

Report of the Head of Planning, Sport and Green Spaces

Address UNIT C, PROLOGIS PARK STOCKLEY ROAD WEST DRAYTON

Development: Change of use of Unit C to a flexible use consisting of Light Industrial (Use Class B1(c)) and/or Storage and Distribution (Use Class B8) from Storage and Distribution (Use Class B8) only.

LBH Ref Nos: 18399/APP/2015/1087

Drawing Nos: Transport Statement
30793-PL-400 Site Location Plan
Air Quality and Odour Assessment Report
Letter from Agent dated 29-06-15
Supporting Transport Information
TRICS Output - B1c
TRICS Output - B8

Date Plans Received: 24/03/2015 **Date(s) of Amendment(s):**
Date Application Valid: 30/04/2015

2. RECOMMENDATION

That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the following:

A. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

1. Travel Plan

B. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.

C. That the officers be authorised to negotiate the terms of the proposed agreement.

D. That, if the S106 agreement has not been finalised before 10/08/2015, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

"The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of a Travel Plan). The proposal therefore conflicts with Policies AM7 and R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)".

E. That if the application is approved, the following conditions be attached:

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 plan, 30793-PL-400 Site Location Plan, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the London Plan (March 2015).

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:

Air Quality and Odour Assessment Report
Transport Statement
Supporting Transport Information
Letter from Agent dated 29-06-15

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the London Plan (March 2015).

4 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (March 2015).

5 NONSC Imported Soils

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination. 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 Local Plan: Part Two - Saved UDP Policies (November 2012).

6 NONSC Crossrail - works below ground

No works below ground level comprised within the development hereby permitted shall be undertaken at any time when Crossrail are undertaking tunnelling or shaft works within 100 metres of the land on which the development hereby permitted is situated, unless specifically agreed to in advance, and in writing, by Crossrail Limited.

REASON

To ensure the development does not prejudice the development of Crossrail, in accordance with Policies 6.1, 6.2 and 6.5 of the London Plan (March 2015).

7 NONSC Car Parking

The warehouses buildings approved shall not be used for provision for additional vehicular parking on site without the prior approval of the Council.

REASON

To assess parking provision against LBH maximum standards and mitigate the traffic impacts of additional traffic movements, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

8 NONSC Refuse Storage

Prior to occupation of the development hereby approved, details of refuse storage shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development provides adequate refuse facilities in compliance with Policy 5.17 (refuse storage) of the London Plan (2015).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

- | | |
|-----|-------------------------------------------------------------------------------------------------------------------------------|
| AM2 | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |
| AM7 | Consideration of traffic generated by proposed developments. |

AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
NPPF	National Planning Policy Framework

3 I15 Control of Environmental Nuisance from Construction Work

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

- A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays or Bank/Public Holidays.
- B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.
- C) The elimination of the release of dust or odours that could create a public health nuisance.
- D) No bonfires that create dark smoke or nuisance to local residents.

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

4

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises Unit C located in the northern part of Prologis Park Heathrow, which is located on the eastern side of Stockley Road. Unit D is located to the east whilst Units A, B, E and F are located to the south. Prologis Park is designated as a Locally Significant Industrial Site (LSIS) as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). Prologis Park is also within an Air Quality Management Area and within the Low Emission Zone.

3.2 Proposed Scheme

Planning permission is sought for the change of use of Unit C to a flexible use consisting of Light Industrial (Use Class B1(c)) and/or Storage and Distribution (Use Class B8) from Storage and Distribution (Use Class B8) only.

3.3 Relevant Planning History

18399/APP/2004/2284 Former M O D Records Office Stockley Road Hayes Middx

REDEVELOPMENT OF THE SITE FOR A MIXED- USE COMPRISING (CLASSES B1(a) & (c) B2 AND B8) EMPLOYMENT USES AND (CLASS C3) RESIDENTIAL (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING (OUTLINE APPLICATION)

Decision: 19-08-2005 Approved

18399/APP/2005/3415 Former M O D Records Office Stockley Road West Drayton

VARIATION OF CONDITIONS 2,3,7,8,10,11,13,20, 21,22,26,29 & 30 (TO ALLOW SEPARATE PHASED SUBMISSIONS OF DETAILS RELATING TO RESIDENTIAL AND EMPLOYMENT COMPONENTS OF THE DEVELOPMENT) OF OUTLINE PLANNING PERMISSION REF.1839 APP/2004/2284 DATED 19/08/2005: REDEVELOPMENT OF THE SITE FOR A MIXED-USE DEVELOPMENT COMPRISING USE CLASSES B1(a) & (c), B2 AND B8 EMPLOYMENT USES AND C3 RESIDENTIAL USE (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING

Decision: 02-03-2006 Approved

18399/APP/2010/545 Former Mod Document Record Office Bourne Avenue Hayes

Reserved matters (details of access, appearance, landscaping, layout and scale for two units with ancillary offices and associated car parking including an overflow car park) in compliance with condition 3 of planning permission ref:18399/APP/ 2005/3415 dated 02/03/2006 (Variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 and 30 (to allow separate phased submission of details relating to residential and employment components of the development) of outline planning permission ref:18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for mixed-use development.)

Decision: 25-06-2010 Approved

18399/APP/2013/1019 Former M O D Document Record Office Bourne Avenue Hayes

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

Decision: 18-07-2013 Approved

18399/APP/2013/2298 Former M O D Records Office Stockley Road West Drayton

Non Material Amendment (to alter the size of unit C, and amendments to loading dock doors and service yard) to permission 18399/APP/2013/1019 (Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works

Decision: 08-10-2013 Approved

18399/APP/2013/3449 Former Mod Document Record Office Bourne Avenue Hayes

Details pursuant to conditions 5 (suds), 6 (contamination), 7 (air quality), 10 (Travel Plan), 12 (energy), 13 (Cross rail), 15 (surface water drainage) of permission 18399/APP/2013/1019 (Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works within the existing Prologis Park development)

Decision: 01-08-2014 Approved

18399/APP/2015/1829 Former M O D Record Office Bourne Avenue Hayes

Details pursuant to condition 8 (Fleet Management Plan) of planning application 18399/APP/2013/1019 (Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works within the existing Prologis Park development.)

Decision: 15-07-2015 Approved

18399/APP/2015/931 Prologis Park Heathrow Stockley Road West Drayton

Non Material Amendment (s96a) to planning permission Ref: 18399/APP/2013/1019 dated 23/7/13 (Erection of distribution warehouse units (Use Class B8) with ancillary offices, associate car parking, access and associated landscape works within the existing Prologis Park development) to allow the increase in the number of loading bays from 6 (as originally approved 12 bays

Decision: 10-04-2015 Approved

Comment on Planning History

There is an extensive planning history for Unit C and the wider Prologis Park.

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.BE1 (2012) Built Environment

PT1.E1 (2012) Managing the Supply of Employment Land

PT1.26 To encourage economic and urban regeneration in the Hayes/West Drayton Corridor, designated Industrial and Business Areas (IBA's) and other appropriate locations.

Part 2 Policies:

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

AM7 Consideration of traffic generated by proposed developments.

AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 7 local owners/occupiers. No responses were received.

TfL:

The application is not close to the Transport for London Road Network (TLRN) or the Strategic Road Network (SRN) and it will not have a direct impact on TfL operations or infrastructure so TfL has no comment to make on the proposals.

Internal Consultees

Environmental Protection Unit:

Please attach the following condition:

Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of 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 of the Hillingdon Local Plan: Part Two.

Officer comments:

Unit C is a commercial unit located within Prologis Park and is situated over 100m away from any residential units; it is therefore considered that the above condition is not required for this proposal.

Highways:

Unit C has a floor area of 3346sqm and associated provision for 43 car park spaces. It is one of consented units on Prologis (total gross floor area of 40,838sqm). The site has a PTAL rating of 1a (very poor). The site is accessed via a junction with Stockley Road, a designated Borough Main

Distributor (A408).

Stockley Road often experiences traffic congestion particularly during evening peak period on the southbound direction between the Prologis Park access and Stockley Park Roundabout.

Traffic Impact

When considering the vehicular traffic generation and the impacts of this proposal, the Transport Assessment (TA) suggests the net (incremental) traffic impact would not be materially different from the approved scheme due to the estimated baseline vehicle trips.

However the transport assessment should be generic and has not considered the cumulative traffic impact of current proposals together with the potential traffic generation from B8 use of the consented, but currently vacant Unit D, having a floor area of 9562sqm and other committed/unoccupied developments in the area.

The table below sets out details of the peak period traffic generation (two way) for relevant scenarios based on generic am/pm peak trip rates per 100sqm of 0.524 and 0.610 for B8 use and 0.740 and 0.586 for the B1c use:

Traffic Generation scenario.	AM Peak (Vehs/hour)	PM Peak (Vehs/hour)
- Existing observed (Four units occupied)	85	121
- Existing lawful Prologis Park (baseline)	274	242
- Prologis Park excluding Units C & D (Existing lawful)	207	164
- Proposed Unit C (B1c use) 3346sqm	25	20
- Proposed Unit D (B8 use) 9562sqm	50	58
- Proposed Prologis Park (all units)	282	242
- Difference: Existing Observed & Proposed	197	121
- Difference: Lawful Baseline & Proposed	8	0

This assessment indicates that potential demand of an additional 197 and 121 vehicle movements during the am and pm peak hours respectively could potentially arise from the Prologis Park development site. It has not been demonstrated that such an increase in demand can be satisfactorily accommodated on the highway network.

Notwithstanding this it is acknowledged that further studies of the wider highway network are being agreed in relation to a separate application relating to Phase 3 of Stockley Park.

Parking

The existing Unit C has 43 car park spaces. This exceeds the maximum provision of 33 spaces permitted by LBH parking standards. The maximum car parking provision should comply with LBH standards. When considering the car parking provision for the proposed scheme, an assessment based on data corresponding to that used to derive traffic generation is required. This should be undertaken as part of the required comprehensive transport study.

A condition should be attached to prevent car parking within the warehousing unit.

Travel Plan

A Travel Plan should be secured via a s106 agreement.

Officer comments:

The comments of the highways officer are noted, however it does need to be borne in mind that the scenario addressed is a worst case, which would not arise unless the four existing occupied units at Prologis were all vacated and re-occupied by more traffic intensive uses. The robustness of the figures utilised by the highways officer is demonstrated by the fact that the actual traffic arising from

the four occupied units is 122 vehicle movements lower in the am peak and 43 units lower in the pm peak, than the predicated levels which were assessed and considered acceptable when permission for Prologis Park was originally granted.

The actual impact of the proposed development as on the basis of the trip rate data is an additional 8 vehicles in the am peak and no change to the pm peak. Which still leaves the site, in reality, generating less traffic than the permitted baseline.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site comprises an industrial unit located within the Prologis Park, a Locally Significant Industrial Site (LSIS). Policy E2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies LE1 and LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) establishes the principle of providing a business, industrial and/or warehouse unit on the site for B1(c), B2 or B8 purposes, provided that site specific issues can be satisfactorily addressed.

The principle of a mixed B1(c) and B8 use within Prologis Park was established in 2005 following the approval of an outline planning application (ref: 18399/APP/2004/2284) for 57,403sqm of B1/B2/B8 floor space. Unit C was granted planning permission for B1(c), B2 and B8 use in 2010 as part of reserved matters application ref: 18399/APP/2010/545. In 2013 Unit C was granted planning permission for B8 use under application ref: 18399/APP/2013/1019.

As such, the proposed change of use from Storage and Distribution (Use Class B8) to a flexible mixed use of Light Industrial (Use Class B1(c)) and/or Storage and Distribution (Use Class B8) for Unit C is considered to be acceptable in principle, subject to compliance with other relevant Hillingdon Local Plan Policies.

It is therefore considered that the proposal would comply with Policy E2 of the Hillingdon Local Plan: Part One - Strategic Policies and Policies LE1 and LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.02 Density of the proposed development

Not applicable for this application.

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

Not applicable for this application.

7.04 Airport safeguarding

Not applicable for this application.

7.05 Impact on the green belt

Not applicable for this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene.

The proposed change of use would not result in any external changes to the industrial unit and so would not impact on the character and appearance of the street scene and the surrounding areas, thereby complying with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

There are no residential properties located close to the application site and so there would

be no impact on residential amenity.

7.09 Living conditions for future occupiers

Not applicable for this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Unit C is a consented unit within Prologis Park, which is accessed via a junction with Stockley Road, a designated Borough Main Distributor (A408). The site has a PTAL rating of 1a (very poor). Stockley Road often experiences traffic congestion particularly during evening peak period on the southbound direction between the Prologis Park access and Stockley Park Roundabout.

The applicant has submitted a Transport Statement and additional transport information as part of this application; the change of use of Unit C from B8 Use to a mixed B1(c) and B8 use would result in seven additional two-way movements in the AM peak hour, and no additional movements in the PM peak hour.

This application relates to Unit C only; it is important to note that Unit C forms part of the wider Prologis Park site and would impact on traffic generation. However, the change in traffic generation at peak hours arising from this proposal is minimum.

In order to fully assess the traffic impact, the cumulative traffic impact of current proposals together with the potential traffic generation from B8 use of the consented, but currently vacant, Unit D (floor area of 9562 sq.m) and other committed/unoccupied developments in the area needs to be considered.

An assessment of the peak period traffic generation (two way), for relevant scenarios based on generic am/pm peak trip rates per 100sq.m of 0.524 and 0.610 for B8 use and 0.740 and 0.586 for the B1(c) use, indicates that the predicted change in vehicle movements above the lawful use would be 8 and 0. While the submitted traffic assessment has not fully demonstrated that such an increase in demand can be satisfactorily accommodated on the highway network, it is not considered that an increase of 8 vehicles in the am peak would be sufficient to warrant refusal of the application; particularly when weighed against the planning benefits which would arise from securing the occupation and use of the employment floor space.

There would be no change to the parking provision or parking layout as a result of this application. The current car parking provision, as approved under planning permission ref: 18399/APP/2013/1019, exceeds the Council's parking standards set out in Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). In order to ensure the parking provision for the proposed B1(c) and B8 use accords with the Council's parking standards, a condition to prevent car parking within the warehousing unit shall be added to any consent granted.

The proposed change of use of Unit C from B8 to a flexible B1(c) and B8 use is considered to comply with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Urban Design:

The proposed change of use would not result in any changes to the appearance of the building.

Access & Security:

The proposal would not result in any changes to the access and security arrangements of the site.

7.12 Disabled access

There would be no change to the accessibility of the site.

7.13 Provision of affordable & special needs housing

Not applicable for this application.

7.14 Trees, landscaping and Ecology

Not applicable for this application.

7.15 Sustainable waste management

In order to ensure adequate waste management, details of sustainable waste management for the unit can be dealt with by way of a suitable condition.

7.16 Renewable energy / Sustainability

Not applicable for this application.

7.17 Flooding or Drainage Issues

Not applicable for this application.

7.18 Noise or Air Quality Issues

Prologis Park is located within an Air Quality Management Area and within the Low Emission Zone, which encourages the use of low emission vehicles. There would not be an issue of noise disturbance to residential amenity as Unit C is located over 100m away from residential properties. It is considered that the change of use of Unit C from B8 to a mixed B1(c)/B8 use is acceptable in regards to noise and air quality.

7.19 Comments on Public Consultations

No responses were received during the public consultation.

7.20 Planning obligations

A travel plan would be secured by way of a S106 legal agreement. The proposal would not require any further obligations or attract any contributions under the Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not applicable for this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable for this application.

10. CONCLUSION

Planning permission is sought for the change of use of Unit C to a flexible use consisting of Light Industrial (Use Class B1(c)) and/or Storage and Distribution (Use Class B8) from Storage and Distribution (Use Class B8) only.

The proposed change of use from B8 use to B1(c) and B8 use is considered to be acceptable in principle. The proposal would not impact on the character and appearance of the street scene and the surrounding areas. The proposed change of use of Unit C would result in a minimal increase in traffic generation and is considered acceptable; whilst there would be follow-on impacts to the overall traffic generation of the wider Prologis Park, further studies of the wider highway network are being agreed in relation to a separate application relating to Phase 3 of Stockley Park.

The proposal complies with Policies AM7, BE13, BE25 and LE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application is therefore recommended for approval.

11. Reference Documents

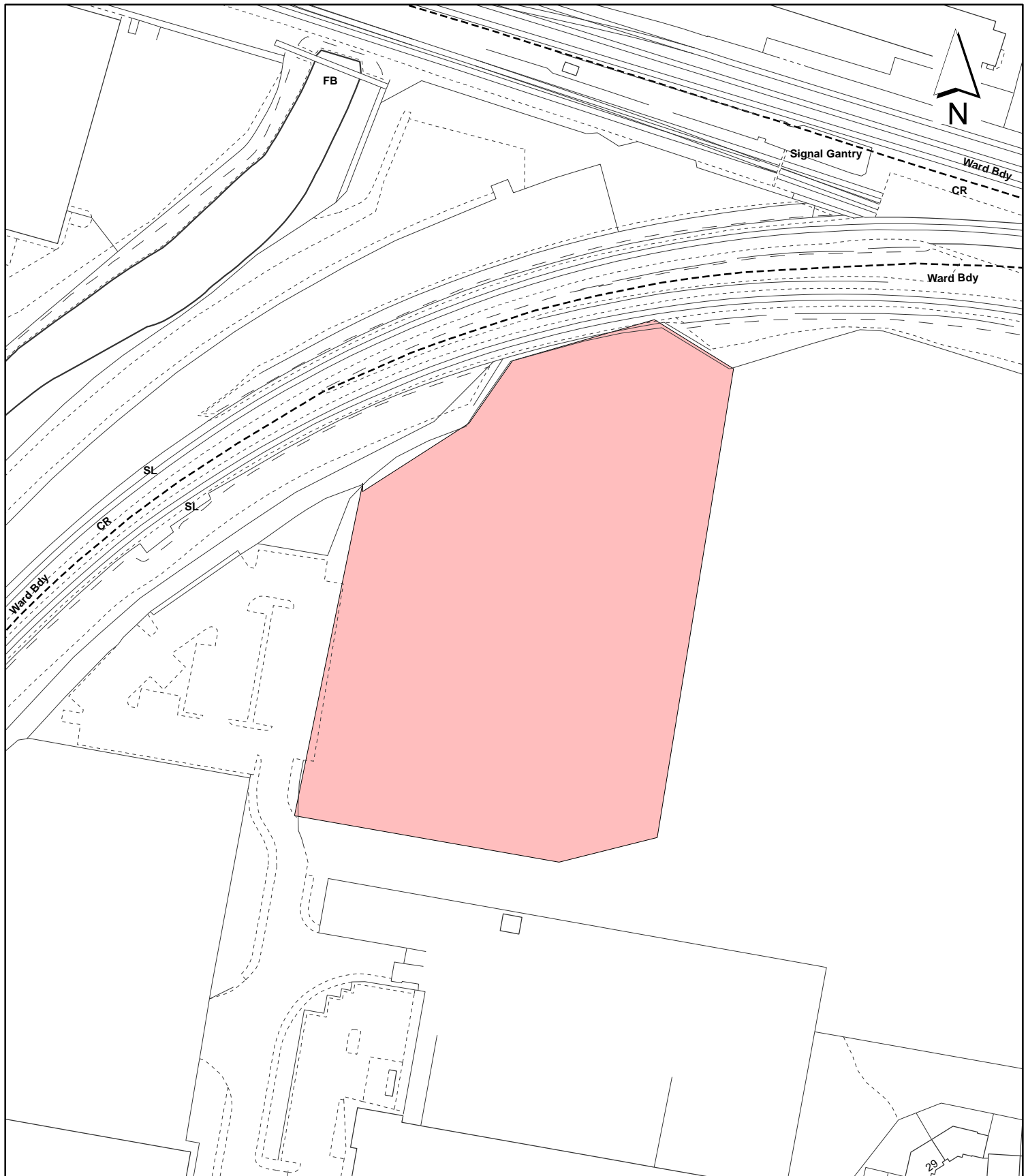
Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

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

National Planning Policy Framework (March 2012)

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address: **Unit C
 Prologis Park
 Stockley Road
 West Drayton**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
18399/APP/2015/1087

Scale:
1:1,250

Planning Committee:
Major

Date:
August 2015

