

Report of the Head of Planning, Sport and Green Spaces

Address UNIT 3, THE ARGENT CENTRE PUMP LANE HAYES

Development: Change of use from cellular radio telephone exchange (sui generis) to wholesale (Class B8 - storage and distribution) and creation of mezzanine floor providing ancillary storage and office space.

LBH Ref Nos: 46218/APP/2014/2186

Drawing Nos: Addendum to Planning Statement dated 21/7/14
BSPEC/-/PL/C
BSPEC/-/EE/A
BSPEC/-/PE/B
BSPEC/-/SP/A (Location Plan)
BSPEC/-/SP/A (Site Plan)
Planning Statement V3 18-06-14
Transport Statement (M942-01) Final June 2014
Unit 3 Argent Centre Acoustic Report (as amended).
BSPEC/00-01/DL/A
Sustainability Statement

Date Plans Received: 20/06/2014 **Date(s) of Amendment(s):**

Date Application Valid: 21/07/2014

1. SUMMARY

This proposal is for the change of use of a vacant unit located within the Pump Lane Industrial and Business Area (IBA) from a former telephone exchange (sui generis) to a storage and distribution warehouse (Class B8) for a trade only wholesaler of air conditioning and refrigeration equipment. The proposal also involves the installation of a 122sqm mezzanine. A trade counter would also be provided at the rear of the unit accessed through re-positioned double doors.

The proposed use would revert back to one of the uses for which the Argent Centre was originally built and is acceptable in principle within an IBA. The Council's Highway Engineer advises that the retained parking and servicing facilities are acceptable to serve the proposed use and additional mezzanine floor space. The proposed external works to the building with the re-positioning of the doors on the rear elevation would not have any significant impact on the building's appearance. Furthermore, there are no surrounding residential occupiers that would be affected by the change of use and the proposal does not raise any accessibility, sustainability or flooding issues. The scheme would not generate the need for any S106 contributions, although the additional mezzanine floor space would be Mayoral and Council CIL liable.

The application is recommended for approval.

2. RECOMMENDATION

Approval, subject to no additional consultation responses being received which raise new material planning considerations that have not been considered in the officer's report.

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 BSPEC/-/SP/A, BSPEC/-/PL/C and BSPEC/-/PE/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 NONSC Materials (Matching)

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

4 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995

Notwithstanding the provisions of Part 3, 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 be used only for purposes within Use Classes B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 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 to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 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 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 to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 NONSC Non Standard Condition

The development shall not be occupied until details for the covered and secure storage of 5 cycle parking spaces have been submitted to and approved in writing by the LPA. Thereafter, the proposed cycle parking shall be provided before occupation and maintained and retained at all times for the use of the development.

REASON

To ensure that appropriate provision is made for cycle parking in accordance with Policy AM9 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

8 NONSC Non Standard Condition

Before occupation, details of covered and secure facilities to be provided for the screened storage of refuse bins and recycling materials within the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be retained and maintained for the life of the development.

REASON

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents, in accordance with Policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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.

NPPF1	NPPF - Delivering sustainable development
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure

LPP 6.9	(2011) Cycling
LPP 6.13	(2011) Parking
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
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.

3 I25 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 - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

4

You are advised that the development hereby approved represents chargeable development under the Local and the Mayoral Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £610.00 and £4,538.07, respectively, 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

3. CONSIDERATIONS

3.1 Site and Locality

The Argent Centre is located on the southern side of Pump Lane, to the west of its junction with Silverdale Road which also turns west to wrap around the southern side of the estate. It dates from the 1980s and comprises two storey, shallow pitched roof industrial/warehouse buildings containing 10 units grouped around a central servicing area accessed from Silverdale Road to the east. The building fronting Pump Lane comprises Units 1 to 3, with Unit 3 forming the corner plot at the eastern end of the building. Small car parking areas are provided at the front of these units, adjacent to their main entrances, with additional car parking / servicing areas at the rear, accessed from the central service road. Units 2 and 3 are currently vacant although they were previously used by Vodafone (until March 2013), mainly providing a telephone exchange on the ground floor with ancillary office space on the first floor. Unit 1 is in use as a discount supermarket (B & M Stores), although the range of goods that can be sold has been

restricted.

The Argent Centre is generally surrounded to the east, south and west by similar industrial/ warehouse/ commercial units. To the east, on the opposite side of Silverdale Road is the Trinity Trading Estate whereas to the west, the Argent Centre is adjoined by a Matalan store which has a frontage onto Pump Lane. On the opposite side of Pump Lane is Silverdale House, a vacant industrial/commercial building, an overspill car park providing 49 spaces for the Argent Centre and a working men's club, to the north of which is a residential area.

The site has a PTAL score of 2 and is located within the Pump Lane Industrial and Business Area and forms part of the Hayes/West Drayton corridor.

3.2 Proposed Scheme

The proposal is to change the use of Unit 3 from a cellular radio telephone exchange (*sui generis*) to storage and distribution (Class B8) and installation of a mezzanine floor. The proposal would allow use of the premises by Kooltech, a trade only wholesaler of air conditioning and refrigeration equipment. There would be no sales to the general public. The mezzanine floor would be 6.6m wide and 18.4m long and extend the existing first floor area which runs along the front and side of the premises, increasing the 1,020sqm gross floor area of the current unit by 122sqm. The only other works would involve the creation of an internal ground floor office area at the rear of the unit which would also accommodate a trade counter. The only external works would be the re-siting of a pair of double doors on the rear elevation which would serve the office/trade counter.

The ground floor would mainly be used for stock storage with the first floor and mezzanine being used for the administration of the business. Up to 10 - 12 branch staff would be based at the site with around a further 6 external sales staff visiting the site from time to time. Staff would mainly enter the building via the front entrance, with the trade counter accessed at the rear. Current proposed hours of operation are 08:00 to 17:00 weekdays, with a possible extension to 06:00 to 20:00 in the future.

There are a total of 11 car parking spaces serving the site, 6 staff spaces at the front and 5 spaces at the rear including a single disabled space and a loading area. A 49 space overspill car park in the ownership of the applicant is also available to the Argent Centre on the opposite side of Pump Lane.

The application is supported by the following documents:-

Planning Statement, June 2014:

This provides an introduction to the proposal and goes on to describe the site and surroundings. Relevant planning history is assessed and the proposals are described. The statement goes on to evaluate relevant national, strategic and local planning policy and then assesses the key planning issues associated with the development. The statement concludes that the proposal will bring a vacant industrial unit within an IBA back into commercial use which would be fully compliant with relevant policy. Furthermore, it advises that the submitted documents demonstrate that the proposal would not generate any adverse highway impacts and is acceptable in terms of noise issues and that the energy efficiency of the building would be improved and that therefore, planning permission should be approved.

Transport Statement, June 2014 (as amended by Argent Consulting Engineers letter

dated 21/7/14:

This provides an introduction to the study and describes the existing site, the surrounding highway and the proposals. Trip generation between the previous and proposed uses is then assessed and the report concludes that in the absence of historical data for the telephone exchange, even taking a worse case scenario which assumes this use did not generate any peak hour trips and a general B8 use, the predicted increase in vehicle trip attraction during weekday peak hours for the proposed B8 use, together with the additional mezzanine floorspace is not significant and no further assessment is necessary. As such, no objection should be raised to the proposal on transport grounds.

Noise Assessment, June 2014:

This provides an introduction to the study, describes the site and relevant national noise assessment criteria and practice. Results of a noise measurement survey are presented. The report concludes that the proposed change of use will not increase daytime ambient noise levels and that no adverse effect will arise from the proposal and its noise impact is considered to be insignificant.

Sustainability Statement, dated 17/6/14:

This provides the background to the study, describes the site and assesses relevant policy. The report advises that this is a sustainable location for the proposal, being close to major roads and Hayes and Harlington Station. From an environmental perspective, the re-use of existing buildings makes sense, as it avoids the need for new development with construction based environmental impacts, including their embodied carbon emissions. The report goes on to identify indicative energy demands and suggests possible short, medium and long term energy improvements for the building. However, as this is a change of use application, energy improvements are not required although, this may be possible in the future, particularly as part of a wider plant replacement schedule, where a business case can be made for alternative energy systems, including renewables.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission for the redevelopment of the site to provide 10 industrial/warehouse units with ancillary floorspace, parking and loading/unloading facilities was initially approved on 2/8/84 (App. No. 2625AF/84/946 refers). Subsequently, planning permission was granted on 20/1/87 to change the use of unit 3 from industrial/warehouse to cellular radio telephone exchange and regional telephone sales centre (App. No. 39478/86/2099 refers).

An application has also been submitted for the change of use of part of Unit 2 from telephone exchange (*sui generis*) to Use Class A1 (Shops) for use as a furniture store involving internal alterations and alterations to front facade and installation of fencing (App. No. 36726/APP/2014/1247 refers), although to date, no decision has been made.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- LPP 4.4 (2011) Managing Industrial Land & Premises
- LPP 6.3 (2011) Assessing effects of development on transport capacity
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2011) Cycling
- LPP 6.13 (2011) Parking
- 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
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- LE7 Provision of planning benefits from industry, warehousing and business development
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM14 New development and car parking standards.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **28th August 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

16 neighbouring properties have been consulted on the application, the latest consultation period of which expires on 8/10/14, a site notice was been displayed on site on 7/8/14 (Closing date: 28/8/14) and the application was advertised in the local press on 13/8/14. No responses have been received to date.

Any additional responses will be reported via the addendum.

Internal Consultees

HIGHWAY ENGINEER:

The development is for the change of use from a cellular radio telephone exchange (sui generis) to a storage and distribution use (Use Class B8) at the site. As part of the proposals, a mezzanine floor will be constructed within the existing building that will provide ancillary storage and office space.

There are no proposals to provide additional car parking within the site. However, the existing parking provision of 11 spaces will be retained for the use of the development. In addition, the development will have the use of an existing shared overspill car park, which is located adjacent to the site and is under the control of the applicant. There are no proposals to provide additional cycle parking.

When reviewing the Transport Statement (TS) submitted in support of the development, an assessment of the likely trip generation has been undertaken using the TRICS Database. However, not all of the selected sample sites are considered representative due to their location and size. Nevertheless, it is considered that the trip generation associated with the proposals would not have a material impact along the adjacent highway network. In addition, an assessment of the adjacent overspill car park has been undertaken based on a parking survey, which has demonstrated that there is available parking capacity.

When assessing the PTAL index within the adjacent area, this has been identified as 3, which is classified as moderate. Furthermore, it is noted that the site is located within the recommended walking distances (as stated by Transport for London) to all public transport facilities, including Hayes and Harlington Rail Station. As a result, and notwithstanding the availability of the existing overspill car park, it is considered that the onsite car parking provision is acceptable to meet the needs of the development.

Therefore, subject to the details below being provided under a suitably worded planning condition/S106 Agreement, it is considered that the development would not be contrary to the policies of the adopted Hillingdon Local Plan, 2012, (Part 2).

Conditions/S106.

The development shall not be occupied until details of 5 cycle parking spaces have been submitted to and approved in writing by the LPA. Thereafter, the proposed cycle parking shall be provided before occupation and maintained and retained at all times for the use of the development.

ACCESS OFFICER:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal.

SUSTAINABILITY OFFICER:

I have no objections to this development.

FLOOD AND WATER MANAGEMENT OFFICER:

The site is outside flood zones 3 and 2 therefore there are no comments for a change of use.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed change of use from a telephone exchange (sui generis) to a storage and distribution use (Class B8) fully complies with Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) which designates Industrial and Business Areas for business, industrial and warehousing purposes (Use Classes B1 - B8) and seeks to promote and protect such industrial/warehousing uses in these areas. As such, there is no objection in principle to the application.

7.02 Density of the proposed development

Not applicable to this commercial development.

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

Not applicable to this proposal for a change of use and mezzanine floor.

7.04 Airport safeguarding

Not applicable to this proposed development.

7.05 Impact on the green belt

Not applicable to this proposed development.

7.07 Impact on the character & appearance of the area

The proposed use is appropriate within this IBA.

The re-siting of a double door on the rear elevation of the building would not have a material impact upon its appearance.

7.08 Impact on neighbours

There are no residential properties in the vicinity of the application site that would be affected by the proposed change of use which is also compatible with its industrial/commercial neighbours.

7.09 Living conditions for future occupiers

Not applicable to this development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advise respectively that proposals for development will be assessed against their contribution to traffic generation and impact on congestion, having regard to the present and potential capacity of public transport and that the traffic generated by proposed developments would need to be accommodated on principal roads without increasing demand along roads or at junctions already used to capacity, not prejudice the free flow of traffic, nor diminish environmental benefits brought about by other road improvement schemes or infiltrate local roads. Policy AM9 supports cycle provision, including the need for cycle storage provision within development schemes and Policy AM14 advises that development should accord with adopted car parking standards.

The application site is located reasonably close to Hayes town centre and is within walking distances of all its public transport facilities, including Hayes and Harlington Rail Station. Although the site does have a PTAL score of 2, it does lie adjacent to an area with a PTAL score of 3.

The proposals would retain the existing 11 car parking spaces, including a disabled space, that currently serve the unit.

The application is supported by a Transport Statement. The Council's Highway Engineer has reviewed the document and advises that despite some of the selected sample sites not being representative of this site due to their size and location, the trip generation

associated with the proposal would not have a material impact on the adjacent highway network. Also, the Transport Statement, based upon a parking survey, demonstrates that the overspill car park on the opposite side of Pump Lane has spare parking capacity.

The proposal would revert the unit back to the use for which it was originally planned and built and with 11 car parking spaces, it would have satisfied the Council's car parking standards in place at that time. Currently, the most relevant parking standards are found within the London Plan (July 2011) which identifies an appropriate parking provision ranging from 2 to 12 spaces. The Highway Engineer advises that notwithstanding the availability of the existing overspill car park, given the PTAL scores and availability of public transport in the area, the existing onsite car parking provision is acceptable to meet the needs of the development.

The Highway Engineer does recommend a condition to ensure that details of 5 cycle parking spaces are provided, which would accord with the cycle parking standards of the London Plan (July 2011).

With the recommended imposition of the is condition, the proposal is considered to comply with Policies AM2, AM7, AM9 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Relevant planning issues have been considered elsewhere in this report.

7.12 Disabled access

The Council's Access Officer advises that no accessibility issues are raised by the proposal.

7.13 Provision of affordable & special needs housing

Not applicable to this commercial development.

7.14 Trees, landscaping and Ecology

Not applicable to this development for a proposed change of use.

7.15 Sustainable waste management

The proposed change of use from a telephone exchange to a storage and distribution warehouse could potentially give rise to a greater generation of waste and recycling material. Although no specific storage provision is indicated on the submitted plans, suitable space is available within the rear service yard and a condition has been added to ensure that suitable covered and screened provision is made for waste and recycled material.

7.16 Renewable energy / Sustainability

The measures suggested in the Energy and Sustainability Assessment to minimise energy consumption are welcomed. However, as no physical changes to the building are proposed and the proposed change of use is unlikely to have any implications for energy demand at the site as compared to the existing use, no conditions are recommended.

The Council's Sustainability Officer has assessed the change of use application and the submitted Sustainability Statement and advises that there are no objections to the proposal and in this case, there is no requirement for the imposition of energy efficiency conditions.

7.17 Flooding or Drainage Issues

The Council's Water and Flood Management Officer advises that the site is not prone to flooding and therefore the proposed change of use does not raise any flooding issues.

7.18 Noise or Air Quality Issues

Noise

The nearest residential property to the site is located on Copperdale Road, some 56m to the north of the site and separated from the site by Pump Lane and the overspill car park. The application is accompanied by a Noise Assessment which demonstrates that the noise likely to be generated by the proposed Class B8 storage and distribution use, when compared with the existing daytime noise levels, would not increase ambient noise levels within the IBA. As such, the proposal would not result in any adverse impacts upon nearby business or surrounding residential dwellings.

Air Quality

The proposal does not involve any increase in car parking on site and the mezzanine would be used to provide additional ancillary administrative floor space. As such, the proposals would not generate any significant adverse impacts for air quality.

7.19 Comments on Public Consultations

No public comments have been received.

7.20 Planning obligations

Due to the nature of the proposed development and previous use of the unit, the proposal does not generate a requirement for a S106 contribution, however, the additional B8 floorspace created by the proposal would be Mayoral and Council CIL liable.

7.21 Expediency of enforcement action

No enforcement issues are raised by this site.

7.22 Other Issues

No other planning issues are raised by this application.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

10. CONCLUSION

The proposed change of use for a distribution warehouse would revert the use of this unit back to one of the uses for which the Argent Centre was originally built.

No objections are raised to this use within an IBA and the proposals, including the installation of a 122sqm mezzanine is acceptable in planning terms.

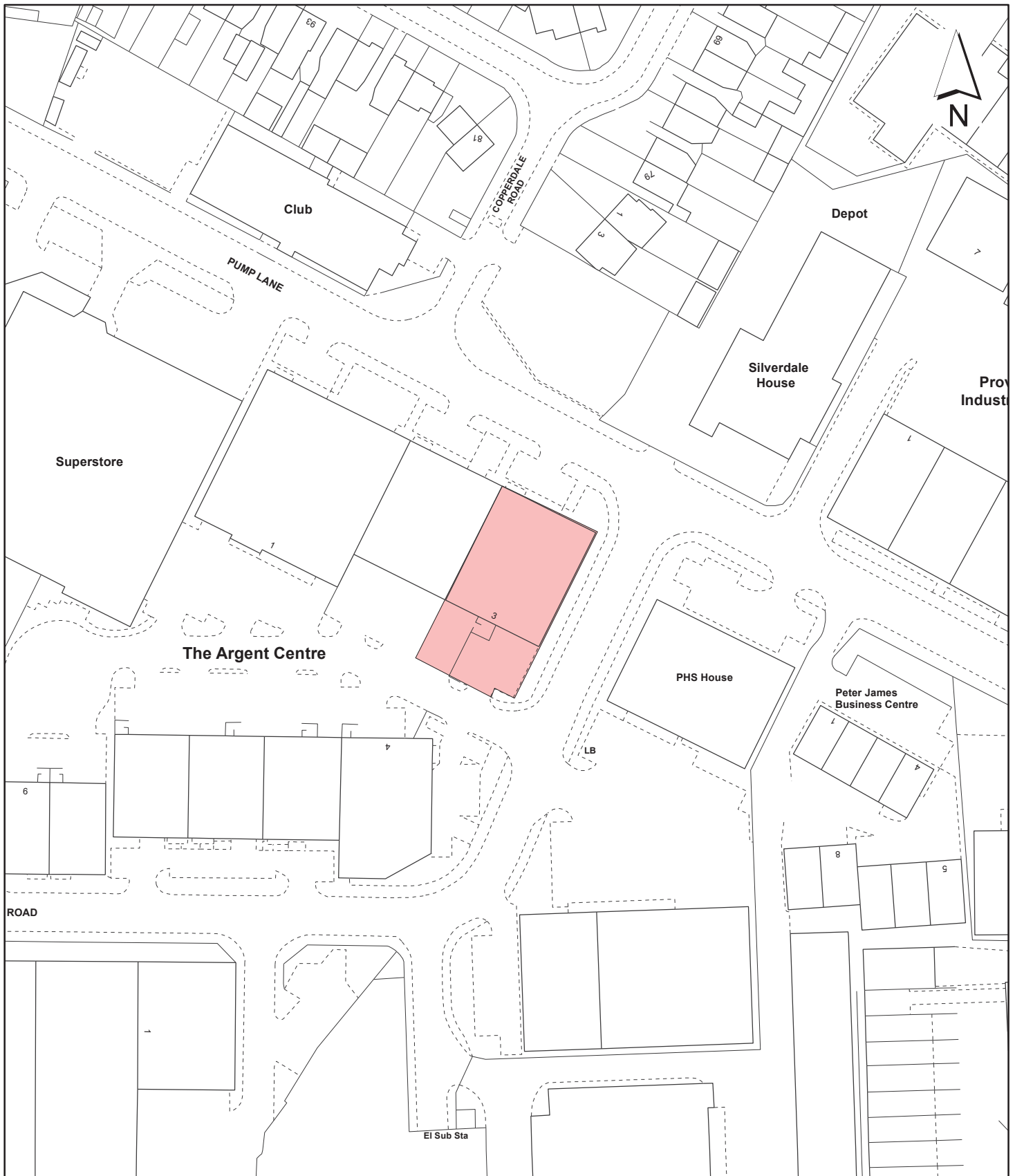
The application is recommended for approval.

11. Reference Documents

National Planning Policy Framework (March 2012)
Planning Practice Guidance (March 2014)
London Plan (July 2011)
Hillingdon Local Plan (November 2012)
Hillingdon Local Plan SPD: Accessible Hillingdon, May 2013
Consultation Responses

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address

**Unit 3, The Argent Centre
 Pump Lane
 Hayes**

Planning Application Ref:
46218/APP/2014/2186

Planning Committee
Major

Scale
1:1,250

Date
October 2014

**LONDON BOROUGH
 OF HILLINGDON**
**Residents Services
 Planning Section**

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



HILLINGDON
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