

Report of the Head of Planning, Sport and Green Spaces

Address WEST LONDON INDUSTRIAL PARK IVER LANE COWLEY

Development: Retention of existing detached building and use of site and building for storage of cars

LBH Ref Nos: 751/APP/2015/3814

Drawing Nos: A1/3947/PL/1.02 X
A1/3947/PL/0.01 Rev. A
E-mail from Graham Eades received 15-12-2015

Date Plans Received: 13/10/2015 **Date(s) of Amendment(s):** 15/12/2015
Date Application Valid: 15/12/2015 13/10/2015

1. SUMMARY

This application seeks retrospective consent for the erection of a 750sqm building in conjunction with the storage and preparation of cars, prior to their delivery to two dealerships in West Drayton and Brentford.

The use of the site remains as consented within a previous application on the site (751/APP/2012/3196), however the main alterations are to the proposed hours of use, with the site proposing to open 1 hour earlier in the morning Monday to Friday and the retention of the building in the north east corner of the site. The vehicle movements associated with this operator are considerably less than with the previous tenant, Rhodes Freight and it is anticipated that the vehicle transporter will come to the site only three times per week. All cars it delivers will then leave the site under their own power.

The overall operation size and vehicle movements associated with the current user are significantly less than that consented within the previous application. The variation to the consented operational hours to allow the site to operate from 0700 as opposed to 0800 Monday to Friday, by reason of the significant reduction in large vehicle movements along Iver Lane and surrounding residential roads, is not considered to give rise to unacceptable levels of noise disturbance to the surrounding residential occupiers, over and above those which may exist from the existing and consented site operations.

Furthermore the building that has been erected on the site is consistent with the height and design of existing buildings and those recently approved within the West London Industrial Park and wider industrial and business areas surrounding the site. The buildings and storage are considered to have an acceptable impact on the appearance of the area, when considered against the industrial appearance of the remainder of the site to the north, south and west and not detract from the openness or character of the adjacent Green Belt, the adjacent Conservation area or amenities of the nearby residential occupants.

Overall, the application is considered to comply with the Councils adopted policies and guidelines and is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall be retained/maintained for as long as the development remains in existence in accordance with the following drawings and details:

- A1/3947/PL/1.02 X
- A1/3947/PL/0.01 Rev. A
- E-mail from Graham Eades (15-12-2015)

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 COM22 Operating Hours

The premises shall not be used except between 0700 to 1800 Mondays-Fridays, 0800 to 1800 Saturdays and not at all on Sundays, Public or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3 COM25 Loading/unloading/deliveries

Operation of the site, servicing, deliveries and collections, including waste collections, shall be restricted to the following hours: 0700 to 1800 Monday to Friday, 0800 to 1800 on Saturdays and not at all on Sundays or Bank Holidays.

REASON

To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policy OE3 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 2015, the site and buildings shall be used only for purposes within Use Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To protect the character of the industrial area in accordance with Policy LE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM29 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies BE13, OE1 and EC3 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.

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.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 7.4	(2015) Local character
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE4	New or improved roads or railways - mitigation measures
OE5	Siting of noise-sensitive developments
OL5	Development proposals adjacent to the Green Belt

3 I59 **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. 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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located within West London Industrial Park, on the northern side of Iver Lane. The site is designated as an Industrial and Business Area (IBA) within the Hillingdon Local Plan and the industrial estate has been subdivided into a number of plots which are predominantly used for open storage. The site is accessed from the existing access along Iver Lane to the south.

The eastern edge of the site bounds the Grand Union Canal which runs north to south. Beyond the estate there are a variety of uses to the east (including educational and commercial, and residential uses beyond), and open countryside to the west.

Iver Lane is located at the western boundary of Hillingdon with South Bucks Council. From within Hillingdon, access to Iver Lane is via High Street, Cowley which is an unclassified road and benefits from a 5.5m wide carriageway and 2m wide footway. However, to the east of the main entrance to the site on Iver Lane, a bridge over the Canal restricts HGV access (into or from the London Borough of Hillingdon). HGV Vehicles are therefore required to access the site via roads within South Bucks Council.

The area to the south of the application site is designated as Green Belt and Cowley Lock Conservation Area.

3.2 Proposed Scheme

This application seeks consent for the retention of an existing detached building and use of site and building for the storage of cars. The building that has been erected is approximately 750sqm in floor area, and measures 4.8 metres to the eaves and 8.5 metres to the ridge.

The site is leased to a local car dealership who have two local dealerships and is used to receive new cars from the manufacturer (BMW). The vehicles are prepared on site before delivery to the dealerships.

The two local dealerships are West Drayton and Brentford, however both have insufficient storage at their sites to accommodate the vehicles. The vehicles are delivered by transporters (18.75m in length and approximately 44,000kg), which visit on average three times a week. The cars that are delivered leave site under their own power (it is estimated that 10 cars leave a day).

3.3 Relevant Planning History

751/APP/2006/2225 Part Of Former Cape Boards Site Iver Lane Cowley
RETENTION OF USE OF SITE FOR THE STORAGE AND DISTRIBUTION OF MOTOR
VEHICLES (CLASS B8) BY CAR RENTAL FIRM.

Decision: 16-11-2006 Approved

751/APP/2012/3196 Former Cape Boards Site Iver Lane Cowley

Change of use to storage of vehicles associated with the use as a freight company and installation of portacabins. (Retrospective)

Decision: 24-09-2013 Approved

751/APP/2013/3549 Former Cape Boards Site Iver Lane Cowley

Variation of condition 8 (Operating Hours) of planning permission Ref: 751/APP/2012/3196 date 10/10/2013 (Change of use to storage of vehicles associated with the use as a freight company and installation of portacabins) to allow for 24 hour operation

Decision: 30-01-2014 Refused **Appeal:** 25-04-2014 Withdrawn

751/APP/2013/3754 West London Industrial Park Iver Lane Cowley

2 x open fronted workshop buildings (Part Retrospective)

Decision: 07-01-2015 Withdrawn

Comment on Relevant Planning History

The most relevant planning history for this particular site is listed below.

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

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.

BE15 Alterations and extensions to existing buildings

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE25 Modernisation and improvement of industrial and business areas

BE38 Retention of topographical and landscape features and provision of new planting

and landscaping in development proposals.

LPP 7.4	(2015) Local character
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE4	New or improved roads or railways - mitigation measures
OE5	Siting of noise-sensitive developments
OL5	Development proposals adjacent to the Green Belt

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **10th February 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

83 residents were notified of the application and 5 letters were received in response to this consultation which raised the following concerns:

1. Traffic congestion already exists from this and other companies along Iver Lane, which would be detrimental to the highway and pedestrian safety;
2. The scheme will result in increased HGV traffic through Iver Lane and on unclassified residential roads;
3. The building on site, is very large and detrimental to the conservation area;
4. Parking of HGVs on the surrounding roads when gates are closed, causes congestion;
5. Noise levels are already bad in this area and no attenuation improvement has been noticed by residents.

Iver Lane and District Residents Association: Object to the scheme on the following grounds:

1. The storage of cars/vans, results in a very large volume of car transporters arriving and departing the site;
2. The extra traffic generated by this company causes traffic congestion to the only entrance/exit in Iver lane, which is already busy with the other companies operating at the site;
3. The location of the site is such that the entrance lies between two bridges which form a natural dip making visibility difficult;
4. The site entrance is opposite Old Cowley Lane, which also has a blind exit onto Iver Lane and several traffic accidents have been witnessed and parking of HGVs on Iver Lane, when the main gates are closed;
5. Appeal into the Nationwide Platforms Ltd site had a condition added in terms of the hours of operation, but the volume of noise occurring from 6.30am is focussed on Iver lane properties and no noise attenuation has been installed to the site.

South Bucks District Council: The Council raise no objection provided that there would be no potential increase in vehicular movements along Iver Lane.

Internal Consultees

EPU - No objection to the planning application.

Highways - No objection to the operation as set out. Would advise restricting the use to ensure that no vehicle sales take place.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy LE1 of the UDP Saved Policies assesses the criteria for industrial, business and warehouse uses. The proposed works represent a redevelopment of part of a site located within a designated Industrial and Business Area. The proposed works would be in keeping with the Council's objective of maintaining a supply of accessible premises for employment in order to ensure a high level of inward investment by companies across all sectors of employment. The principle of the development is therefore supported.

7.02 Density of the proposed development

Not applicable to this application.

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

The site lies adjacent to but not within a Conservation Area. The impact on the setting of the nearby Conservation Area is assessed in section 7.07.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that proposals for development adjacent to or conspicuous from the Green Belt will normally only be permitted if it would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

The area to the south of the application site is designated Green Belt. Given the scale and built form within the proposed development, plus the existing boundary treatment to Iver Lane, and the fact that the site is within an established industrial estate it is considered that the proposal would not have any impact on the openness of the green belt.

The application is therefore considered to comply with Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

Policies BE13 of the Unitary Development Plan Saved Policies seek to ensure that new development will complement and improve the character and amenity of the area. Policy BE25 further states that the Local Planning Authority will seek to ensure modernisation and improvement of industrial and business areas through careful attention to the design and landscaping of buildings and external spaces.

The overall size, scale, footprint and height of the buildings is consistent with the height and design of existing buildings and those recently approved within the West London Industrial Park and wider industrial and business areas surrounding the site. The buildings and storage are considered to have an acceptable impact on the appearance of the area, when considered against the industrial appearance of the remainder of the site to the north, south and west. Given the acceptable design of the building and this being of a similar appearance to others within the area, the building is not considered to have a detrimental impact on the character and appearance of the adjacent conservation area.

The application is therefore considered to comply with Policies BE13 and BE25 of the

Hillingdon Local Plan (November 2012).

7.08 Impact on neighbours

The National Planning Policy Framework (NPPF) sets out in paragraph 123 the test for noise that needs to be applied to planning applications. The NPPF states that planning policies and decisions should aim to:

1. Avoid noise from giving rise to adverse impacts on health and quality of life;
2. Mitigate and reduce to a minimum other adverse impacts on health and quality of life arising, through the use of conditions;
3. Recognise development will create some noise and existing businesses wanting to develop should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established.

The Council's Saved Policies are consistent with the policies of the NPPF. Policy OE1 states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties and policy OE3 states buildings or uses which have the potential to cause noise annoyance will only be permitted if the impact can be mitigated.

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan seek to ensure that proposals do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

Policy OE1 seeks to reduce as much as possible the adverse impact of noise from industrial and trade processes which could include the day to day operation of the site, vehicle movements and any other matters that have the potential to cause noise and disturbance to residents.

The site is adjoined to the north, east and south by industrial land with residential to the far west. The site is located a significant distance from the nearest residential dwellings on Iver Lane (approximately 200m away), Old Mill Lane (approximately 120m away) and the houseboats on the canal (approximately 50 metres away). The siting of the proposed buildings, as detailed on the site plan, is such that at this separation distance, the building would meet the HDAS Residential Layouts guidance of being more than 15 metres from any residential property and would ensure no significant loss of light, loss of outlook, privacy or sense of dominance would occur to any residential occupier in the surrounding area.

Whilst no change of use is sought to the land and the operator is continuing an established B8 use on the site, one of the main issues for consideration with applications on this site, is the hours of use and associated noise disturbance from vehicle movements to and from the site.

The previous consent granted permission for the use of the site for servicing, deliveries and collections, including waste collections between 0800 hrs to 1800 hrs Monday to Saturdays and not at all on Sundays and Bank/Public Holidays. The application form for this application states that the applicant wishes to use the site from 0700-1800 Monday to Friday and 0800-1800 on Saturdays and not at all on Sundays and Bank/Public Holidays. The main alteration with this scheme is that the applicant wishes to use the site for an hour earlier in the morning. The Council therefore need to consider whether the earlier start time of operations on the site is acceptable in the context of the site and surrounding area.

Given the weight restriction on the canal bridge to the east of the entrance, all HGVs must

enter and leave from the west, via Iver Village, however smaller vehicles can enter and leave in either direction. Night time sensitive hours are set out in the Council's Supplementary Planning Document HDAS: Noise (SPD)(2006) as being between 2300 and 0700. The proposed change to the hours in which vehicles can enter and leave the application site would still be outside of the noise sensitive period and in line with the majority of other operators within the Industrial Park.

In terms of the vehicle movements, the largest vehicle to be used is the transporter, which is 18.75m in length and weighs 44,000kg. Given the size of this vehicle, it would be required to access the site via Iver Lane, as a result of the weight restrictions on the canal bridge. The application details state that the transporters visit the site with vehicles, on average, three times a week. In addition to this, approximately 10 cars per day leave the site, under their own power to be delivered to one of the two local outlets. These cars can leave the site to the east and west along Iver Lane. The current site operations are therefore significantly less than was consented previously.

The previous application on the site, utilised around 12 trailers in addition to smaller trucks and vans, and employed 26 members of staff. The previous use was conditioned to ensure that there were no more than 20 two way traffic movements associated with the use. The overall operation size and vehicle movements associated with the current user are significantly less than that consented within the previous application. The variation to the consented operational hours to allow the site to operate from 0700 as opposed to 0800 Monday to Friday, by reason of the significant reduction in large vehicle movements along Iver Lane and surrounding residential roads, is not considered to give rise to unacceptable levels of noise disturbance to the surrounding residential occupiers, over and above those which may exist from the existing and consented site operations.

It is noted that the objection letters raise concerns in respect of noise disturbance and non compliance with a planning condition relating to noise mitigation measures. This appears to relate to another occupier within the site and has been reported to the Council's Enforcement Team for further investigation.

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part 2 - 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. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

When occupied by Rhodes Freight, the site utilised around 12 trailers in addition to 22 smaller trucks and vans, and employed 26 members of staff. The previous use was conditioned to ensure that there were no more than 20 two way traffic movements associated with the use.

The overall operation size and vehicle movements associated with the current user are significantly less than that consented within the previous application. Within this application, the applicant states that only three transporters visit the site per week and an average of 10 cars leaving per day under their own power to either the West Drayton or Brentford dealerships. The Highways Officer has reviewed this information, and given the modest number of vehicle movements from the site, particularly those by larger vehicles, the

continued use of the site by this operator is not considered to give rise to any unacceptable impact on the surrounding highway network.

7.11 Urban design, access and security

See section 7.07 of the report.

7.12 Disabled access

Not applicable to the consideration of this application.

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

The application will not involve the removal of any trees/vegetation within the site.

7.15 Sustainable waste management

Not applicable to the consideration of this application.

7.16 Renewable energy / Sustainability

Not applicable to the consideration of this application.

7.17 Flooding or Drainage Issues

Not applicable to the consideration of this application.

7.18 Noise or Air Quality Issues

See section 7.08 for the assessment of noise associated with the application.

7.19 Comments on Public Consultations

The comments raised during the public consultation have been addressed within the main body of the report.

7.20 Planning obligations

Not applicable to the consideration of this application.

7.21 Expediency of enforcement action

Not applicable to the consideration of this application.

7.22 Other Issues

There are no other issues for consideration with 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

Not applicable to the consideration of this application.

10. CONCLUSION

The use of the site remains as consented within a previous application on the site (751/APP/2012/3196), however the main alterations are to the proposed hours of use, with the site proposing to open 1 hour earlier in the morning Monday to Friday and the retention of the building in the north east corner of the site. The vehicle movements associated with this operator are considerably less than with the previous tenant, Rhodes Freight and it is anticipated that the vehicle transporter will come to the site only three times per week. All cars it delivers will then leave the site under their own power.

The overall operation size and vehicle movements associated with the current user are significantly less than that consented within the previous application. The variation to the consented operational hours to allow the site to operate from 0700 as opposed to 0800 Monday to Friday, by reason of the significant reduction in large vehicle movements along Iver Lane and surrounding residential roads, is not considered to give rise to unacceptable

levels of noise disturbance to the surrounding residential occupiers, over and above those which may exist from the existing and consented site operations.

Furthermore the building that has been erected on the site is consistent with the height and design of existing buildings and those recently approved within the West London Industrial Park and wider industrial and business areas surrounding the site. The buildings and storage are considered to have an acceptable impact on the appearance of the area, when considered against the industrial appearance of the remainder of the site to the north, south and west and not detract from the openness or character of the adjacent Green Belt or amenities of the nearby residential occupants.

Overall, the application is considered to comply with the Councils adopted policies and guidelines and is 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)

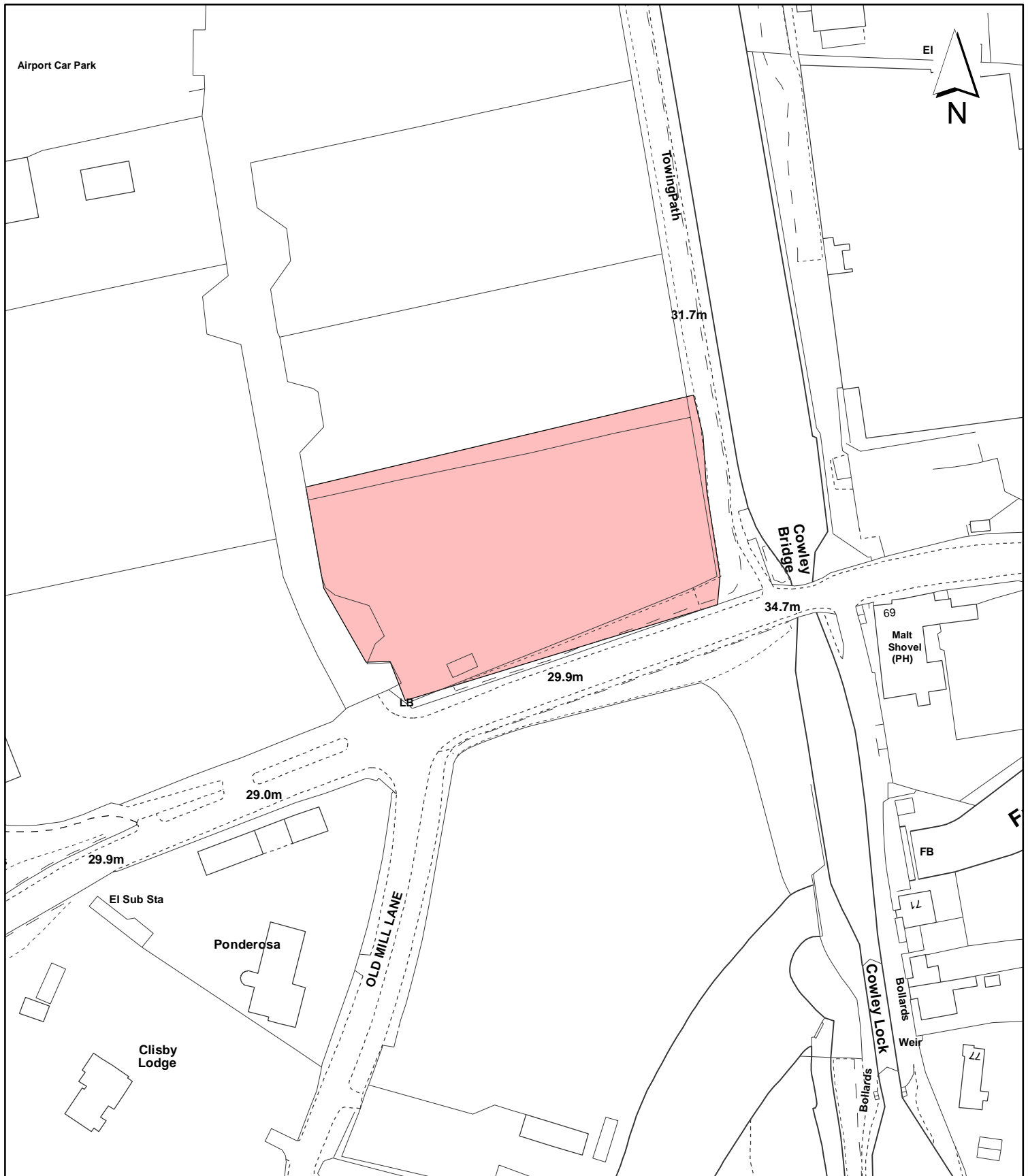
London Plan 2015

NPPF

Supplementary Planning Document HDAS: Noise

Contact Officer: Charlotte Goff

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:
**West London Industrial Park
 Iver Lane
 Cowley**

Planning Application Ref:
751/APP/2015/3814

Planning Committee:
Central & South

Scale:
1:1,250

Date:
April 2016

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

