

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

**Address** UNIT A, BULLS BRIDGE CENTRE NORTH HYDE GARDENS HAYES

**Development:** Installation of mezzanine floors to provide an additional 4350m<sup>2</sup> of additional floorspace, demolition of ancillary structures and replacement with a car wash apparatus, triage shed and ancillary portable cabins.

**LBH Ref Nos:** 13226/APP/2015/4623

**Drawing Nos:**

- 957\_00\_001A Site Location Plan
- 957\_00\_003B Swept Path Analysis - Car Wash
- 957\_00\_004C Proposed Layout - Ground Floor
- 957\_00\_005C Proposed Layout - First Floor
- 957\_00\_006C Proposed Layout - Second Floor
- 957\_00\_007B Swept Path Analysis - Ramp
- 957\_B00\_002A Existing Elevations and Section
- 957\_B00\_003A Existing Elevations and Sections
- 957\_B00\_004A Portacabin Offices GA
- 957\_B00\_005A Proposed Elevations and Sections
- 957\_B00\_006A Proposed Elevations and Sections
- 957\_B00\_007A Security Gatehouse GA
- 957\_M00\_001A Ground Floor - Existing Servicing Pl
- 957\_M00\_002A First Floor - Existing Services Plan

**Date Plans Received:** 17/12/2015

**Date(s) of Amendment(s):**

**Date Application Valid:** 13/01/2016

### 1. SUMMARY

This is a full application for the installation of internal mezzanine levels within an existing industrial building together with the provision of an external vehicle access ramp to the rear of the building to service first and second floor levels. The proposal also involves the demolition of ancillary structures and replacement with car wash apparatus, triage/security gatehouse and ancillary portable cabins coupled with alterations to the existing parking layout within the site.

The industrial building would be occupied by Addison Lee, a private hire vehicle company with an operating fleet of 4,000 vehicles. The proposed operation is for the repair, maintenance and replacement of vehicles owned by the applicant company and for the storage of vehicles associated with that operation.

The proposed scheme largely revolves around the creation of two mezzanine levels within an existing industrial building located within the north-east corner of the site. The proposal does also include the provision of some small scale structures across the site with a triage/security gatehouse located adjacent to the entrance to the site, a car wash facility located to the south-east of the existing industrial building and adjacent to the Grand Union Tow Path with two ancillary portable cabins located in the north west corner of the site. It is considered that an existing vegetation buffer along the Tow Path coupled with the railway line located to the immediate north of the site mitigate for the visual impact of any external alterations proposed.

The Council's Water and Flood Management Officer has requested for a Management and Maintenance Plan via a condition that would provide some further information concerning surface water drainage and foul water maintenance across the site. However further information has been forthcoming from the applicant which confirms that a private sewer system serves the subject site and the adjoining Bulls Bridge development area. The surface water from the site drains to an existing surface water storage tank before discharging to the Yeading Brook which discharges to the River Crane. This system is completely independent of the adjoining canal system. It is considered that the proposed car wash facility and the toilets within the portable cabin facilities are the only additions included within this proposal that would lead to a minor contribution to the existing surface water and foul water drainage systems that serve the existing industrial building. As much of the proposal is contained with the existing infrastructural network, no objections are raised.

TfL and the Council's Highway Engineer both raise technical concerns related to the traffic generation assessment carried out in the Transport Assessment, however, a requirement for a revised assessment is included in the Heads of Terms for the S106 Agreement. Green Travel arrangements submitted as part of the application include the provision of a shuttle bus service for staff between the Company's Head Office and Hayes & Harlington Station with a view to reducing the number of vehicle movements to and from the site. Furthermore, amended details have also now been received which provide further detail on cycle parking on the site. Therefore no objections are raised. Other issues raised by TfL and the Highway Engineer have been dealt with by conditions.

Subject to a S106 Agreement, the scheme is acceptable and recommended accordingly, subject to conditions.

## **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 enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:**

- 1. Transport: A revised addendum or supplementary section to the Transport Assessment to be submitted to and approved in writing by the LPA and TFL. Any mitigation identified as necessary within the Transport Assessment would be secured following review of the revised assessment. A cap of £30,000 shall be applied to any agreed mitigation measures;**
- 2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided;**
- 3. Air Quality Monitoring: An air quality strategy to be secured that includes a Low Emission fleet management plan. In addition a financial contribution to be made to secure the continuation of the monitoring station at the entrance to North Hyde Gardens for measuring the pollution levels over time;**
- 4. Travel Plan: to include £20,000 Bond;**
- 5. Drainage: Submission of a detailed surface and groundwater strategy; and**
- 6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

**B) That in respect of the application for planning permission, the applicant meets**

the Council's reasonable costs in preparation of the legal agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 01/07/16, 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 highways, construction training and air quality). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

E) That if the application is approved, the following conditions (subject to any revisions required by the Head of Planning under point C above) be imposed:

**1 COM3 Time Limit**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990.

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans and shall thereafter be retained/maintained for as long as the development remains in existence:

957\_M00\_002A First Floor - Existing Services Plan  
957\_00\_003B Swept Path Analysis - Car Wash  
957\_00\_004C Proposed Layout - Ground Floor  
957\_00\_005C Proposed Layout - First Floor  
957\_00\_006C Proposed Layout - Second Floor  
957\_00\_007B Swept Path Analysis - Ramp  
957\_B00\_002A Existing Elevations and Sections  
957\_B00\_003A Existing Elevations and Sections  
957\_B00\_004A Portacabin Offices GA  
957\_B00\_005A Proposed Elevations and Sections  
957\_B00\_006A Proposed Elevations and Sections  
957\_B00\_007A Security Gatehouse GA 2  
957\_M00\_001A Ground Floor - Existing Servicing Pla  
957\_00\_001A Site Location Plan

**REASON**

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two

Saved UDP Policies (November 2012) and the London Plan (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:

Travel Plan [Travel Plan, November 2015]

Transport Assessment [Transport Assessment, November 2015]

Air Quality Assessment [Air Quality Assessment, April 2016]

Contaminated Land Assessment [Contaminated Land Assessment, November 2015]

Drainage Strategy [Drainage Strategy, November 2015]

Energy Statement [Energy Statement, November 2015]

Sustainability Statement [Sustainability Statement, November 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 5.2 and 5.7 of the London Plan (March 2015) and Policy OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

### **4 NONSC Contaminated Land**

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All site soils used for landscaping purposes shall be clean and free of contamination.

#### REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

### **5 SUS5 Sustainable Urban Drainage**

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

#### REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) /if appropriate/ and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), London Plan (2015) Policy 5.12 and PPS25.

### **6 COM15 Sustainable Water Management**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- i. provide details of water collection facilities to capture excess rainwater;
- ii. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall proceed in accordance with the approved scheme.

#### REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2015) Policy 5.12.

### **7 COM9 Landscaping (car parking & refuse/cycle storage)**

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Hard Landscaping
  - 1.a Refuse Storage
  - 1.b Cycle Storage

- 1.c Means of enclosure/boundary treatments
- 1.e Hard Surfacing Materials
- 1.f External Lighting
- 1.g Disabled Parking

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

**REASON**

To ensure that the proposed development will provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (2015)

**8 NONSC Non Standard Condition**

The development hereby permitted shall not be occupied until a Restoration Strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details on the restoration of the site to its original condition upon cessation of the use of the land by Addison Lee. Remedial works shall include the removal of the proposed mezzanine levels and portable cabin structures from the land.

**REASON**

To prevent traffic congestion, safeguard the free flow of traffic, and to ensure highway safety, in accordance with 'saved' policies AM2 and AM7 of the Unitary Development Plan (2012) and policy 6.3 of the London Plan (2015).

**9 NONSC Non Standard Condition**

The development hereby permitted shall not be occupied until an Employee Management Scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include measures for the regulation of staff movements to and from the site.

**REASON**

To prevent traffic congestion, safeguard the free flow of traffic, and to ensure highway safety, in accordance with 'saved' policies AM2 and AM7 of the Unitary Development Plan (2012) and policy 6.3 of the London Plan (2015).

**10 NONSC Non Standard Condition**

No storage of waste and/or recycling shall take place outside of the building envelope, unless details of covered, secure and screened storage facilities have been submitted to and approved in writing by the Local Planning Authority. Thereafter, refuse and/or recycling shall only be stored within the building envelope or the approved facilities.

**REASON**

To ensure the appropriate storage of waste and/or recycling in accordance with Policies BE13 and OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 of the London Plan (2015).

**11 COM14 No additional internal floorspace**

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

by this permission.

#### REASON

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

#### **12 COM31 Secured by Design**

Prior to the first use of building as proposed development, a crime prevention strategy shall be submitted to and approved in writing by the Local Planning Authority. All measures detailed in the agreed strategy shall be implemented in full and thereafter maintained for the duration of the use hereby approved.

#### 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 London Plan (2015) Policies 7.1 and 7.3.

### 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 (2015) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.10	(2015) Urban Greening
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies

LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.3	(2015) Community infrastructure levy
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE7	Provision of planning benefits from industry, warehousing and business development
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008



**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 which are audible at the site boundary shall only be carried out between the hours of 08.00 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, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) 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**            I12                    **Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

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([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) 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.

**6**            I16            **Directional Signage**

You are advised that any directional signage on the highway is unlawful. Prior consent from the Council's Street Management Section is required if the developer wishes to erect directional signage on any highway under the control of the Council.

**7**            I18            **Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

**8**            I19            **Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**9**            I13            **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

**10**          I48            **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

**11**          I25            **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice,

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

## 12

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The site is located within a long established industrial area allocated in the London Plan as a SIL. The site is accessed by North Hyde Gardens leading to North Hyde Road to the south, the junction of which is close to the Parkway and the M4 junction. North Hyde Gardens also serves a number of other substantial industrial and depot uses including British Airways Component Engineering on the site immediately to the east and the Abellio bus depot directly opposite the application site entrance. The site itself is served by its own dedicated access from North Hyde Gardens.

The application site is bordered by the canal to the south, the railway to the north and the much larger and imposing engineering works to the east. The former Nestle site occupies land on the opposite side of the canal. It is surrounded by existing substantial industrial buildings, transport networks and has little frontage to the public road. All of these site features ensure the site has limited public visibility and where it is visible it is seen against a backdrop of substantial commercial buildings and activities.

The existing principal building has a height of 8m to the eaves with six ground level loading doors. The existing ancillary offices form an extension to the principal B2/B8 building on its southern elevation. The remainder of the curtilage is occupied by substantial yard areas and sufficient space for 59 car parking bays. An electricity sub-station house, water tank and pump house is located in the western corner of the site . These elements are now redundant and are proposed to be demolished and replaced by other ancillary facilities related to the applicant company business. These ancillary facilities are car wash apparatus and portakabins for driver support offices and staff welfare facilities.

#### 3.2 Proposed Scheme

The application is for the Installation of internal decking and external ramp. Demolition of ancillary structures and replacement with car wash apparatus, triage shed and ancillary portable cabins.

The proposals include:

1.) Installation of internal decking system to provide two additional floors. The additional floors will add a total of 4,350sq metres to the storage and internal manoeuvring area of the

existing building. The additional space is specifically designed for the storage and manoeuvring of motor vehicles owned by and used in the operation of the applicant company.

2.) Provision of external ramp to access the deck. The ramp would be constructed on the rear northern elevation of the existing building adjacent to the railway line.

3.) Triage/security gatehouse sited adjacent to the site entrance. The purpose of this is to assist in the smooth operation of the site. An employee of the applicant company will direct arriving vehicles to the appropriate parts of the site thereby ensuring that the provided parking, loading and manoeuvring areas of the site are used efficiently and effectively.

4.) Car wash to be used for cleaning only the applicant company vehicles.

5.) Ancillary portable cabins to be used for driver support and welfare facilities. This will provide 262sq metres of floorspace.

The increased floorspace will be provided by the installation of a decking system designed specifically to store motor vehicles awaiting repair, servicing, exchange or dispatch. All the vehicles stored and processed in the building will be owned by the applicant company.

Although the building will have a capacity to store up to 250 vehicles it will be rare that the storage will be used to its full capacity. The reasons for the storage of vehicles range from new vehicles awaiting dispatch to drivers, vehicles awaiting repair and vehicles returned by drivers on holiday or leaving the employment of the company.

The ground floor of the building will be used principally for the servicing, safety checking, maintenance and repair of the fleet vehicles.

The existing offices would be used for ancillary 'back office' functions, including driver liaison, technical driver support, driver training and insurance administration. The site will employ approximately 110 people.

Drivers, when not returning vehicles, and employees will be encouraged to arrive at the new site by public transport and company sponsored shuttle bus. The shuttle bus will operate from Hayes and Harlington station and from the company's existing head office at William Road, NW1.

### **3.3 Relevant Planning History**

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

There is no relevant Planning History.

## **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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF4 NPPF - Promoting sustainable transport
- NPPF7 NPPF - Requiring good design
- NPPF12 NPPF - Conserving & enhancing the historic environment
- LPP 2.13 (2015) Opportunity Areas and intensification areas
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.6 (2015) Decentralised Energy in Development Proposals
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- LPP 6.5 (2015) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2015) Cycling
- LPP 6.10 (2015) Walking
- LPP 6.13 (2015) Parking
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.2 (2015) An inclusive environment
- LPP 7.3 (2015) Designing out crime
- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 7.6 (2015) Architecture
- LPP 7.8 (2015) Heritage assets and archaeology
- LPP 7.13 (2015) Safety, security and resilience to emergency
- LPP 7.14 (2015) Improving air quality
- LPP 7.15 (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.

LPP 8.3	(2015) Community infrastructure levy
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requiremer for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE7	Provision of planning benefits from industry, warehousing and business development
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th February 2016**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

A Site Notice was erected on 21/01/16 with a closing date for comments of 12/02/16 and the application has been advertised in the local press on 27/01/16. No responses from the public have been received.

The following comments have been received and are summarised as follows:

TRANSPORT FOR LONDON:

TFL have noted that the existing building is unoccupied and if the property has been vacant for over 2 years, it should be assumed that no trips are being generated at the moment. TFL considers that the applicant should review its trip generation assessment in light of this information.

TFL has requested that a full mode share estimate be provided for staff stationing on site. Whilst TFL welcomes the proposal for a shuttle service between the applicant's office at Hayes & Harlington to the site in principal, the applicant has provided no details on how many staff are likely to utilise this service and this needs clarification. The applicant has subsequently confirmed that the Transport Assessment and Travel Plan will be updated to include target mode-share estimates. The applicant has provided estimates that would serve as an appropriate starting point based on 20 office staff and 110 non office based staff working on an off-peak assessment. The applicant has confirmed that the precise mode-shares will be determined as part of the implementation of the Travel Plan. The applicant has also subsequently confirmed that a key target of the Travel Plan will be a 10% reduction in single occupancy car travel to/from the site for staff and a corresponding increase in the use of the proposed shuttle bus service and walking and cycling. TFL subsequently considers that it is positive that a baseline mode share has been established and TFL have encouraged that a tougher target be set in future to encourage staff to commute using transport other than private cars.

TFL expressed concerns on the number of staff commuting by foot or cycling as walking and cycling environment in the vicinity is poor. TFL also understands that the site will have a capacity of 250 cars, however no details of staff car and cycle parking have been included in the Transport Assessment. The applicant has subsequently submitted some further information on the introduction of 10 new cycle parking spaces for the site and this information will be included in the Travel Plan. TFL considers that further information shall be provided on associated shower and changing facilities on site and it is considered that the demand/desire for further cycle parking should be included in the Travel Plan Monitoring Strategy.

TFL considers that clarification will be required on the number of HGV (car transporters or heavy engineering vehicles) movements to and from the site.

TFL considers that a junction assessment for the Bulls Bridge Roundabout would allow TFL to understand the extent of impact from vehicular trip generation associated with this proposal. Some further information has been forthcoming from the applicant concerning this assessment and TFL consider that whilst shift changeovers may be scheduled to take place outside of peak times, the applicant should clarify whether there would be a similar arrangement for fleet vehicles attending the site. TFL also request further information on how many fleet vehicles may arrive and depart the sites in the AM/PM peaks daily.

TFL has requested that a Framework Travel Plan detailing all the green travel measures for this site, including the proposed shuttle service to Hayes & Harlington. The Travel Plan shall be secured via s106 agreement by Hillingdon Council.

No objections, subject to the imposition of appropriate conditions/s106 obligations in relation to travel plan, cycle and disabled parking.

#### CANAL & RIVER TRUST

Contamination - The contaminated land report states that the adjoining canal is not a sensitive receiver. CRT is not satisfied with this assumption given the position of the site above the level of the canal.

Car Parking Drainage - It has been confirmed that there is an existing Condor by-pass separator for the 59 existing car parking spaces. The proposed design increases the car parking spaces to 135. CRT considers that this will require a re-evaluation of the design of the interceptor as the drainage volumes will increase. It is considered that potential spills would be small in this instance and as such a by-pass separator with an alarm is acceptable.

Surface Water Drainage - The information submitted as part of the application does not indicate where surface water drains to. CRT requires this information as this will effect the standard required for the new interceptor that may need to be installed.

Car Washing Area and Drainage - The car wash structure is located adjacent to CRT land. It is not clear whether the structure will be visible from the towpath. The car washing area is shown draining to the foul sewer but the Flood & Drainage Assessment does not indicate where the drain leads to once it leaves the site boundary to the east. It is considered that any untreated discharge to the canal would be unacceptable.

Landscaping - The site benefits from considerable screening from vegetation at the back of the towpath which helps limit the impact of the site appearance on the canal environment. CRT request a landscaping condition to ensure that the site remains well screened.

CRT has no objections subject to the imposition of a number of conditions on Landscaping, Drainage and Lighting.

NATURAL ENGLAND:

Natural England has no comments to make on this application.

#### **Internal Consultees**

HIGHWAY ENGINEER:

The proposed development will install a mezzanine floor to provide 4350sqm of additional floorspace. Ancillary structures and a car wash will also be provided.

The site's principle building has consent for B2/B8 uses, comprising of some 3,500sqm of floorspace

The site has a poor PTAL rating of 1. As such, employees would be more reliant on car use. Up to 110 staff are proposed to be employed on site in total. A Travel Plan will be implemented as part of the development, which includes a shuttle bus service between the site and Hayes and Harlington Station. A condition should be applied to avoid the shift changeover during traffic sensitive times, Mon to Sat 7:30am-9:30am and 4pm to 7pm.

The vehicle trip generation provided in the Transport Statement is flawed, because it is based on the ancillary offices being under office land use and the chosen sample sites are also not comparable e.g. City of London, Camden, Islington and so on. The chosen sample sites should have been supported with scattered plots to show the variability in the trip rates. Furthermore, generic trip generation for B2/B8 use class is not provided to ascertain if the traffic impact assessment is based on the worst case scenario.

The development has the potential to increase vehicle trips by 124%. The surrounding highway network including Bulls Bridge Roundabout and North Hyde Road/Station Road junction are already very congested; therefore any additional traffic will only increase congestion by joining the back of the



queue, unless the traffic impact is mitigated. A traffic impact assessment based on the revised trip generation would have identified any necessary mitigation works on the highway.

A LinSig model is submitted; however it cannot be considered reliable due to the absence of calibration and validation information. Furthermore, the model is based on trip generation which cannot be relied upon due to the reasons discussed above and it fails to refer to committed developments in the area, especially those which will impact upon the Bulls Bridge Roundabout and North Hyde Road. The analysis of the personal injury accident for a period of three years shows that there are a high number of accidents at the Bulls Bridge Roundabout. A more in depth review will be required as part of future developments to address this issue.

Notwithstanding the aforementioned deficiencies in the Transport Assessment, from a practical viewpoint, the proposed development would result in additional traffic impact on the surrounding highway network, which is already very saturated. A financial contribution of £25k-£30k should therefore be secured towards any future transport studies and/or improvements to the surrounding highway network. A condition should also be attached to ensure the parking, structures and car wash on site is ancillary to the use of unit A. A swept path analysis should be provided for a 16.5m long articulated lorry with 300m margin for error.

Subject to the above issues being satisfactorily resolved/covered in any permission, there is no objection raised on the proposals from the highways viewpoint.

Officer note:

The applicant has agreed to the principle of funding being secured via a s106 allow for mitigation works to be undertaken to ease congestion and highways issues in the local area. In addition restrictive conditions are imposed to limit the highways activity of the proposed operation. A swept path analysis has been provided detailing the largest delivery vehicle the applicant states that they use.

**WATER AND FLOOD MANAGEMENT OFFICER:**

The applicant has confirmed that an onsite drainage survey has enabled an existing Site Drainage Plan to be produced which details how the current car park and surrounds drains.

Following some investigative works the applicant has found a schematic which shows how both the foul and surface water drainage is picked up once it leaves the site. Both the foul and surface are picked up by strategic private sewers designed to cater for each of the development land parcels within the whole industrial development. The foul connects into the adopted Crane Valley Trunk sewer via private drains, whereas the surface is shown connecting into the "Yeading Brook" via an online storage tank. It has been confirmed that the site has a legal right to connect into these private sewers.

The applicant has also confirmed that the site already has a piped surface water system which connects to the private sewer within the main development area. The scheme that is proposed does not significantly alter the existing car park/service area associated with the existing building with only a few minor changes to the edge of the car parking area and the potential removal of a small landscape island to make efficient use of the overall space. The majority of the existing car park construction will be retained. Overall there will be a small reduction in the impermeable area that will drain to the existing piped system, therefore the applicant are not increasing flows or changing any characteristic of the surface water flows that leave the site.

The applicant has confirmed that the site and the overall private pipe network up to connection with main river or public sewer system is owned by Legal and General and therefore the applicant will

continue to enjoy the existing legal rights to use this system. A lease is currently being prepared which secures the right to use these service conduits and drains.

On the basis of the information submitted we may be able to consider a condition which requires the applicant to reduce run off in accordance with the NPPF and London Plan requirements.

No objections, subject to the imposition of appropriate conditions.

#### EPU (AIR QUALITY)

From discussions with Council's Highways Engineer, it is considered that the traffic data used in the report is likely to be underestimating the impact on local air quality, therefore although the impact in the air quality assessment is predicted as substantial at only one receptor, had the traffic data been correctly estimated the impact estimated could be substantial at all receptors.

Assuming the Low Emission Strategy, as suggested, is in place as per updated air quality addendum report (change of fleet to Euro 6 within a 48 months timescale) the impacts are predicted to be reduced to a negligible impact at all receptors. It should be noted that this is still an increase in an area already above the EU limit value.

Any increase in pollution in an area already above the limit value requires mitigation. I note, should the planning department consider giving approval, there is a suggested condition for a requirement to renew all vehicles accessing the site to Euro 6/V1 over a 4 year period with an obligation to update as standards are released onto the market. Consideration should also be given to include a cap on vehicle movement numbers within the condition.

The current public information on the failure of Euro 6 diesel vehicles to deliver the actual reductions predicted also needs to be taken into account. The predicted reductions in emissions associated with Euro 6 vehicles has the potential to be over-estimated therefore further mitigation may be required.

As the emissions are potentially underestimated and the mitigation measures suggested may be over-optimistic in terms of their actual reductions, wider mitigation measures may also be needed. I have suggested below measures which could be explored, these would need to be quantified in terms of their emission reductions:

- a) Traffic management scheme and supporting infrastructure in the surrounding area - as the area is already heavily congested the impact from the site does not arise solely from the emissions of each site vehicle, the increases in vehicle numbers may also cause congestion further along North Hyde Road and surrounding roads which are residential in nature;
- b) Contribution towards the use of cleaner buses along North Hyde Road - this will help reduce the emissions in the area and is a measures which can be quantified to assess whether this offsets the increases as predicted;
- c) Consideration to be given as to how the use of green infrastructure could be used to protect the existing residents in close proximity to the site;
- d) Contribution to the continuation of the monitoring station at the entrance to North Hyde Gardens for measuring the pollution levels over time.

No objections, subject to the imposition of appropriate conditions.

Officer note:

The contribution to a traffic management scheme (point a) will be addressed via the contribution agreed via the Highways Officer's request to secure mitigation to mitigate the congestion locally. There is not a current, or planned, project to secure greener buses (point b) and therefore is it not possible to secure a contribution towards this. The site is already dominated by hardstanding and therefore there is little scope to introduce green infrastructure (point c). The requirement for a contribution towards the monitoring station has been included in the head of terms (point d).

#### EPU (LAND CONTAMINATION)

The Consultant does not propose soil or water remediation, however recommendations include the investigation of soils where there are ground works, shallow water monitoring and the preservation of the installed gas protection measures. It is considered that the Council would require the outcome of these works and a verification report and a standard contaminated land condition is recommended with testing of any landscaped areas.

No objections, subject to a recommended contaminated land condition.

#### EPU (NOISE)

There are no objections as regards noise issues as the premises is located within an industrial estate and the nearest sensitive receptor is at least 265m away in staycity apartments near Hayes & Harlington station. An acoustic statement for the site has also been submitted that looked at various noise sources. The operational noise from the site is to be designed to be 5dB below the background noise and this is consistent with Council policy for commercial/industrial noise.

No objections, subject to a recommended informative on working hours.

## **7. MAIN PLANNING ISSUES**

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

The NPPF sets out the Core Planning Principles which should underpin both plan-making and decision-taking. This includes proactively driving and supporting sustainable economic development and supporting the transition to a low carbon future, and encouraging the reuse of existing resources. The Government also encourages the effective use of land by utilising brownfield land.

With regard to delivering sustainable development, paragraph 21 states that investment in business should not be over burdened by the combined requirements of planning policy expectations. In addition, paragraph 22 goes on to state that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.

Chapter 4 on promoting sustainable transport states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Paragraph 32 sets out that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

In terms of Local Planning Policy the site is located within a designated Industrial and Business Area (IBA) and Policies LE1 and LE2 of the Hillingdon local Plan Plan (September 2007) seek to retain land within these areas for B1, B2, B8 and appropriate sui generis

uses.

The proposed use of the existing industrial building for the repair, maintenance, replacement and storage of vehicles (B2/B8) owned by Addison Lee, a private hire vehicle company coupled with the ancillary car wash and office facilities are considered to fall within the uses permitted by Policy LE2 of the Hillingdon Local Plan.

In light of the above mentioned considerations, no objections are raised to the principle of the development.

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

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

The site is not located in conservation area and contains no listed buildings.

#### **7.04 Airport safeguarding**

The proposals do not result in any airport safeguarding issues.

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

The site is not located in or near the Green Belt.

#### **7.07 Impact on the character & appearance of the area**

Policy BE4 requires any new development within or on the fringes of a Conservation Area to preserve or enhance those features that contribute to its special architectural and visual qualities, and to make a positive contribution to the character or appearance of the conservation area.

Whilst the site itself does not fall within a conservation area, the southern boundary of the site adjoins the Paddington Branch of the Grand Union Canal. To the south of the Canal is the Botwell Nestles Conservation Area, which encompasses the Nestle Factory. This site lies within an industrial area, and indeed the character of this part of the canal is very much linked with its industrial past.

The proposals are generally limited to internal changes and the demolition of existing ancillary structures together with the provision of new ancillary structures, which are small and generally inconspicuous. Furthermore, it is considered that existing vegetation along the southern boundary of the site screens the proposed low level external structures when viewed from the adjoining Nestle Factory.

Therefore the proposed development is not considered to have an impact on the character or appearance of the Nestle Conservation Area to the South.

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

There are no nearby residential properties that would be affected by the proposed development.

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

The development is commercial in nature and therefore this is not relevant.

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

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of

NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

London Plan (March 2015) policy 5.17 states that proposals for waste management should be evaluated against the full traffic impact of all collection, transfer and disposal movements.

Policy 6.3 notes that Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. It also requires that development should not adversely affect safety on the transport network.

Local Plan requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states that the LPA will not grant permission for developments whose traffic generation is likely to (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety.

The Council's Highway Engineer and TFL advise that the vehicle trip generation provided in the Transport Statement is underestimated, because it is based on the ancillary offices being compared to standalone office developments and the chosen comparator sample sites are also not comparable to the subject site. The chosen sample sites should have been supported with scattered plots to show the variability in the trip rates. Furthermore, generic trip generation for B2/B8 use class is not provided to ascertain if the traffic impact assessment is based on the worst case scenario.

The development has the potential (if not managed) to significantly increase vehicle trips. The surrounding highway network including Bulls Bridge Roundabout and North Hyde Road/Station Road junction are already very congested; therefore any additional traffic will only increase congestion unless the traffic impact is mitigated. A traffic impact assessment based on the revised trip generation would have identified any necessary mitigations works on the highway.

The applicant highlights that the building is to remain in B2/B8 use and therefore that the Council should give weight to the fact that an alternative operator could use the premises for a B2/B8 purposes without planning consent from the Council. It is the installation of the proposed mezzanine levels that significantly increases the floorspace within the building and therefore the potential impacts.

The applicant has agreed to the principle of accepting conditions relating to the management of their operations to minimise the impact such as details of shift changeovers and arrival and departure times of visiting vehicles for service and repair. The management of the proposed operation on the site and the nature of the proposed use is material in assessing the likely impact on the local highway network. The nature of the proposed use together with the controls on the manner the applicant is to use the building will, in combination, help to minimise increase traffic and congestion.

The applicant is contractually obliged to remove the mezzanine floors from the building when they vacate the premises. It is considered that the condition to secure this removal of the mezzanines once the applicant's use has ended, would be positive as it would prevent a new user coming into the building with a different operation that could impact on the highway network.

In addition to on-site controls, there also needs to be mitigation provided to offset the impacts of the development on the local highway network. The Highways engineer has highlighted that a proportionate level of contribution towards this would be £30,000. It is therefore recommended that before development is commenced, a revised addendum or supplementary section to the Transport Assessment is submitted to and approved in writing by the LPA and TFL. This would be secured via a S106 Agreement. Any mitigation identified as necessary within this addendum to the Transport Assessment would be secured following review of the revised assessment.

As regards car parking standards, the London Plan standard requires employment use development in Outer London to provide 1 parking space per 100sqm - 600sqm of floor space. This standard would generate a requirement of up to 79 spaces for the 7,850sqm total floorspace for the proposed development. It is noted that the applicant is proposing minor alterations to the layout of the existing car parking spaces on this site and the proposed parking arrangement will allow for the provision of 96 parking spaces within the site. It is thus considered that ample parking spaces will be retained on site.

As regards cycle parking provision, the London Plan standard requires employment use development in Outer London to provide 1 cycle parking space per 1000sqm of floor space. This standard would generate a requirement for 8 cycle parking spaces within the site. Following consultation with TFL, the applicant has included cycle storage for 10 cycles within the site and this is considered to satisfy the minimum requirements set out in the London Plan. Although the increased provision is still nominally deficient in terms of the short stay space to satisfy London Plan standards of 12 short stay spaces, the shortfall is minimal and the implementation of the Travel Plan would identify if additional visitor cycle spaces were needed in the longer term.

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

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

Design and access issues raised by the proposals have been considered within other relevant sections of the officer's report.

#### **7.12 Disabled access**

Minimal information has been provided in the application with regard to access for people with disabilities. It is however considered that the site could be made accessible, and it is recommended that a condition ensuring details of how the scheme is accessible are submitted for approval be placed on any grant of planning permission.

A requirement for details to be submitted and agreed for disabled car parking provision, as requested by TFL, is also proposed to be secured via a planning condition.

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

This is not relevant to this type of development.

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

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The Council's Trees and Landscaping Officer has reviewed the scheme and raised no objections to the proposals subject to standard landscaping conditions.

### **7.15 Sustainable waste management**

Policy 5.17 'Waste Capacity' of the London Plan (2015) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The refuse management for the site works by utilising a refuse area, located at ground floor level easily accessible and is of sufficient size and capacity for a development of this scale.

Subject to condition to secure waste management arrangements and details of the bin store, the proposal would be considered to be acceptable and compliant with policy 5.17 of the London Plan (2015).

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

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2015) stated that development proposals should make the fullest contribution to minimising carbon dioxide emissions.

The development will be required (principally for air quality reasons) to secure a Low Emission Strategy which will also help to reduce carbon dioxide emissions.

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

The NPPF at paragraph 103 advises that planning applications should ensure flood risk is not increased elsewhere. Policy 5.12 of the London Plan (March 2015) seeks to manage flood risk associated with development and Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding due to surface water

A Drainage Plan has been submitted as part of the original application documents. The Council's Flood and Water Management Officer has reviewed the report and it was considered that insufficient information had been provided in respect of the existing surface and foul water drainage arrangements on the site.

Further information has subsequently been provided to the Council and the applicant has confirmed that an onsite drainage survey has enabled an existing Site Drainage Plan to be produced which details how the current car park and surrounds drains. Following some investigative works the applicant has found a schematic which shows how both the foul and surface water drainage is picked up once it leaves the site. Both the foul and surface are picked up by strategic private sewers designed to cater for each of the development land parcels within the whole industrial development. The foul connects into the adopted Crane Valley Trunk sewer via private drains, whereas the surface is shown connecting into the "Yeading Brook" via an online storage tank. It has been confirmed that the site has a legal right to connect into these private sewers.

The applicant has also subsequently confirmed that the site already has a piped surface water system which connects to the private sewer within the main development area. The scheme that is proposed does not significantly alter the existing car park/service area associated with the existing building with only a few minor changes to the edge of the car parking area and the potential removal of a small landscape island to make efficient use of the overall space. The majority of the existing car park construction will be retained. Overall there will be a small reduction in the impermeable area that will drain to the existing piped system, therefore the applicant are not increasing flows or changing any characteristic of the surface water flows that leave the site.

Having due regard for all supplementary information that has been submitted to the Council, it is considered that the proposed use of the site, with only minor alterations to the existing infrastructure on the site that include the provision of portable cabins and a car wash facility, can be incorporated into the existing surface and foul water drainage systems without compromising the existing drainage system in the area.

A requirement for the submission of comprehensive details of a sustainable water management scheme for both surface and ground waters forms part of the officer's recommendation.

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

NOISE ISSUES:

A Noise Assessment Report has been submitted by the applicant. The Council's Environmental Protection Unit has reviewed the submission and raises no objections subject to conditions ensuring mitigation measures outlined in the Noise Assessment are carried out. Subject to these conditions, 24 hour use will not have unacceptable impacts on the amenity of residential occupiers.

AIR QUALITY ISSUES

It is considered that the Transport Assessment submitted as part of this application is likely to be underestimating the impact on local air quality, therefore although the impact in the air quality assessment is predicted as substantial at only one receptor, had the traffic data been correctly estimated the impact estimated could be substantial at all receptors.

Assuming the Low Emission Strategy, as suggested, is in place as per updated air quality addendum report (change of fleet to Euro 6 within a 48 months timescale) the impacts are predicted to be reduced to a negligible impact at all receptors. Notwithstanding, any increase in pollution in an area already above the limit value requires mitigation.

The officer considers that there is a suggested requirement to renew all vehicles accessing the site to Euro 6/V1 over a 4 year period with an obligation to update as standards are released onto the market.

As the emissions are potentially underestimated and the mitigation measures suggested may be over-optimistic in terms of their actual reductions, the officer considers that wider mitigation measures are also needed.

A condition requiring the submission of a revised Transport Assessment forms part of the officers recommendation and a contribution to the continuation of the monitoring station at the entrance to North Hyde Gardens for measuring the pollution levels over time will also be sought by way of S106 obligation.

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

No comments have been received from the public on this application.

#### **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific



supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority. The comments received indicate the following heads of terms will be required:

1. Transport: A revised addendum or supplementary section Transport Assessment to be submitted to and approved in writing by the LPA and TFL. Any mitigation identified as necessary within the Transport Assessment would be secured following review of the revised assessment. A cap of £30,000 shall be applied to any agreed mitigation measures;
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided;
3. Air Quality Monitoring: An air quality strategy to be secured that includes a Low Emission fleet management plan. In addition a financial contribution to be provided for the continuation of the monitoring station at the entrance to North Hyde Gardens for measuring the pollution levels over time;
4. Travel Plan: to include £20,000 Bond;
5. Drainage: Submission of a detailed surface and groundwater strategy; and
6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

CIL

The development will be liable for the Mayoral CIL and Hillingdon CIL.

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

No enforcement issues are raised by this application.

#### **7.22 Other Issues**

LAND CONTAMINATION:

The Consultant does not propose soil or water remediation, however recommendations include the investigation of soils where there are ground works, shallow water monitoring and the preservation of the installed gas protection measures. It is considered that the Council would require the outcome of these works and a verification report and a standard contaminated land condition is recommended with testing of any landscaped areas.

The officer advises that the proposal is acceptable, subject to a condition which forms part of the officer's recommendation.

### **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.

#### **10. CONCLUSION**

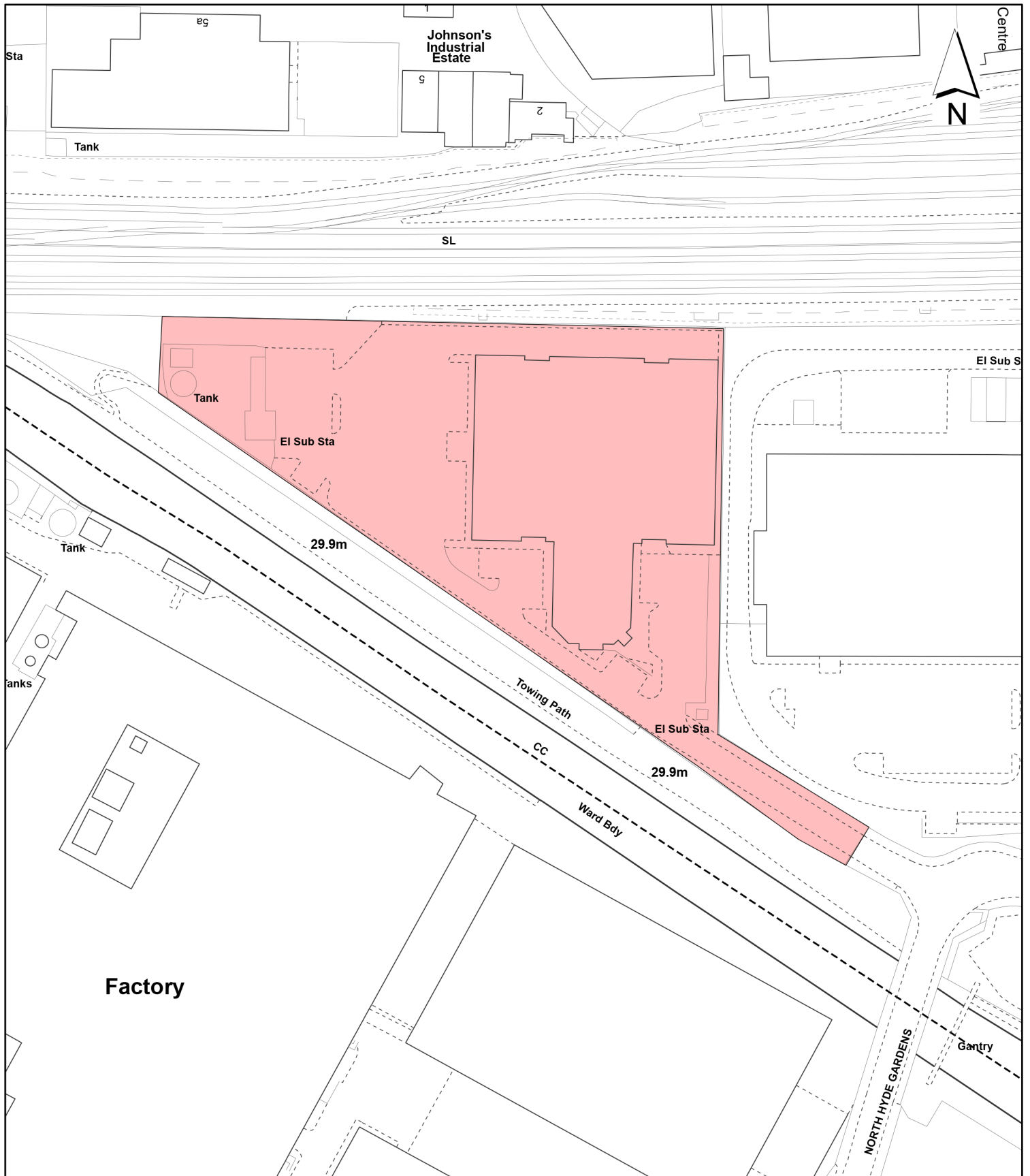
This scheme would provide a viable B2/B8 use within a vacant industrial site that is located within a designated existing Industrial and Business Area. The use of the site for the repair, maintenance and replacement of vehicles owned by the applicant company and for the storage of vehicles associated with that operation would provide potential for employment growth in the area. Having considered all planning issues, the scheme is considered acceptable subject to the imposition of appropriate conditions.

## **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (March 2015)  
National Planning Policy Framework

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Unit A, Bulls Bridge Centre  
 North Hyde Gardens  
 Hayes**

Planning Application Ref:

**13226/APP/2015/4623**

Planning Committee:

**Major**

Scale:

**1:1,250**

Date:

**May 2016**

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

Civic Centre, Uxbridge, Middx. UB8 1UW  
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**HILLINGDON**  
 LONDON