

Report of the Head of Planning, Sport and Green Spaces

Address UNITS 1623 & 1685 STOCKLEY CLOSE WEST DRAYTON

Development: Redevelopment of site to provide industrial units for B1(c), B2 and/or B8 uses with associated access, parking, landscaping and ancillary works.

LBH Ref Nos: 51458/APP/2013/2973

Drawing Nos: Explosive Ordnance Threat Assessment dated 17/09/13
Desk-Based Assessment Issue 1
Utilities Appraisal Issue 2
Air Quality Assessment dated Oct 2013
Aboriginal Impact Assessment and Survey; Rev C 08/10/13
BREEAM Report dated Oct 2013
Bat Emergence Survey Report; Rev B dated 08/10/13
External Lighting Strategy; Issue 2
Flood risk assessment; Rev A (Part 2)
Framework Travel plan; Rev A
Geo-Environmental Report; Rev A
Landscaping Management Manual; Rev B
Environmental Noise Assessment, Rev R001
Extended Phase 1 Habitat Survey Rev B
Planning Statement dated Oct 2013
Soft Landscape Specification Rev B
Transport Statement dated Oct 2013
Additional Air Quality Emissions Data, dated 21 November 2013
Letter of response to consultee comments from Deloitte, dated 22 November 2013
Drainage layout Plan; 3680-505 T2
Doherty Baines Letter dated 051213
Letter from Agents dated 051213
Energy Strategy Issue 3
30619/PL/103
30619-PL-105
30619-PL-110
30619-PL-111
3490-E-100 Rev P2
3490-E-101 Rev P2
30619/PL/100
30619-PL-104B
30619-PL-107A
30619-PL-106A
30619-PL-108A
30619-PL-109A
Design and Access Statement Dated October 2013
1368-01 rev C
1368-02 Rev C
30619/PL/101
30619/PL/102

Date Plans Received: 09/10/2013 **Date(s) of Amendment(s):** 16/12/2013
15/10/2013

Date Application Valid:

1. SUMMARY

This application seeks full planning permission for the demolition of two commercial properties to provide three industrial units for Class B1 (c) (Light Industrial), B2 (General Industrial) and/or B8 (Storage or Distribution) uses with associated first floor office accommodation, parking provision and landscaping.

The site is located within an Industrial and Business Area as allocated on the Proposals Map of the Unitary Development Plan. The site designation is retained within the Local Plan Part 1 (2012). The existing site is occupied by one small industrial operator located to the west of the site with a former British Midlands training centre located to the west of the site. Both buildings are proposed to be demolished as part of these proposals.

The proposed industrial units will utilise the same vehicular access as the existing industrial units off Stockley Close but will incorporate a design which is in-keeping with other industrial units located within this industrial estate. The siting, design and external appearance of the proposed buildings are considered to be acceptable and there are no highways objections to the proposal, subject to the implementation of a Green Travel Plan at the site. The scheme is therefore recommended for approval subject to appropriate conditions.

The development proposals accords with the saved Unitary Development Plan policies, the Local Plan Part 1 policies, the London Plan and the NPPF.

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) Air Quality Management contribution £25,000

ii) Construction Training (financial sum for workplace coordinator and in-kind delivery of training scheme)

iii) Employment and Training Initiatives

iv) Travel Plan

v) 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 14th January 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 employment and construction training, air quality management). 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 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, drawing numbers 30619/PL/100, 30619/PL/101, 30619/PL/102, 30619/PL/103, 30619-PL-104B, 30619-PL-105, 30619-PL-106A , 30619-PL-107A, 30619-PL-108A, 30619-PL-109A, 30619-PL-110, 30619-PL-111, 1368-01 rev C, 1368-02 Rev C, 3490-E-100 and 3490-E-101 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development accords with the plans hereby approved.

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:

Inclusive Access Measures (Design & Access Statement dated Oct 2013),

Air Quality Mitigation Measures (Air Quality Assessment dated Oct 2013 and Additional Air Quality Emissions Data, dated 21 November 2013),

Tree Protection Measures (Tree Survey dated 08/10/13 Rev C),

Sustainable Design Measures (BREEAM Report dated Oct 2013),

Ecological Mitigation Measures (Bat Emergence Survey Report dated 08/10/13 Rev B,

Extended Phase 1 Habitat Survey Rev B),
Noise Mitigation Measures (Environmental Noise assessment, Rev R001_, and
Soft Landscaping (Soft Landscape Specification Rev B).

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

REASON

To ensure that the development accords with the documents hereby approved.

4 COM13 Restrictions - Enlargement of Industrial/Warehouse Buildings

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning
(General Permitted Development) Order 1995 (or any order revoking and re-enacting
that Order with or without modification), the building(s) shall not be extended without the
prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development
and in accordance with policies AM14 and OE1 of the Hillingdon Local Plan: Part Two
Saved UDP Policies (November 2012).

5 COM14 No additional internal floorspace

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990
(or any others revoking and re-enacting this provision with or without modification), no
additional internal floorspace or mezzanines shall be created in excess of that area
expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development
and in accordance with policies AM14 and OE1 of the Hillingdon Local Plan: Part Two
Saved UDP Policies (November 2012).

6 OM11 Floodlighting

No additional floodlighting or other form of external lighting and CCTV shall be installed
unless it is in accordance with details which have been submitted to and approved in
writing by the Local Planning Authority. Such details shall include location, height, type
and direction of light sources and intensity of illumination. Any lighting and CCTV
apparatus that is so installed shall not thereafter be altered without the prior consent in
writing of the Local Planning Authority other than for routine maintenance which does not
change its details.

REASON

To safeguard the amenity of surrounding properties and in the interests of highway
safety in accordance with policies AM14 and BE13 of the Hillingdon Local Plan: Part Two
Saved UDP Policies (November 2012).

7 B2 Planting Schedule

Trees, hedges and shrubs shown to be retained on the approved plan shall not be
damaged, uprooted, felled, lopped or topped without the prior written consent of the
Local Planning Authority (LPA).

Any trees, hedges and shrubs being severely damaged during construction, seriously
diseased or dying shall be replaced by one of a size and species to be agreed in writing

with the LPA. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the LPA. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Such work or planting shall be completed within 8 months of the commencement of the development or such period as agreed in writing by the LPA.

REASON

The trees and other vegetation makes a valuable contribution to the amenity of the area and to comply with Section 197 of the Town and Country Planning Act 1990.

8 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).

9 NONSC Non Standard Condition

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 the energy and sustainability details hereby approved.

10 NONSC Maintenance of Landscaped Areas

The landscape maintenance for the development hereby approved shall be carried out in accordance with the 'Landscape Management Manual' Rev B dated 08/10/13 for a minimum period of 5 years. Maintenance shall be carried out in accordance with this document.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 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 excising 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 London Plan (July 2011) Policies 7.1 and 7.3.

12 NONSC Energy

Before the development is occupied, 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 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).

13 NONSC Air Quality

Before any part of the development is occupied an environmental fleet management plan shall be submitted for each unit for approval to the Local Planning Authority. The said scheme shall include the use of low emission vehicle and plant 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: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

14 NONSC Sustainability

Prior to the occupation of the development a scheme for the inclusion of living walls and screens (where feasible) 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 shall not be occupied until all approved plans have been implemented.

Reason

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

15 TL3 Protection of trees during site clearance and development

Prior to the commencement of the relevant part of the development, a planting schedule

shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include full details of tree/plant quantities proposed to be provided at the site.

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

16 COM30 Contaminated Land

((A) The development hereby approved shall be commenced in accordance with approved document 'Geo-Environmental Investigation and Assessment, BMA Site, Stockley Close, West Drayton (Revision A), by Capita for Bilton plc dated 7 October 2013'.

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).

17 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

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.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
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.
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.
LE2	Development in designated Industrial and Business Areas
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.28	(2011) Restoration of the Blue Ribbon Network
LPP 7.3	(2011) Designing out crime
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures

OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

3

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £304,110.13 which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

4

Network Rail Informatives

FENCING

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rails boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Networks Rails existing fencing/wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rails boundary must also be disturbed.

DRAINAGE

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rails culvert or drains. In the interest of the long term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rails boundary.

SAFETY

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rails structures and adjoining land. In view of the close proximity of these proposed works to the railway boundary the developer must contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

SITE LAYOUT

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rails infrastructure. Where trees exist on Network Rail land and the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishments guidelines.

PLANT, SCAFFOLDING AND CRANES

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

LIGHTING

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

SAFETY BARRIER

Where new roads, turning spaces or parking areas are to be situated adjacent to the railway; which is at or below the level of the development, suitable crash barriers or high kerbs should be provided to prevent vehicles accidentally driving or rolling onto the railway or damaging the lineside fencing.

ACCESS POINTS

Where Network Rail has defined access points, these must be maintained to Network Rails satisfaction.

5

Heathrow Airport Limited

HAL Informative:

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would therefore draw the applicants 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>)

6

Construction Site Informative:

Pursuant to the Control of Pollution Act 1974, the Clean Air Act 1993, the Environmental Protection Act 1990 and any other relevant legislation, you are advised as follows:

(A) Demolition and construction works which are audible at the site boundary should only be carried out between the hours of:

(i) 0800 and 1800 on Monday to Friday;

(ii) 0800 and 1300 on Saturday;

No such work must be carried out on Sundays and Bank Holidays. All noise generated during such works must be controlled in compliance with British Standard 5228.

(B) Measures must be taken to eliminate the release of dust caused by the works that may create a statutory nuisance (a useful reference is the Best Practice Guidance- The control of dust and emissions from construction and demolition, GLA, November 2006)

(C) No bonfires on the site shall be allowed to take place at any time.

7

Waste Informatives:

The occupiers are required to make an arrangement with either the Council or a licensed waste carrier for the collection of the waste produced from the premises.

The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard)

The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to the level of the collection vehicle.

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

8 125 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

3. CONSIDERATIONS

3.1 Site and Locality

The application site forms part of the Stockley Close Industrial Estate and has an area of 1.92ha. The existing site comprises of two business units, the larger unit was occupied until recently by British Midlands and used for office purposes, this building comprises 11,347sqm. The smaller building is a light industrial unit comprising 930 sq metres, the combined existing floor area of the site is 12,277sq metres.

The wider Stockley Close Industrial Estate covers an area of 4.4ha. The estate is accessed from Stockley Road (A408) approximately 1km to the north of Junction 4A of the M4 and is separated from the wider industrial area of the Hayes/West Drayton corridor by the Paddington mainline railway.

3.2 Proposed Scheme

Full planning permission is sought for the construction of three industrial units to provide B1(c), B2 or B8 uses. The units would be within two buildings and are proposed to provide a gross floor area of 8,440 sq metres (GIA), with some ancillary office accommodation within each unit. Unit 1 will have a floor area of 3,321 sq metres GIA, Unit 2 will have a floor area of 2,721 sq metres and Unit 3 will have a floor area of 2,398 sq metres. The ancillary office accommodation in each unit will be provided at mezzanine level.

The parking and loading areas for Units 1 and 2 would be located in the front yard of both units, the parking area for Unit 3 would be located on the side elevation of the property with car parking provided within the front yard, all units are accessed from Stockley Close. Stockley Close is an adopted highway and would remain in its present alignment. A total of 75 car parking spaces are proposed on-site, including 8 disabled parking spaces.

The applicant has submitted a design and access statement with the application. This provides a description of the development in terms of its layout and scale, appearance and landscaping and details of access and facilities for people with disabilities.

3.3 Relevant Planning History

51458/A/97/1537

South Of The Railway Stockley Close West Drayton

Redevelopment to provide a flight simulation training centre

Decision: 01-04-1998 Approved

51458/APP/2013/2769 Bmi Training Centre And Unit 1 Stockley Close West Drayton

Prior notification to demolish BMI Training Centre and Unit 1 Stockley Close under Schedule 2 (Part 31) of the Town and Country Planning (General Permitted Development Order) 1995 (GPDO).

Decision: 10-10-2013 PRN

Comment on Relevant Planning History

Stockley Close was constructed in 1962 with the majority of the industrial premises constructed in the late 1960's.

Planning permission was granted on the 1st April 1998 for the redevelopment of the site to provide a flight simulation centre. British Midlands used the site as a bespoke training facility up until recently when British Midlands ceased trading. The training facility was designed as a bespoke unit and is not suitable for general industrial or warehousing use. (Planning ref: 51458/A/97/1537)

A Prior Approval Notice has been received by the Council seeking to demolish the existing building, this was determined favourably on 10th October 2013, allowing the buildings on site to be demolished in advance of the decision issued on the current planning application.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

- | | |
|------|---|
| AM14 | New development and car parking standards. |
| AM15 | Provision of reserved parking spaces for disabled persons |
| AM9 | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities |
| BE13 | New development must harmonise with the existing street scene. |
| 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. |
| 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. |

LE2	Development in designated Industrial and Business Areas
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.28	(2011) Restoration of the Blue Ribbon Network
LPP 7.3	(2011) Designing out crime
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **8th November 2013**

5.2 Site Notice Expiry Date:- **8th November 2013**

6. Consultations

External Consultees

The application was advertised as a major development under Article 8 of the Town and Country Planning (General Development Procedure) Order 1995. A press notice was placed in the local newspaper, a site notice was displayed at the application site and 46 neighbouring residents were consulted individually in writing.

1 letter of objection has been received.

The objections/comments raised which relate to material planning considerations can be summarised as follows:

1) Increased noise and associated disturbance;

OFFICER COMMENT: On balance the proposed development is not considered to cause an increase in local noise levels and disturbance that would materially impact upon these residential units.

2) Increased traffic and pollution;

OFFICER COMMENT: As a result of the closure of the training centre, the proposals result in a net reduction in vehicular movements, it is therefore not considered that the proposal will increase traffic. The industrial units will receive a number of HGV movements to serve the proposed industrial units, in view of the Air Quality Management Area which exists in this area, the Council will be securing a Green Travel Plan and planning obligations towards Air Quality Improvements.

3) Increased alarms going off at out of normal hours.

OFFICER COMMENT: This matter is related to noise, however there is no reason to believe the proposal would result in this occurring.

NETWORK RAIL

Network Rail have raised no objection to the proposals, subject to the approval of revised drawing 3680/505 T2 showing the sites proposed Drainage Layout. In addition, standard informatives have been requested for inclusion on the decision notice.

(OFFICER COMMENT: The requested Drainage Plan will form part of the approved drawings list and the requested informatives will be included within any decision notice issued.)

ENVIRONMENT AGENCY

An objection has been raised by the Environment Agency:

'The applicant has not demonstrated that the infiltration rate and storage volume required to attenuate surface water run off from the critical 1 in 100 chance in any year storm event, with an appropriate allowance for climate change, can be provided.'

(OFFICER COMMENT: Officers at the Environment Agency are working with the applicants to gather the technical information required to overcome the objection raised. At the time of writing this report, the details were not available, however the work should be completed shortly. An update on this matter will be provided within the Addendum Report published prior to the planning committee meeting.)

CANAL AND RIVERS TRUST

No objection raised.

HEATHROW AIRPORT LIMITED

No objection raised, subject to the imposition of an informative relating to Cranes.

ENGLISH HERITAGE

No objection raised and no further information required.

NATS SAFEGUARDING

No objection raised.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

Air Quality

Whilst the development results in a net decrease of vehicular movements (principally car movements), there is an overall increase in the number of HGV movements. As a result of increased HGV movements within a designated Air Quality Management Area, suffering from poor quality air, a planning obligation is requested of £25,000 towards the monitoring of Air Quality.

The following conditions are also required:

"Before the development is occupied, 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 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. "

"Before any part of the development is occupied an environmental fleet management plan shall be submitted for each unit for approval to the Local Planning Authority. The said scheme shall include the use of low emission vehicle and plant 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: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan."

Land Contamination

In principle no objection is raised to the technical reports submitted relating to Land Contamination. Further information is required prior to commencement of construction works (excluding demolition and ground clearance) of a full remediation method statement. The following condition is therefore recommended:

"(A) The development hereby approved shall be commenced in accordance with approved document 'Geo-Environmental Investigation and Assessment, BMA Site, Stockley Close, West Drayton (Revision A), by Capita for Bilton plc dated 7 October 2013'.

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 Unitary Development Plan Saved Policies (September 2007)."

"Prior to the occupation of part of the development hereby approved, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON: To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan saved policies (September 2007)."

Noise

No objection raised in principle subject to the imposition of the following informatives:

Construction Site Informative:

"Pursuant to the Control of Pollution Act 1974, the Clean Air Act 1993, the Environmental Protection Act 1990 and any other relevant legislation, you are advised as follows:

(A) Demolition and construction works which are audible at the site boundary should only be carried out between the hours of:

(i) 0800 and 1800 on Monday to Friday;

(ii) 0800 and 1300 on Saturday;

No such work must be carried out on Sundays and Bank Holidays. All noise generated during such works must be controlled in compliance with British Standard 5228.

(B) Measures must be taken to eliminate the release of dust caused by the works that may create a statutory nuisance (a useful reference is the Best Practice Guidance- The control of dust and emissions from construction and demolition, GLA, November 2006)

(C) No bonfires on the site shall be allowed to take place at any time."

HIGHWAYS

The site currently comprises of two buildings in the form of an office with a GEA of 11,347 sq metres and an industrial unit with a GEA of 930 sq metres. The two elements of the existing site have a combined parking provision of 152 spaces.

The proposal is for a total GEA of 8728 sq metres of B1c/B2/B8 units with a total of 75 parking spaces with 8 disabled bays. A total of 20% of parking spaces will contain electric charging points with a future passive provision of 20%.

36 cycle parking spaces are provided. They need to be covered and secure.

The site has a PTAL of 1b, which is classified as poor.

A reduction in the floor area and car parking provision also leads to a reduction of two way vehicular traffic of 71 cars during the AM peak and 58 during the PM peak. However the uses now proposed result in a modest increase of HGV movements of 7 vehicles (two way) during the AM and 8 (two way) during the PM peak.

A travel plan has also been submitted.

No objections are raised on highways grounds.

TREE AND LANDSCAPING

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.

- Michael Sparks' Design & Access Statement includes a description of the site and context, an analysis of the existing vegetation and sets out clear landscape objectives to enhance both the landscape and ecological quality of the site.

- This is supported by an Extended Phase 1 Habitat Survey, by Viewpoint Associates. This was followed by a Phase 2 Survey, completed in September 2013. This concluded that no further bat surveys are required.

- An Arboricultural Survey and Arboricultural Impact Assessment, has been prepared by Viewpoint,

based on a survey undertaken in August 2013.

- 76No. trees were surveyed. The Arboricultural Impact Assessment (AIA) confirms that there is 1No. grade 'A' (good condition and value) tree (T21, Betula pendula) on the site, which will be retained as part of the new proposal. 2No. grade 'B' (moderate) trees (T28 and T29, Betula pendula) - out of a total of 20No. recorded will be retained. 2No. grade 'C' (poor) trees (T22, Alnus incana and T28, Betula pendula) of the 56No. recorded trees will be retained.

- The AIA provides a comprehensive breakdown of trees to be removed and

- retained. Of the 76No. surveyed, 71No. are due to be removed, 25No. of which are justified due to 'declining health and sound arboricultural practice', leaving 46No. to be removed to facilitate the development. This is graphically summarised in the Tree Removal & Tree Management Schedule.

- The trees to be retained are within a linear group in the southern corner of the site, close to the boundary with the adjacent yard of building 363 and the edge of the SINC to the east, as shown on Viewpoint drawing No.1368-05. This plan also indicates the exclusion zone required to protect the trees.

- The application is supported by comprehensive documents by Viewpoint: Soft Landscape Specification and a Landscape Management Manual - both based on the NBS system (industry standard).

- Michael Sparks' drawing No. 30619/PL/105 shows the site layout which includes three units (unit 1 detached and units 2 and 3 semi-detached) ranged along the northern boundary. Each will have its own segregated parking and service yard.

- This drawing indicates new / replacement planting buffers along the east and west boundaries and south (west) boundaries. Modest areas of soft landscape are also provided within each plot, defining boundaries and enhancing entrances. Planting will include 74No. semi-mature, advanced nursery stock and standard trees, planted in six differing species have been included 'to broaden the ecological diversity of the site and local environment'.

- Viewpoint drawing Nos. 1368-02 sheets 1 and 2 Rev C provide detailed planting. A further drawing provides a Plant Stock Schedule, including a range of native species and ornamental species.

- 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:

There is no objection to this proposal. The current landscape proposals are comprehensive and go some way to mitigate the loss of existing trees. The only outstanding information is;

- Total number of trees / other plants has not been added to the schedule. This information is required.

(OFFICER COMMENT: A condition will be added to request and have approved the number of trees /other plants proposed at this site.)

WASTE

No objections raised subject to the imposition of the following informatives:

"The occupiers are required to make an arrangement with either the Council or a licensed waste carrier for the collection of the waste produced from the premises.

The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard)

The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to the level of the collection vehicle.

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act."

(OFFICER COMMENT: The requested informatives will be included on any decision notice issued.)

Conservation and Design
No comments received.

(OFFICER COMMENT: The application site is not located in an area of heritage value/assets. The Design of the proposed development is discussed within the main body of this report.)

ENERGY

The energy assessment submitted with the application and the subsequent supporting technical note (contained in Deloitte's letter 22 November 2013) demonstrates the development can meet the necessary 40% reduction in CO2.

I am concerned about the cost attributed to the m2 of PV panels. Whilst the amount of PV presented helps meet the required CO2 reduction target, it may not be entirely deliverable for a future developer due to cost. However, there is assurance from the applicant that the amount of PVs is feasible. There should be no future attempts to reduce the cost or amount of PV by future developers.

The proposal complies with the London Plan policies within chapter 5,

ECOLOGY

The letter of 22 November 2013 attempts to address previous concerns raised regarding the ecology of the site. It suggests that the loss of 71 trees will have limited impact on ecology as the trees were considered to have low ecological value. That quantity of trees is inherently of ecological value, even if they do not support protected species, or have aesthetic value. The planting of 74 trees will make up for the loss, but not for a significant amount of time. The assessment undervalues the importance of the existing vegetation with regards to ecological value and therefore does not provide the necessary level of protection. The enhancement measures proposed are not sufficiently mapped or outlined.

The following condition is therefore necessary to provide final details of the proposed enhancement measures:

CONDITION

"Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan."

(OFFICER COMMENT: Given that the development works are not considered to have a detrimental impact on local ecology, it is not considered necessary to impose the above condition.)

SUSTAINABILITY

The letter dated 22 November 2013 attempts to explain why Living Walls and Roofs have been dismissed. There are two reasons given:

1 - Load Bearing Structure

The applicant claims that due to the design of the building it is not possible to include green roofs due to their weight. Firstly the applicant has provided a paucity of information to support this claim, appears to have only detailed one type of roof which conveniently weighs too much, and fundamentally fails to consider any options for different types of roofs or for how much of the roof could be supported.

In general the building has been selected without planning policy in mind.

The information to dismiss why living walls cannot be included is even less than that for green roofs. My previous comments to the applicant outlined living walls as being little more than green screens and not the elaborate systems which the applicant has focused on when dismissing them. The suggestion by the applicant is that a living wall could have a negative impact on structural integrity - which given the suggestion of simple green screens and the myriad of options for living walls, suggests that this has not been through properly.

2 - Impacts on Aviation

The applicant has suggested that Living Walls cannot be included because these are contrary to CAA guidelines and will have an aviation impact. This suggestion is made in the same section as the claim that the scheme will improve wildlife potential through the planting of 74 trees. Suffice to say, this is a nonsensical suggestion.

There is no reason this development cannot provide some form of living walls or partly green roofs as previously requested. The applicant should also be aware that the design of buildings needs to reflect planning policy and not to try and work out which policies are appropriate after they have selected a design. The following condition is entirely consistent with Circular 11/95 and is importantly necessary:

Condition

"Prior to commencement of development 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 COMMENT: Much of the roof space is to be taken up by Photovoltaic Panels and therefore Green Roofs may not be compatible for this development. It is considered that the applicants should further investigate the inclusion of living walls and screens and therefore the condition will be amended and included on any decision notice issued.)

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within a designated Industrial and Business Area (IBA) on the

Proposals Map of the Unitary Development Plan. Policy LE2 of the Local Plan: Part Two Saved UDP Policies (Nov 2012) states that IBAs are designated for business, industrial and warehousing purposes (Use classes B1c-B8) and for sui generis uses appropriate in an industrial area.

The application proposes the erection of modern business premises to cater for business, industrial and warehousing purposes (Use classes B1c, B2 and/or B8) and the proposal is therefore acceptable in principle and accords with Local and Regional planning policies.

The submitted application proposes an open use which could comprise B8 uses. Data Centres fall into the B8 use classes are considered to be an inappropriate use at this site. The proposals have not considered the additional noise and energy requirements which are required to serve a Data Centre. As such, it is proposed to exclude the use of these premises from Data Centre use by virtue of a planning condition. Subject to such a condition there is no objection to the principle of development.

7.02 Density of the proposed development

Not Applicable. The application does not comprise any residential floorspace, as such density is not considered relevant to the proposal.

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

Not Applicable. The site does not fall within an Archaeological Priority Area, Conservation Area or Area of Special Character. The existing building are not locally listed or a statutorily listed. As such the proposals raises no heritage issues.

7.04 Airport safeguarding

The proposal does not conflict with aircraft safeguarding criteria. Heathrow Airport Limited have requested the imposition of an informative relating to the use of Cranes during the construction phase, which would be included in any planning decision notice issued.

7.05 Impact on the green belt

Not Applicable. The site does not fall within land designated as Green Belt and therefore raises no Green Belt issues.

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.

The site is located within a designated IBA and therefore buildings to the south of the site comprise other industrial and warehousing units. The western boundary of the site comprises the Stockley Road. Stockley Road when travelling north, rises as it approaches the railway which abuts the sites northern boundary. This change in levels obscures views into the site from Stockley Road. Residential properties are located on the opposite side of Stockley Road, to the west of the application site.

The application proposes the erection of two modern industrial buildings. All buildings are proposed to be set away from the site boundaries to allow for on-site landscaping and the provision of servicing bays to serve all 3 units proposed.

The existing buildings on site comprise a single storey unit located to the west of the site and a four storey office building located to the west of the site. Both buildings are proposed to be demolished and replaced with single storey industrial warehouse buildings which measures 12.5 metres in height to the top of the parapet. Behind the parapet walls

are sloping roof forms which create a ridge height of 14 metres. As the ridge is centrally located and hidden behind the parapet, this additional height will have limited visibility from the site and surrounding area. An internal mezzanine is provided within these units to accommodate a small area of office floorspace at first floor level.

The elevational treatment on the buildings comprise a mixture of materials, profiles and colours, this assists in breaking down the facade of these industrial buildings. The entrances and first floor offices are provided with a glazed treatment to emphasise the entrances into the three proposed units. The design of the proposed units is similar to that of the existing buildings within the Stockley Close estate and therefore provide a complementary new build development within the estate.

The proposals include the provision of landscaping treatments which are considered to enhance the site and surrounding area. Additional tree planting is proposed along the sites western boundary abutting Stockley Road. This is an enhancement to the local streetscene and softens views of the proposed development from Stockley Road itself.

The proposed design is considered to have design integrity and provides an improvement to the local streetscene. The proposed external finishing materials comprising Grey Aluminium Cladding, high level translucent panels and aluminium framed windows are considered appropriate for the site and in the context of the surrounding area.

Whilst the applicants have provided indicative details of potential signage on these buildings, signage proposals will require advertisement consent which does not form part of this planning submission and an appropriate informative is recommended.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) seeks to ensure that new buildings protect the privacy of residential neighbours and do not have a detrimental impact on local residential amenity including, loss of light and dominance.

The closest residential properties to the application site are located at Mulberry Crescent on the opposite side of Stockley Road which is itself a busy dual carriageway and rises in its level as you travel northwards. The separation distance between the properties is 56 metres. In view of this it is not considered that these properties would be likely to suffer any undue noise and disturbance as a result of the proposals. The distance between the proposed units and residential properties causes no other amenity impacts such as loss of light, overlooking and over-dominance.

7.09 Living conditions for future occupiers

The proposal is for an industrial building and accordingly there will be no future residential occupiers. The internal layout is suitable for future users of the industrial and warehousing buildings.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

CAR PARKING

Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) states that new development will only be permitted where it is in accordance with the Councils adopted car parking standards. The scheme would provide 75 car parking spaces to serve all three industrial units. Of these car parking spaces, 8 would be dedicated disabled parking bays and electric charging provision will be made for 20% of spaces in accordance with the London Plan 2011. The Highways Officer has reviewed this proposal and the accompanying Transport Statement and considers this provision to be consistent

with Policy AM14 of the Local Plan and the London Plan policy requirements.

CYCLE PARKING

Policy AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) requires cyclist facilities to be provided for the development. The development seeks to provide 36 cycle parking spaces which are clearly shown on the submitted plans and accord with policy requirements.

TRAFFIC IMPACT

The Highways Officer has reviewed the proposals and concurs with the submitted Transport Statement. The proposed development will result in a reduction of two-way trips throughout the day. The change in trip generation will result in an overall increase in HGV vehicles, however this is not considered unduly significant and accordingly, based on the analysis provided it is considered the scheme is acceptable subject to securing the submitted travel plan within the legal agreement.

7.11 Urban design, access and security

URBAN DESIGN

This issue is addressed in Section 7.07 of the report.

ACCESS

This issue is addressed in Section 7.12 of the report.

SECURITY

The scheme has been designed with regard to Secure By Design principles including access and movement which provides gate controls to allow industrial units and clearly defined pedestrian routes to prevent a crossover of traffic.

Should approval be granted, a condition would be imposed to ensure security measures meet the Metropolitan Police 'Secure By Design' criteria.

7.12 Disabled access

Policy 7.2 of the London Plan and guidance within the HDAS- Accessible Hillingdon requires developments to be designed to be fully accessible for wheelchair users. The applicant has confirmed that the development would accord with provisions for inclusive access and fully comply with the requirements of Part M of the Building Regulations.

Level access is proposed to the entrances to the building and disabled car parking is located close to the building entrances. Whilst stairs are proposed within the design detailing, an area has been designated for the potential installation of a wheel chair lift. The proposals are considered to accord with the aims of policy 7.2 of the London Plan 2011, the HDAS Accessible Hillingdon SPD and policy AM15 of the Hillingdon Local Plan Part Two Saved UDP Policies (2012).

7.14 Trees, landscaping and Ecology

An aboricultural impact assessment accompanies the application, plus a Landscape Management and Maintenance Plan has been submitted. The Landscape Officer has confirmed no trees of high merit will be lost.

The proposals includes the loss of 71 trees, all of low ecological value and the replanting of 74 trees on site. A full Bat Survey has been submitted which does not identify any Bats in the buildings or trees. The proposals are therefore considered to be acceptable in

respect of landscaping and local ecology.

7.15 Sustainable waste management

The scheme provides details of refuse enclosures which are provided separately for each industrial unit. The proposals are therefore considered to be acceptable and in accordance with local policy.

7.16 Renewable energy / Sustainability

Policies within Chapter 5 of the London Plan require developments to provide for reductions in Carbon Emissions, including a reduction of 40% in carbon emissions.

The application is supported by an assessment which indicates that the development has been designed to achieve just over 40% reduction in carbon emissions through the use of photovoltaic panels located on the roof of these three units. The development would therefore accord with London Plan policies in respect of Energy.

7.17 Flooding or Drainage Issues

The application site lies within Flood Zone 1 and is at low probability of flooding. Details of Surface Water Drainage were also submitted as part of the planning submission. The Environment Agency has been consulted and have raised an objection with regard to the technical details submitted to support the Drainage Strategy.

Officers are aware that the applicants and the Environment Agency are working together to resolve the technical details to allow the Environment Agency to remove their objection. At the time of writing this report however the information had not been completed to allow the Environment Agency to withdraw their objection. As such, an update on this matter will be provided in the Addendum report as Environment Agency Officers have advised that this is a matter which can be addressed.

7.18 Noise or Air Quality Issues

Given that the site sits in a predominantly industrial location with the closest residential properties on the opposite side of Stockley Road (over 50 metres away), the dominant noise source in this area will be vehicular traffic on Stockley Road. The application is accompanied by a detailed noise assessment and having regard to this information, it is therefore considered that the operations being undertaken by industrial/ warehouse occupiers will not have a detrimental impact on the residential amenity of Mulberry Crescent residents. No objection has been raised by the Councils Environmental Protection Unit.

The site lies within an Air Quality Management Area and the applicants have agreed to provide a financial contribution of £25,000 towards air quality improvements in the borough.

7.19 Comments on Public Consultations

1 letter of objection has been received.

The objections/comments raised which relate to material planning considerations can be summarised as follows:

1) Increased noise and associated disturbance;

OFFICER COMMENT: On balance the proposed development is not considered to cause an increase in local noise levels and disturbance that would materially impact upon these residential units.

2) Increased traffic and pollution;

OFFICER COMMENT: As a result of the closure of the training centre, the proposals result in a net reduction in vehicular movements, it is therefore not considered that the proposal will increase traffic. The industrial units will receive a number of HGV movements to serve the proposed industrial units, in view of the Air Quality Management Area which exists in this area, the Council will be securing a Green Travel Plan and planning obligations towards Air Quality Improvements.

Other comments raised are not deemed to be material planning considerations however are set out below for completeness:

3) Increased alarms going off at out of normal hours.

OFFICER COMMENT: This is not a material planning consideration.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support art, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

The Heads of Terms are as follows:

- i) Air Quality Management contribution £25,000;
- ii) Construction Training (financial sum for workplace coordinator and in-kind delivery of training scheme);
- iii) Employment and Training Initiatives for end user phase/operators;
- iv) Travel Plan;
- v) Project Management and Monitoring Sum: a financial contribution equal to 5% of the total cash contribution;

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

None.

10. CONCLUSION

The site is located within an Industrial and Business Area as allocated on the Proposals Map of the Unitary Development Plan and forms part of a larger industrial estate comprising B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution) uses. The development is therefore acceptable in principle.

The siting, design and external appearance of the proposed buildings are considered acceptable and there are no highway objections to the proposal. Subject to the removal of the Environment Agency objection, which will be provided as an update at the committee meeting, the scheme is recommended for approval subject to appropriate conditions.

11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)

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

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

Planning Obligations Supplementary Planning Document (July 2008)

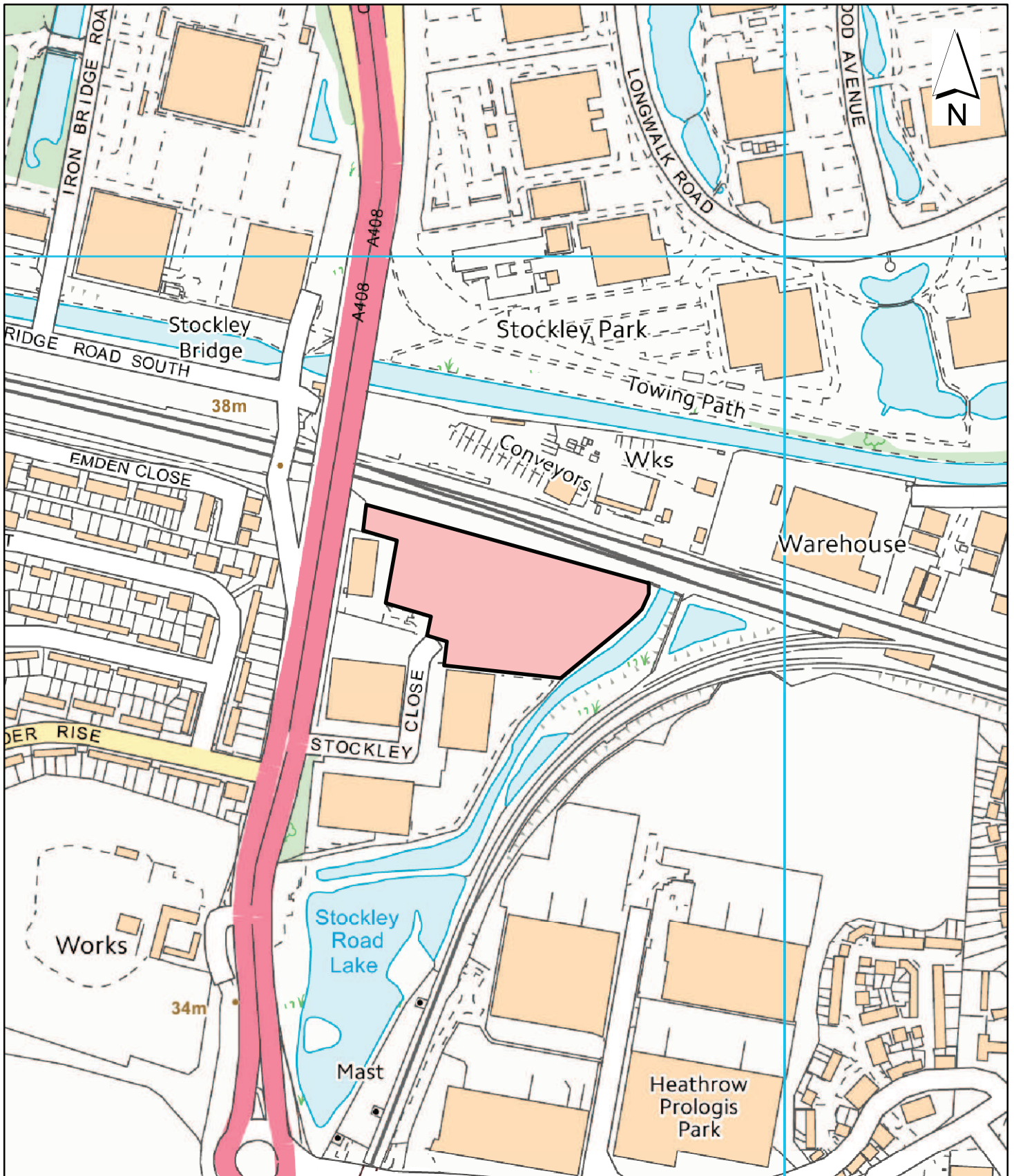
Revised Chapter 4: Education Facilities of the Planning Obligations SPD (adopted 23 September 2010)

London Plan (July 2011)

National Planning Policy Framework (March 2012)

Contact Officer: Mandip Malhotra

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address

**Units 1623 & 1685
 Stockley Close
 West Drayton**

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

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

Planning Application Ref:

51458/APP/2013/2973

Scale

1:4,000

Planning Committee

Major Application

Date

**January
 2014**



HILLINGDON
 LONDON