

## Report of the Head of Planning, Sport and Green Spaces

**Address** SITE OF FORMER UNITAIR CENTRE & WAYFARER HOUSE GREAT SOUTH WEST ROAD FELTHAM

**Development:** Reserved matters application for circa 14,306 sq.m commercial development (B1c, B2, B8 use classes) pursuant to planning permission reference 49559/APP/2014/334.

**LBH Ref Nos:** 49559/APP/2015/1991

**Drawing Nos:** 30461-PL-131 Rev A  
30461-PL-132 Rev A  
30461-PL-133 Rev A  
30461-PL-121 Rev D  
30461-PL-126 Rev A  
30461-PL-134  
672.12.01 Rev A  
Skyline TS 15.06.26 v1.2  
Skyline TP 15.06.26 v1.2  
30461-PL-122 Rev D  
30461-PL-123 Rev D  
30461-PL-124 Rev C  
30461-PL-125 Rev B  
Delivery and Servicing Plan V1.1 (02/06/15  
null  
070808-CA-0-G00-DSP-SE-001-P0'  
null  
30461-PL-127\_A  
30461-PL-128  
30461-PL-129\_A  
30461-PL-130  
3806-PV-100 PV Layout-A'

<b>Date Plans Received:</b>	29/05/2015	<b>Date(s) of Amendment(s):</b>	29/05/2015
<b>Date Application Valid:</b>	29/05/2015		19/06/2015
			23/07/2015
			26/06/2015

### 1. SUMMARY

Outline Planning Consent (reference 49559/APP/2014/334) was granted on the 27/05/14 for 'Outline application (all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.'

This application is a Reserved matters application for circa 14,306 sq.m commercial development (B1c, B2, B8 use classes) pursuant to the above outline planning permission

It is worth noting that the site is identified as an Industrial and Business Area (IBA) within the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also in close proximity to Heathrow Airport, and is adjoined by industrial buildings to the west and south. There are

residential properties on the opposite side of the Great South West Road (A30) to the east. There are two rivers to the north of the site (the Longford and Duke of Northumberland rivers), which are culverted. Access to the site is from the Great South West Road.

For the reasons provided throughout this report, this application for the Reserved Matters of Appearance, Landscaping, Scale, Layout and Access is considered to conform with the outline planning consent and to be appropriate and acceptable, complying with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

## 2. **RECOMMENDATION**

**APPROVAL subject to the following:**

### 1 COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

30461-PL-121 Rev D

3806-PV-100 PV Layout-A1

30461-PL-123 Rev C

30461-PL-124 Rev C

30461-PL-131 Rev A

30461-PL-132 Rev A

30461-PL-133 Rev A

672.12.01 Rev A

30461-PL-122 Rev D

30461-PL-130

30461-PL-129A

30461-PL-128

30461-PL-127A

30461-PL-126A

30461-PL-125B

30461-PL-134

070808-CA-0-G00-DSP-SE-001-P01; 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 (2015).

### 2 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:

Design and Access Statement

Skyline Drainage Strategy (22 May 2015)

Energy Strategy (May 2015)

Bird Hazard Management Plan (29 May 2015)

Ecological Assessment (26 May 2015)

External Lighting and CCTV Assessment (May 2015)

Landscape Management Schedule

Delivery and Servicing Plan V1.1 (June 2015)

Travel Plan Rev V1.2 (26 June 2015)

Transport Statement Rev V1.2 (26 June 2015)

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 complies with the objectives of Policies within Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

### **3 COM21 Sound insulation /mitigation**

The development shall not begin until an amended Noise Impact Assessment with associated noise mitigation measures, for the control of noise transmission to the neighbouring dwellings, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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

## **INFORMATIVES**

### **1**

#### **Cranes**

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

### **2**

You are advised that the scheme is required to abide by the conditions and the S106 Legal Agreement of the Planning Permission Reference Number 49559/APP/2014/334.

### **3 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).

### **4 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 (2015) and national guidance.

- |    |   |
|----|---|
| A2 | Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact |
| A4 | New development directly related to Heathrow Airport  |

A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
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
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.13	(2015) Sustainable drainage
LPP 5.17	(2015) Waste capacity
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 7.6	(2015) Architecture
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
OE7	Development in areas likely to flooding - requirement for flood

OE8 protection measures  
Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

## **5 159 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

## **6**

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. 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](http://www.hillingdon.gov.uk/index.jsp?articleid=24738)

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

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

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

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

rubble debris from the demolition of the previous buildings.

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

### **3.2 Proposed Scheme**

The application submission is pursuant to Outline Planning Permission reference 49559/APP/2014/334 and relates to the site of the Former Unitair Centre and Wayfarer House on the Great South West Road.

Reserved matters approval is sought for the access, appearance, landscaping, layout and scale in compliance with Condition 2 of planning permission ref. 49559/APP/2014/334. Condition 7 of this approval outlines what details the Council requires to be assessed at this stage:

- (i) A full travel plan should be provided that includes a full mode split disaggregating public transport trips from private vehicle use plus details of how the developers of the site will ensure that any occupiers complete a travel plan (such as through a lease agreement). Details of carriageways, footways, turning space, safety strips, at road junctions and kerb radii, plus traffic, car parking (including 10% of spaces to disabled standards) and any access control arrangements, including barrier arms, gates, electric vehicle charging points ensuring that 20% of spaces have active charging points and a further 10% have passive charging points, the means of ingress and egress, the closure of existing access, visibility splays and sight lines, means of surfacing, the phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement
- (ii) A delivery and servicing plan, to include details of the parking, turning, loading and unloading arrangements (including swept path analysis and vehicle tracking diagrams),
- (iii) The means of construction and surfacing of all roads, parking areas and footpaths,
- (iv) The use, surface treatment and landscaping of all open areas not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles,
- (v) Hard and soft landscaping plans, including planting plans, refuse storage, boundary treatments, lighting and levels or contours plus a scheme of landscape maintenance for a minimum of five years. The maintenance scheme shall include details of the arrangements for its implementation. Also a scheme for the inclusion of living wall, roofs and screens.
- (vi) Plans of the site showing the existing and proposed ground levels and the proposed floor levels and finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,
- (vii) Full plans and elevations of all buildings and any other structures, incorporating details of all materials to be used for external surfaces, including samples of all such materials,
- (viii) Details of security measures, including CCTV, plus plans and elevations of all boundary treatment and incorporation of full details of height and materials,
- (ix) Details of secure cycle storage, changing facilities, lockers and showers for staff and visitors to the development,
- (x) Plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities. A fire strategy document that provides sufficient detail to ensure the safety of disabled people in the event of a fire and emergency. Such detail should include provisions for evacuating disabled people, and/or details of a stay-put procedure.

- (xi) Plans and details of proposed renewable energy measures and associated technology including any Photovoltaic panels, CHP systems and the like.
- (xii) Bird Hazard Management Plan.

The parameters plan approved as part of the outline application sets out the following:

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

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

Maximum Height: 42.5m AOD

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

The application proposes to provide 14,306 sq m (Gross External Area) of commercial floorspace (B1c/B2/B8 Use Classes) across two buildings. Unit 1 would comprise of 7,474 sq m and Unit 2 comprising of 6,832 sq m (Gross External Area). These quantum adhere to the principles within the maximum and minimum extents of the approved parameters plan for the site.

The heights of the buildings follow the principles within the maximum height of the approved parameters. The dimensions for Unit 1 are 93.5m x 68.5m x 17.5m (height) and Unit 2 are 93.5m x 61.9m x 16.5m (height).

140 car parking spaces will be provided across the two units, with 81 allocated to Unit 1 and 59 allocated to Unit 2. This is a parking ratio of 1:102m<sup>2</sup>. Unit 1 will provide 8 disabled parking spaces and Unit 2 will provide 6 disabled parking spaces. The development will also provide a total of 46 secure and covered cycle parking spaces, with 24 provided for Unit 1 and 22 for Unit 2.

The use of high quality materials, selective colours and architectural articulation on the elevations for the proposed units provides a modern design that continues the benchmark set by the existing industrial units to the west of the site.

Footpaths within the plot boundaries will be constructed from concrete block paving of a contrasting colour to adjacent roads. Car park areas will be formed using tarmac and block paviors constructed to adoptable highway standards. Service yard areas will be constructed from reinforced concrete slabs to appropriate British Standards.

The service yards to the units will be enclosed by 2.4m high weld mesh fencing and access/egress will via 2.4m high swing gates. The site frontage has an avenue of trees along the Great South West Road providing soft screening to the buildings and an open perception.

The proposed means access for HGVs and other vehicles to and from the buildings will be via the A30. Each unit has its own designated entrance. Pedestrian access will be via the footpath along the Great South West Road.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

The site has a varied planning history, however most relevant to the current application is Outline Planning consent (all matters reserved) ref. 49559/APP/2014/334 dated 27/05/14.

In conjunction with this reserved matters application, the applicant has also submitted a number of applications in order to discharge conditions attached to the outline consent. These are:

Application ref. 49559/APP/2015/1992 for Condition 6 plus Condition 7 parts vi, vii and x.

Application ref. 49559/APP/2015/1994 Condition 7 parts i, ii, iii, ix

Application ref. 49559/APP/2015/1995 Condition 16 - Approved 26/06/15.

Application ref. 49559/APP/2015/1997 Condition 7 part viii

Application ref. 49559/APP/2015/1999 Condition 7 part xi plus Condition 17 - Approved 13/07/15

Application ref. 49559/APP/2015/2001 Condition 10 plus Condition 7 parts iv, v, xii

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

#### **4. Planning Policies and Standards**

Hillingdon Unitary Development Plan Saved Policies  
London Plan (March 2015)

Council's Supplementary Planning Guidance - Noise

Council's Supplementary Planning Guidance - Air Quality

Council's Supplementary Planning Guidance - Planning Obligations

Supplementary Planning Document - Accessible Hillingdon

#### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

A2 Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact

A4 New development directly related to Heathrow Airport

A5 New development at airports - incorporation of ancillary retail and leisure facilities and other services

A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports

AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
(i) Dial-a-ride and mobility bus services



- (ii) Shopmobility schemes
  - (iii) Convenient parking spaces
  - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- 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
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE25 Modernisation and improvement of industrial and business areas
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE35 Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- EC2 Nature conservation considerations and ecological assessments
- EC3 Potential effects of development on sites of nature conservation importance
- 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
- LPP 4.4 (2015) Managing Industrial Land & Premises
- LPP 5.11 (2015) Green roofs and development site environs
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.17 (2015) Waste capacity
- LPP 5.7 (2015) Renewable energy
- LPP 6.13 (2015) Parking
- LPP 7.6 (2015) Architecture
- 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
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd July 2015**

5.2 Site Notice Expiry Date:- Not applicable

## 6. **Consultations**

### **External Consultees**

Circa 50 neighbouring residential units were consulted by letter on 09/06/15 and site notices were displayed. No comments or objections to the proposal have been received.

#### TRANSPORT FOR LONDON (TfL)

I have now reviewed the latest transport statement and travel plan submission. I therefore consider that the issues raised previously are addressed subject to appropriate conditions/ obligations in relations to car, disabled, electric vehicle charging point and cycle parking provision; submission and implementation of DSP, CLP and travel plan.

#### Officer's Comments:

- a. Both the submitted Travel Plan and Delivery and Servicing Plan include a commitment that Tenant specific TP's and DSP's will subsequently be developed in partnership between the occupiers and the London Borough of Hillingdon (LBH) and in accordance with Transport for London (TfL) travel planning guidance.
- b. The original outline consent (ref. 49559/APP/2014/334) included a condition for the applicant to provide a Construction Logistics Plan.
- c. The Council's Highways Engineers have reviewed the submitted plans and documents and have raised no objection to the proposals.

### **Internal Consultees**

#### TRANSPORT AND AVIATION

No objection to the proposal.

#### HIGHWAYS

There are no highways objections regarding the proposed parking provision on site.

#### ENVIRONMENTAL PROTECTION UNIT

The noise report that was submitted at the outline stage predicted that the impact from HGV noise could be as much as 10dBA above background at night and that this was an unacceptable impact. The report recommends mitigation measures and suggests a noise barrier the exact details to be determined at the detailed design stage.

The report also details design criteria for plant noise and details will need to be provided as to how this is to be met.

Please could you ask the applicants to provide further noise data as requested.

## 7. **MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

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

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

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

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

The principle of the development has been established under outline planning permission ref.49559/APP/2014/334 granted on 27/05/14. Accordingly, there is no objection to the principle of the proposal.

#### **7.02 Density of the proposed development**

The application seeks reserved matters approval for the siting, access, design, external appearance and landscaping of two industrial units. Density is not therefore considered to be a relevant consideration.

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

English Heritage/GLAAS were consulted as part of outline application reference 49559/APP/2014/334 and whilst the site lies within the Council's proposed Heathrow Archaeological Priority Zone, there is clear evidence for multiple phases of modern ground disturbance including extensive truncation of historic ground levels such that survival of archaeological remains would be at best very fragmentary. They therefore raised no objection to the scheme nor recommended any conditions be attached to any approval.

#### **7.04 Airport safeguarding**

Heathrow Airport Safeguarding and the National Air Traffic Services (NATS) were consulted as part of the outline application and responded with no objection to the proposals subject to appropriately worded conditions. A condition was attached to the outline consent requiring a Bird Hazard Management Plan (BHMP) to be provided to the Council and Heathrow Airport Limited. The BHMP was submitted as part of application ref. 49559/APP/2015/2001 to discharge the relevant condition. Heathrow Airport Limited have reviewed the BHMP and raised no objection.

#### **7.05 Impact on the green belt**

The site is not within or close to the Green Belt and is not therefore considered to be a relevant consideration.

#### **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.

As part of the Outline planning permission, the supporting information included a Design and Access Statement. Illustrative building elevation drawings were provided as a suggestion of the future detailed design of buildings. The outline proposals were for a scheme with all matters reserved and as such acceptable parameters for future development were established:

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

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

Maximum Height: 42.5m AOD

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

The two proposed building's dimensions create a total area of 14,306 sq m (Gross External Area) of commercial floorspace (B1c/B2/B8 Use Classes). These quantum adhere to the principles within the maximum and minimum extents of the approved parameters plan for the site.

Along with details of buildings, comprehensive information pertaining to landscaping was considered at the outline stage by a range of consultees including the Council's Landscape Architect.

The subject application for reserved matters provides supporting information pertaining to 'appearance', 'layout', 'scale', 'access' and 'landscaping' including in particular, building elevations and sections, as well as plans of the hard and soft landscaping arrangements.

In terms of the proposed building, the use of high quality materials, selective colours and architectural articulation on the elevations provide a modern design that continues the design principles established in the wider area.

In terms of the appearance of the parts of the site not occupied by buildings, footpaths within the plot boundaries will be constructed from concrete block paving of a contrasting colour to adjacent roads. Car park areas will be formed using tarmac and block paviors constructed to adoptable highway standards. Service yard areas will be constructed from reinforced concrete slabs to appropriate British Standards.

The reserved matters are consistent with the details and principles considered at the outline stage. The scheme is considered to be wholly appropriate within the context of the locality. It integrates with and poses no harmful impact to the character and appearance of the area, particularly in its relationship to residential properties which are a significant distance from the site. In addition, a sufficiently high standard of design has been achieved for the building and landscaping of the site noting the extensive pre-application negotiations held with Council's officers. The scheme is considered acceptable and accords with London Plan Policies and Hillingdon's UDP Saved Policies OE1, OE3 and BE13 in considering and posing no significant adverse impact upon the character and appearance of the surrounding area.

#### **7.08 Impact on neighbours**

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

Airport Hotel is located approximately 500m to the northeast of the site.

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

A Noise Impact Assessment was submitted and approved as part of the outline planning consent. The Council's Environmental Protection Unit has reviewed this document and the current proposed layout and requested further details to be provided. A condition is therefore recommended that an amended Noise Impact Assessment with associated noise mitigation measures, for the control of noise transmission to the neighbouring dwellings, be submitted to and approved in writing by the Local Planning Authority.

#### **7.09 Living conditions for future occupiers**

The application is not for residential accommodation; accordingly this consideration is not relevant.

The scheme will accord with relevant health and safety and disabled access requirements.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

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

The Council's Highway Engineer has reviewed the proposals layout and raised no objection to the development. The Council's Transport and Aviation Team have reviewed the submitted Travel Plan and likewise raised no objections.

Transport for London were consulted as part of the application and requested amendments to the submitted documents. The documents were altered in line with TfL's comments and following a further review TfL have raised no objections to the proposals.

Taking all of the above into consideration the proposal is deemed acceptable in transport terms and in accordance with policies AM2, AM7, AM9, AM13, AM14 and AM15 of the Hillingdon Local Plan (November 2012).

#### **7.11 Urban design, access and security**

Details of security measures, including CCTV, plus plans and elevations of all boundary treatment and incorporation of full details of height and materials are required by Condition No. 7 attached to the outline consent. These details have been submitted under application reference 49559/APP/2015/1997 and are being considered by the Council and the Metropolitan Police.

#### **7.12 Disabled access**

The development will be laid out to achieve accessibility for disabled occupants. Disabled spaces will be located as close as possible to the entrances to buildings and facilities, to reduce travel distances. Level access to the main entrance and reception will be provided. The approach route from the designated spaces to the entrance is level with dropped kerbs

Details relating to disabled access are required under Condition Nos. 6 and 7 of the outline

consent. These details have been provided under application reference 49559/APP/2015/1992. The Council's Access Officer has reviewed the submitted details and raised no objection to the development proposed.

The proposed scheme is therefore deemed acceptable from an accessibility perspective and is deemed to accord with policies AM13 and AM15 of the Hillingdon Local Plan (November 2012).

#### **7.13 Provision of affordable & special needs housing**

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

#### **7.14 Trees, landscaping and Ecology**

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

Details relating to landscaping were required by Condition no. 7 of the outline consent. These details have been provided as part of the supporting discharge of conditions applications and the Council's Trees and Landscape Officer has raised no objection to the proposals.

#### **7.15 Sustainable waste management**

In relation to waste management, Policy 5.17 of the London Plan requires that new developments provide adequate facilities for the storage of waste and recycling.

There is sufficient room within the unit and proposed service yards to accommodate appropriate waste and recycling facilities.

#### **7.16 Renewable energy / Sustainability**

Condition 7 part xi plus Condition 17 of the outline consent required further details in relation to renewable energy and sustainability. These details have been submitted under application reference 49559/APP/2015/1999. The Council's Sustainability Officer has raised no objections to the proposed development based on the submitted energy strategy and the application to discharge these conditions was approved on 13/07/15.

The proposal is therefore deemed to be in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

#### **7.17 Flooding or Drainage Issues**

The Council's Water and Flood Management Officer has assessed the proposals and details regarding the risk to the site from the nearby watercourse as part of the outline consent. The applicant proposes to control surface water generated by the site and have demonstrated how they can do this to appropriate standards.

Condition 16 of the outline consent required details to be provided to the Council for Sustainable Urban Drainage on the site. These details have been submitted under application reference 49559/APP/2015/1995 which was approved on 26/06/15.

#### **7.18 Noise or Air Quality Issues**

Issues relating to air quality were considered under the grant of the outline planning permission, with a requirement for a contribution towards Air Quality Assessment included within the s106. Accordingly the proposal does not give rise to any concerns relating to air quality. The Council's Environmental Protection Unit has reviewed the proposal and raised no objection subject to appropriate noise mitigation.

#### **7.19 Comments on Public Consultations**

No neighbour comments were received.

#### **7.20 Planning obligations**

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

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

The application seeks approval of reserved matters for an industrial development. Matters relating to planning obligations were considered under the outline planning permission.

The application seeks approval of reserved matters for an outline permission which was granted after the adoption of Mayoral CIL. Accordingly, the proposed floorspace will be liable to pay Mayoral CIL at a rate of £35 per square metre.

#### **7.21 Expediency of enforcement action**

None relevant.

#### **7.22 Other Issues**

None

### **8. Observations of the Borough Solicitor**

#### **General**

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

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

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

#### **Planning Conditions**

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

#### **Planning Obligations**

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations

must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### Equalities and Human Rights

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

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

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

#### **9. Observations of the Director of Finance**

None.

#### **10. CONCLUSION**

The site is identified as an Industrial and Business Area (IBA) within the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also in close proximity to Heathrow Airport, and is adjoined by industrial buildings to the west and south.

For the reasons provided throughout this report, the application for the Reserved Matters of Appearance, Landscaping, Scale, Layout and Access is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

#### **11. Reference Documents**

Hillingdon Unitary Development Plan Saved Policies  
London Plan (March 2015)  
Council's Supplementary Planning Guidance - Noise  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Planning Obligations  
Supplementary Planning Document - Accessible Hillingdon

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