will not be acceptable. The distance between the point of discharge and the groundwater table should be a minimum of five metres and only clean, uncontaminated water should be discharged into the ground.

PLANNING OFFICER COMMENTS:

Officers consider that the Environment Agency concerns can be addressed via the same condition

used on earlier permissions at the site. Confirmation is being actively sought from the Environment Agency on this matter.

CROSSRAIL:

Awaiting response.

Internal Consultees

TREES & LANDSCAPING:

The site is occupied by an estate of distribution warehouses situated to the east of Stockley Road, known as Prologis Park. The north and west boundaries are defined by the railway embankment which supports the Heathrow Express Rail spur as it leaves the mainline and turns south towards Heathrow. The Bourne Avenue residential estate lies to the east of the site, with open Green Belt land to the south. Warehouse units A, B, E and F have already been completed following previous planning consents. Their boundaries and the estate roads have been well landscaped with structure planting of large trees and ornamental hedges / shrubs in accordance with the original masterplan. The quality of the landscape on the site does much to mitigate the visual impact of the large buildings and functional service yards.

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.

- No trees or other significant landscape features will be removed as part of the proposals. The site layout and landscape infrastructure conforms to the original masterplan for the site.
- Michael Sparks drawing No. 30587-PL116 indicates the site layout and fencing schedule. The fence types, while not ideal aesthetically, perpetuate the suite of materials specified elsewhere on the Park. Much of the fencing will be lost from view amongst the soft landscape.
- Barry Chinn Associates' drawing Nos.12 and 13 Units C and D Infrastructure Planting Plans (Option 2) Sheets 1 and 2 of 2 provide planting plans for this phase of development. The pattern of planting continues to feature tree-lined roads and boundaries with approximately 47No. large specimen trees (Extra Heavy - Semi-Mature stock) under-planted with ornamental hedges and bold blocks of shrubs.
- The planting plan (drawing No. 13) for Unit D omits 2No. trees in the large planting beds immediately to the south of the site entrance. Trees in this location are indicated on other drawings and should be included in the proposal.
- No landscape specification has been submitted. This is required and should conform to the original specification, which has achieved a high quality finish on the estate.
- Barry Chinn Associates' document, Soft Landscape Works Maintenance and Management Proposals, sets out the design objectives for the initial establishment and long term maintenance of the planting, complete with schedules.

RECOMMENDATIONS:

No objection subject to the provision of a landscape specification and amendment to drawing No. 13 (to show additional tree planting). If these minor amendments can be secured prior to determination, there will be no need for further landscape conditions.

HIGHWAYS:

The development proposals are for the construction of 3 individual units that will be used for storage/distribution with ancillary offices under the B8 Use Class. As part of the proposals 139 (including 13 disabled) car parking spaces will be provided, within 24 spaces supplied with electrical charging points. Additionally, parking will be provided for 54 cycles and 14 motorcycles.

In order to assess the proposals a Transport Statement (TS) has been submitted, which has demonstrated that there will not be an increase in the traffic generation above the extant planning permission (reference 18399/APP/2010/2814) for a similar use at the site and the proposed level of car and cycle parking to be provided is in accordance with the Councils parking requirements.

In addition, a swept paths analysis has been undertaken, which has demonstrated that that a 16.5m articulated servicing vehicle can manoeuvre within the site and enter/exist specific servicing bay.

Furthermore, an outline Travel Plan has been included as part of the TS, which identifies a number of measures to reduce car usage and increase travel by sustainable modes of transport.

Therefore, it is considered that the development proposals would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, and an objection is not raised, provided that the following details are secured under a suitable planning condition/S106 Agreement:

- The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) shown on the approved plans shall be constructed prior to occupation of the development, and thereafter be permanently retained and used for no other purpose.
- The proposed cycle and motorcycle parking shown on the approved plans shall be provided prior to occupation of the development, and thereafter be permanently retained.
- The proposed electric charging points (12 active and 12 passive) shown on the approved plans shall be provided prior to occupation of the development, and thereafter be permanently retained.
- The initiatives identified within the proposed Travel Plan are required to be included as part of S106 Agreement and be implemented upon first occupation of the development. Thereafter, the Travel Plan shall be regularly reviewed and updated in accordance with the terms of the S106 Agreement.

ENVIRONMENTAL PROTECTION UNIT:

CONTAMINATION:

I refer to your consultation of 29 April 2013 regarding the above application which replaces a previously extant permission. The report submitted with the application provides a summary of the previous investigations at the site most but not all of which were submitted previously. The WSP report concentrates on Phase 3 given that the rest of the development, units and housing are now completed. The report includes some new information from a survey by WSP in November 2010 that applied to Phase 3b and has been used in the assessment. A copy of this report is required to support the Land Quality Statement.

The review for Phase 3 in the Land Quality Statement has not identified any onerous contamination issues and the reports listed date from initial investigations of the old records office in 1997-98. The MOD weapons use did not appear to contaminate the site. Notwithstanding some asbestos and hydrocarbons are mentioned in the report. Metals will also be in the made ground. WSP confirm that the levels found are not a concern for an industrial hard standing end use which will have fairly high generic guidelines and no immediate pathway. The main source of contamination appears to be an old filled pond in the corner of Phase 3. Gas is not listed as an issue. The remediation will involve a watching brief during the works, the use of clean soils in all soft landscaped areas and a contamination method statement. The latter should be submitted to the LPA under a contaminated land condition.

Due to the past use of the site I would advise that a contaminated land condition is attached to the new permission as with the old permission. Our standard condition COM30 will suffice. It appears no more site investigation is necessary at the site so part of the condition will be complied with by the submission of the reports to date particularly the review work by WSP consultants and their 2010 investigation / validation of the land. The Crossfield Consulting report from 2006 may also be useful in assessing this site.

AIR QUALITY:

The Air Quality assessment appears to be incomplete and generally indicated a 'negligible' contribution of NO₂ from the proposed development for the operational phase. The development will contribute to the poor air quality in the area, therefore s106 contribution is still required. The modelled air quality for 2016 (2015) appears to indicate better air quality in the area compared to both 2011 and 2015 CERC modelling undertaken on our behalf. It is assumed this purely down to the emission factors used in the assessment for 2016 (couldn't find the 2012 baseline which was supposed to be in the report), and NO₂ levels in the report should not be taken as an indication of future air quality in the area

The application site is located within the Hillingdon AQMA, declared for Nitrogen Dioxide (NO₂). The air quality assessment considered vehicle generated contribution to air quality as part of the phase 3 development although the data provided suggests this was limited to the A408 and Bourne Avenue. (It was indicated by the air quality consultants that there were no NO₂ emissions associated with the energy component at the development site.) CERC air quality modelling for 2011 undertaken for the London Borough of Hillingdon indicates the NO₂ levels are exceeded or close to exceedance at a number of receptor locations considered in the assessment. The assessment did not provide baseline levels for 2012 although the report does indicate it was modelled, therefore no comparisons could be made.

The report looked at residential receptor locations to the west of the A408 along Mulberry Crescent and Lavender Rise, and at Nine Acres Close and Denbigh Drive adjacent to the application site. The modelled NO₂ levels appear to be in the main to be at least slightly below the EU limit value (40 mg/m³) at all the receptor locations with the development in 2016 (2015). Although it assumes background NO₂ remains at 2011 levels in 2015, the background level used may have been an underestimated. The report also indicates cumulative impacts from other developments in the area were considered. (It is not clear where the reduction in NO₂ by 2015 is coming from other than as a result of the emission factors used in the assessment. As baseline modelling for 2012 wasn't provided, it is assumed 2012 levels will be higher. Could they please provide the baseline modelling information if they have it?) The contribution from the development appears to be below 0.4mg/m³ for the operational phase of the development (although it slightly exceeds this in some receptor locations during the construction phase with the highest estimate of 0.68 mg/m³ along the A408 adjacent to residents).

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

Transport Assessment and Travel Plans

The Transport assessment indicates the Travel Planning will be covered by Planning Obligations as with the previous application. If this is not the case, we would recommend including a Travel Plan condition. We would recommend the use of an onsite no idling policy within the Travel Plan to reduce vehicle emissions. In addition the following condition is advised to manage emissions from the vehicle fleet.

Environmental Fleet Management

Before any part of the development is occupied an environmental fleet management plan shall be submitted for approval to the Local Planning Authority. The said scheme shall include the use of

low emission vehicle technologies (e.g. use of electric and/or hybrid vehicles where appropriate, installation of electric charging points), environmentally aware driver training scheme (e.g. no idling), and fleet servicing and maintenance regime, and delivery and servicing plan if relevant. The said scheme shall be implemented for so long as the development is available for use.

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

CONSERVATION AND URBAN DESIGN:

Given the previous approvals, no objection is raised to this application on design grounds.

PLANNING POLICY:

No planning policy issues are raised by this proposal. The policy analysis submitted by the applicants is acceptable, and the principle of the use seems to have already been previously agreed by the Council. As noted in the Local Plan, the Prologis Logistics Park is proposed as a Locally Significant Industrial Site, and would be an appropriate location for the proposed B8 use. The site is not one which is likely to be looked at by the Council for release for other non-employment use.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has been established under outline planning permission (ref. 18399/APP/2004/2284) granted on 19 August 2005 and the subsequent reserved matters approvals, including the previous approval on this portion of the site (ref. 18399/APP/2010/545) for units C and D. Accordingly, there is no objection to the principle of the proposal.

7.02 Density of the proposed development

The application is not for residential accommodation, accordingly this is not relevant.

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

The site does not lie within a conservation area or area of special local character. Nor is the site located in the vicinity of a listed building.

Archaeological implications of the entire development were considered under the outline application which ensured that the archaeological work was undertaken before development work commences of new parts of the sites.

7.04 Airport safeguarding

The height of the proposed building remains identical to that existing on site. At 13m the height of the proposal does not contravene airport safeguarding criteria.

Despite the height of the proposal not being sufficient to warrant consultation with BAA or NATS, conditions requiring the submission and approval of a bird management plan and restricting the number of berry bearing bushes have previously been imposed for all units within the site. It is considered that to ensure the continued effectiveness of these measures across the site these conditions must also be imposed on the proposed unit, as such a Bird Management Plan was submitted with the application, which would be required to be complied with via proposed condition, there is also a proposed condition regarding berry bearing species of bushes.

7.05 Impact on the green belt

The wider Prologis site adjoins land to the west and south that is designated Green Belt. Part of the land to the west is also identified as a site of Nature Conservation Grade 1

importance. The impact upon the adjoining Green Belt was assessed as part of the original outline planning permission. It was determined that sufficient area was available to screen and soften the impact of any new built form that formed part of the Prologis Park development.

The proposed units will be well screened from the adjoining Green Belt land to the west of the site by the provision of landscaping to the site boundaries. Additional landscaping is also provided within the site with planting being provided along the internal boundaries of each of the Units. Upon maturity these areas of planting will result in a good visual enclosure of the site ensuring the adjoining Green Belt is not unduly affected by the scale of the units.

7.07 Impact on the character & appearance of the area

The siting, mass, bulk and scale of the proposed unit are identical to those considered under reserved matters approval ref: 18399/APP/2007/2725. Accordingly, it is considered that any impacts on the character and appearance of the area would be limited to those of the reduced footprint of Unit C, and the increased width of the service road.

Policy BE13 of the UDP highlights the importance of designing new development to harmonise with the existing streetscene. Policy BE25 seeks to ensure modernisation and improvement of Industrial and Business Areas through design and landscaping, improved vehicular and pedestrian access and circulation, and environmental improvements.

The proposed elevational design, (both units will have pitched roofs to a height of approximately 14.8m) as well as proposed building materials for Plots C and D, including profiled metal cladding, cream bricks to offices, terracotta cladding and grey profiled metal cladding represents a similar combination of cladding and glazed elements as the previous phases of the Prologis Park development.

From an urban design point of view, the scheme is considered to contribute to an efficient use of the existing brownfield site, and a coherent character of the street scene. As such the proposal is considered to be acceptable and accords with Saved Policies BE13 and BE25.

7.08 Impact on neighbours

Units D and G are located to the north of a residential development that formed part of the underlying planning permission for this site, and provided for up to 101 units to the east of the employment component. As part of the outline planning permission (ref: 18399/APP/2004/2284) a landscaped buffer was required in order to provide a visual and acoustic barrier for the development. In addition to this the applicant implemented a 6m high acoustic fence along the eastern boundary of the service yards of Units E and F, which adjoin the proposed residential area.

To the east of Units D and G is an extensive area of landscape screening, which is to be retained. This planting area sits outside of the red line plan for the proposal site and will not be impacted by the development of either unit.

Through the installation of the acoustic fencing, landscaping and bunding between the two land uses already implemented on site, it is considered that the development will not have any unreasonable impacts on the neighbouring residential areas.

7.09 Living conditions for future occupiers

The application is not for residential accommodation, accordingly this is not relevant.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The development of the site for employment uses and its impact on the road network design, highway capacity and public transport was considered at the time of the original outline planning approval for this site.

The development proposals are for the construction of 3 individual units that will be used for storage/distribution with ancillary offices under the B8 Use Class. As part of the proposals 139 (including 13 disabled) car parking spaces will be provided, within 24 spaces supplied with electrical charging points. Additionally, parking will be provided for 54 cycles and 14 motorcycles.

In order to assess the proposals a Transport Statement (TS) has been submitted, which has demonstrated that there will not be an increase in the traffic generation above the extant planning permission (reference 18399/APP/2010/2814) for a similar use at the site and the proposed level of car and cycle parking to be provided is in accordance with the Council's parking requirements.

In addition, a swept paths analysis has been undertaken, which has demonstrated that a 16.5m articulated servicing vehicle can manoeuvre within the site and enter/exist specific servicing bay.

Furthermore, an outline Travel Plan has been included as part of the TS, which identifies a number of measures to reduce car usage and increase travel by sustainable modes of transport.

Therefore, it is considered that the development proposals would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, subject to the imposition of appropriate highways and car parking conditions.

No specific details have been provided in relation to the location and size of refuse and storage bins for the units. This is a matter that can be addressed by a condition requiring these details to be submitted to Council prior to the commencement of works.

7.11 Urban design, access and security

Issues relating to design have been addressed previously in the report.

Access arrangements to the site will remain as existing on site and are considered acceptable.

Security issues were dealt with under previous applications on the site, however a condition will be attached to ensure details of adequate security measures will be submitted to the council prior to the commencement of development.

7.12 Disabled access

Disabled Access issues were addressed under the previous Outline Planning Permission. To ensure compliance with current legislation, a condition will be attached to the approval requiring details of disabled access to the site.

7.13 Provision of affordable & special needs housing

The application is not for residential accommodation, accordingly this is not relevant.

7.14 Trees, landscaping and Ecology

The landscaping of the areas around the application site has previously been considered under outline planning permission ref. 18399/APP/2004/2284 and reserved matters approval ref. 18399/APP/2007/2725). The proposal would not result in a reduction of the previously approved on site landscaping. The proposed site layout includes the planting of

2 new trees to the north of the new entrance. The Council's Trees and Landscape Officer raises no objection to the proposal subject to conditions requiring details of the proposed tree planting and to ensure its implementation and subsequent maintenance.

Accordingly, it is considered that the scheme would maintain an appropriate landscape environment both within the application site and in relation to the wider area, consistent with Saved Policy BE38.

With regard to ecology, the outline planning permission considered the impact of the development on the adjoining nature conservation area. The assessment concluded that while the development would have direct impacts on the site and on the adjoining Site of Importance for Nature Conservation (SINC), Natural England were consulted and raised no objections subject to the inclusion of specific conditions. Conditions were included in the outline planning permission, which required specific works in relation to the relocation of badger setts and the removal Japanese Knotweed. These conditions were considered to satisfactorily address the impact of the development on nature conservation interests. No additional conditions are considered necessary in regard to this application.

7.15 Sustainable waste management

These issues were addressed under the previous Outline Planning Permission. To ensure compliance with current legislation, a condition will be attached to the approval requiring details of sustainable waste management on this part of the site.

7.16 Renewable energy / Sustainability

These issues were addressed under the Outline Planning Permission. A sustainability statement was submitted with the application demonstrating that a 25% reduction in carbon emissions would be achieved on the site, in compliance with current legislation. As such, a condition will be attached to the approval requiring the development be carried out in accordance with these details.

7.17 Flooding or Drainage Issues

These issues have historically been dealt with under the outline planning permission and previous reserved matters. A condition requiring the use of sustainable urban drainage systems on this part of the site is considered necessary.

7.18 Noise or Air Quality Issues

Issues relating to noise and air quality were considered under the grant of outline planning permission. However, to ensure this application does not impact significantly on the air quality of the area, conditions are recommended with regard to air quality and fleet management, as per the EPU Officers recommendation. Contributions to air quality monitoring and a travel plan are secured via the previous S106 for the entire site. Subject to these conditions and the previous S106 obligations, the proposal does not give rise to any concerns to any concerns relating to air quality.

7.19 Comments on Public Consultations

No comments were received.

7.20 Planning obligations

The application seeks approval for a revised development on part of a site that has already been granted reserved matters approval, following an outline approval for an industrial development. Matters relating to planning obligations were considered under the outline planning permission for the site, and a deed of variation will be sought to ensure this permission forms part of the previous legal agreement.

7.21 Expediency of enforcement action

Not required in this instance.

7.22 Other Issues

Contamination:

The applicant has submitted a Site Investigation Report in support of the application. This confirms that some testing has been carried out and that some minor levels of contamination have been identified. Officers in the Council's Environmental Protection Unit have advised that due to the past use of the site, a contaminated land condition is attached to the new permission as with the old permission. It appears no more site investigation is necessary at the site so part of the condition will be complied with by the submission of the reports to date. Whilst no objections have been raised, it is recommended that conditions should be attached, should approval be granted, to ensure these recommendations are carried out.

8. Observations of the Borough Solicitor

None.

9. Observations of the Director of Finance

None.

10. CONCLUSION

Planning permission is sought for the erection three warehouse distribution (Use Class B8) units, together with ancillary offices, associated car parking, access and associated landscape works within the existing Prologis Park development. The application forms part of the site that was granted Reserved Matters approval in 2010 for units C and D (Ref: 18399/APP/2010/545), and the proposal involves two buildings within the previously approved layout of plot C and plot D.

The current application essentially seeks approval for alterations to the previously approved layout, which involve the creation of an addition unit, 'Unit G' within 'Unit D', and a reduction in the floor area of 'Unit C'.

The design and appearance of the proposed buildings is consistent with Units A, B, E and F approved under separate applications, which are now finalised. The landscape plan proposed is consistent with the planting themes previously identified for this site.

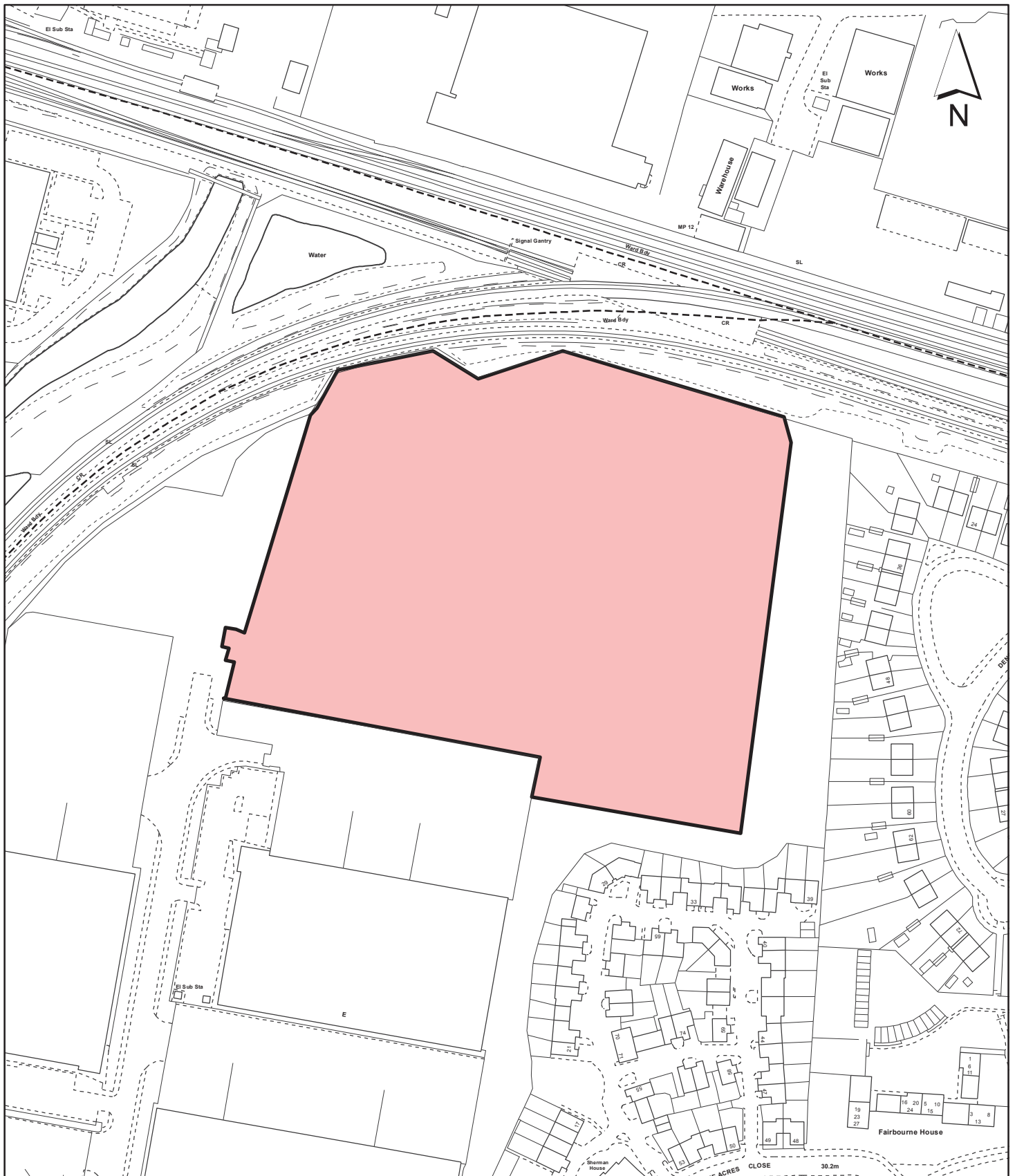
The proposal is considered to accord with the previous development of the site, and will not undermine the functioning of this site, nor impact upon the amenity of adjoining residential properties. The proposal is therefore recommended for approval.



11. Reference Documents

- Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
- Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
- London Plan (July 2011)
- National Planning Policy Framework
- Hillingdon Supplementary Planning Document - Accessible Hillingdon
- Hillingdon Supplementary Planning Document - Noise
- Hillingdon Supplementary Planning Document - Planning Obligations
- Hillingdon Supplementary Planning Guidance - Air Quality
- Hillingdon Supplementary Planning Guidance - Community Safety by Design

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<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p>Former MOD Document Record Office Bourne Avenue Hayes</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p>18399/APP/2013/1019</p>	<p>Scale</p> <p>1:2,000</p>	
	<p>Planning Committee</p> <p>Major Applications</p>	<p>Date</p> <p>July 2013</p>	