

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

**Address** SITE OF FORMER BLUE ANCHOR PH PRINTING HOUSE LANE HAYES

**Development:** Redevelopment of vacant site to provide a part 2, part 3 and part 4 storey building comprising 1,444 sq.m B1 office floorspace, associated parking together with hard and soft landscaping.

**LBH Ref Nos:** 2734/APP/2016/4592

**Drawing Nos:** Arboricultural Impact Assessment  
Flood Risk Statement and Sustainable Drainage Strategy  
Landscape Strategy and Maintenance Schedule  
Sustainability & Energy Statement  
Transport Statement  
Proposed Landscape Plan  
PHL P16 02  
PHL P16 03  
PHL P16 04 Rev. A  
PHL P16 05 Rev. A  
PHL P16 06 Rev. A  
PHL P16 07 Rev. A  
PHL P16 08 Rev. A  
PHL P16 01 LOCATION PLAN  
Planning Design and Access Statement December 2016  
Air Quality Assessment  
Transport Statement Addendum

**Date Plans Received:** 21/12/2016

**Date(s) of Amendment(s):** 21/12/2016

**Date Application Valid:** 28/12/2016

### 1. SUMMARY

This application seeks full planning permission for the redevelopment of the site to provide a new office (Use Class B1(a)) of 1,444 sqm, associated undercroft parking for 11 vehicles together with a scheme of soft landscaping.

The application relates to the site of the former Blue Anchor Public House located on the eastern side of Printing House Lane. The Public House was demolished in 2013 and the site is currently being used for car parking and motor vehicle sales. The site is located within the Printing House Lane/Blyth Road Industrial Business Area and forms part of a Strategic Industrial Location and Preferred Industrial Location as identified in the Hillingdon Local Plan: Part One - Strategic UDP Policies (November 2012).

It is considered that the proposed development would result in an acceptable visual impact on the visual amenities of the site and the wider area. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring units. It would not lead to a significant increase in traffic and is therefore considered acceptable in terms of its impact on the highway network.

The development proposals accords with the saved Development Plan policies, the Local Plan Part 1 policies, the London Plan and the NPPF and, accordingly, approval is

recommended subject to conditions and the completion of a S106 Legal Agreement.

## **2. RECOMMENDATION**

**1. That delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to:**

**A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008,**

**B) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:**

- 1. Highway Works: S278/S38 for required Highways Works**
- 2. Construction Training: A financial contribution to the sum towards training costs of £2500 per £1m build cost or an in kind scheme to be provided of an equivalent value; plus Coordinator Costs of up to - £9,600 per phase.**
- 3. Employment Training Initiatives**
- 4. Refuse & Delivery Management Scheme**
- 5. Travel Plan Statement**

**C) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.**

**D) That Officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.**

**E) If the Legal Agreements have not been finalised by 31st August 2017 (or such other time frame as may be 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 measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (relating to highway works (including Travel Plan), construction training, employment training, project management, refuse and delivery management scheme, works to the canal towpath, a public realm improvement contribution, off-site sustainability contribution and project management and monitoring fee). The proposal therefore conflicts with policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'**

**F) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.**

**G)That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning and Enforcement prior to issuing the decision.**

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

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

PHL/P16/01 - Location Plan;  
PHL/P16/02 - Topographic Survey;  
PHL/P16/03 - Proposed Block Plan;  
PHL/P16/04 Rev A - Proposed Site Layout;  
PHL/P16/05 Rev A - Proposed Ground to Third Floor Plans;  
PHL/P16/06 Rev A - Proposed Roof Plan and Cross Section;  
PHL/P16/07 Rev A - Proposed West Elevation;  
PHL/P16/08 Rev A - Proposed North South and East Elevation  
Proposed Landscape Plan

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

**REASON**

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

**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:

Planning, Design and Access Statement December 2016;  
Transport Statement November 2016 and Transport Statement Addendum March 2017;  
Flood Risk Statement and Sustainable Drainage Strategy December 2016;  
Arboricultural Impact Assessment December 2016;  
Landscape Strategy and Maintenance Schedule December 2016;  
Air Quality Assessment December 2016;  
Sustainability and Energy Statement December 2016;

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 provisions of Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

**4 COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces,

including details of glazing, decorative brickwork, high level plant, balustrades and means of enclosure, signage, details of the main entrance and construction of the timber cladding and fins, external terracing and ramps have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images plus maintenance plans.

#### REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **5 COM8 Tree Protection**

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

#### REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **6 COM10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position

to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'.

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **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 Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

##### 2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Electric car charging point(s)
- 2.c Means of enclosure/boundary treatments (including boundary treatments along Printing House Lane boundary)
- 2.d Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as furniture)

##### 3. Details of Landscape Maintenance

- 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

##### 4. Schedule for Implementation

##### 5. Other

- 5.a Existing and proposed functional services above and below ground.

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

## REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

### **8 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 clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. 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 (2016) Policy 5.12.

### **9 NONSC Roof Plan/PVs**

Prior to commencement of development, full details and specifications of the PV panels described in the Sustainability and Energy Assessment (December 2016) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a roof plan, elevations and designs showing the inclusion of the panels on the roof.

Thereafter the development shall not be carried out other than in accordance with the approved details.

## Reason

To ensure the development contributes to a carbon reduction saving in accordance with Policy 5.2 of the London Plan.

### **10 COM6 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

## REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**11 COM31 Secured by Design**

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

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising 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 (2016) Policies 7.1 and 7.3.

**12 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 provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

**13 N12 Air extraction system - noise and odour**

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be fully implemented before the development is occupied/the use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012) and London Plan (2016) Policy 7.15.

**14 NONSC Construction Environmental Management Plan**

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for

monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan (November 2012) and London Plan (2016).

### **15 NONSC Towpath Access**

Notwithstanding the landscaping shown on the submitted Proposed Landscape Plan, prior to commencement of the landscaping works, the applicant shall submit for approval by the Council a detailed plan showing that the proposed works would not adversely impact upon access to the Grand Union Canal towpath via the steps to the south of the site. Landscaping works shall be delivered in accordance with this additional information.

Reason: To protect access to the Blue Ribbon Network in accordance with policy 7.27 of the London Plan.

## **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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
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.
H8	Change of use from non-residential to residential
LE1	Proposals for industry, warehousing and business development



LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R16	Accessibility for elderly people, people with disabilities, women and children
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 7.2	(2015) An inclusive environment
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal

### 3

a) The applicant is reminded of the duties set out in the Equality Act 2010, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability.

The failure to take reasonable steps at this stage to facilitate access will therefore count

against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments.

As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people

b) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

c) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

d) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

#### 4

The Council's Waste Management Officer has provided the following guidance:

a) The proposal is for a commercial unit. The occupiers would have to make an arrangement with either the Council or a licensed waste carrier for the collection of the waste produced from the premises.

b) As the producers of waste from a commercial premises the occupiers have a Duty of Care to contain the waste safely until it is collected by the Council or a licensed waste carrier. They can best comply with this through the use of bulk bins or presenting sacks on the day of collection. A sufficient number of containers are shown.

c) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

d) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

#### 5

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

(ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;

(iii) Measures should be taken to eliminate the release of dust, odours and other

emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

## 6

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk).

## 7

1. The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer ([toby.pearce@canalrivertrust.org.uk](mailto:toby.pearce@canalrivertrust.org.uk)) in order to ensure that any necessary consents are obtained and that the works are compliant. (<https://canalrivertrust.org.uk/business-andtrade/undertaking-works-on-our-propertyandour-code-of-practice>)

2. The applicant/developer is advised that any oversail, encroachment or access to the Canal & River Trust's land requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required agreement. ([Jonathan.Young@canalrivertrust.org.uk](mailto:Jonathan.Young@canalrivertrust.org.uk))

## 8

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application relates to the site of the former Blue Anchor Public House located on the eastern side of Printing House Lane. The Public House was demolished in 2013 and the site is currently being used for car parking and motor vehicle sales. The site is presently laid out with hardstanding and is enclosed by a 2.0 metre high metal chain link fence.

The site is bounded to the north by a four storey office/industrial building (Appin House). To the east of the site along Stewart Quay there are equivalent two storey warehouse structures. The site is bounded to the immediate south by the Grand Union Canal and a band of mature trees with Green Belt land to the west of Printing House Lane.

The surrounding area is mixed use and contains a number of existing multi storey warehouse and office buildings. The site is located within the Printing House Lane/Blyth Road Industrial Business Area and forms part of a Strategic Industrial Location and Preferred Industrial Location as identified in the Hillingdon Local Plan: Part One - Strategic UDP Policies (November 2012). The site has a PTAL rating of 3. The site is within a developed area, as designated by the Hillingdon Local Plan (November 2012).

### **3.2 Proposed Scheme**

This application seeks full planning permission for the redevelopment of the site to provide a new office (Use Class B1(a)) of 1,444 sqm, associated undercroft parking for 11 vehicles together with a scheme of soft landscaping. The new office building would utilise a contemporary design to provide modern office accommodation. There have been pre-application discussions on the proposals that have contributed towards the final submission. The proposed scale and height of the building is reflective of the adjoining built environment with the maximum height of the development consistent with the adjoining Appin House to the immediate north of the site. The proposed building reduces from 4 storeys to 2 storeys adjacent to the Canal boundary. A landscaped garden has been introduced at the southern end of the development that serves to soften the impact of the proposed development on the Grand Union Canal.

The scheme proposes a total of 11 car parking spaces and included within these spaces are 2 disabled parking spaces. The scheme proposes 29 cycle parking spaces secured within the building and adjacent to the undercroft parking area. Access arrangements from Printing House Lane will be improved to provide better turning facilities into and out of the site.

### **3.3 Relevant Planning History**

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

The site formally contained the Blue Anchor Public House which was demolished in 2013. The site has intermittently being used for car storage and car sales over the past number of years.

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

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (March 2016)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design

### **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.CI1 (2012) Community Infrastructure Provision
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.H1 (2012) Housing Growth
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- 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.
- H8 Change of use from non-residential to residential
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- R16 Accessibility for elderly people, people with disabilities, women and children
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LPP 3.3 (2015) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential

LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 7.2	(2015) An inclusive environment
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
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.
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding costal

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **6th February 2017**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 16 adjoining premises on 12/01/17. The application was also advertised by way of site and press notices.

A single response to the proposal has been received that has raised the following concerns:

- Traffic Safety. It is considered that the intensity of use brought by such a large commercial development at this location will increase traffic movement at an already busy intersection. Reduced visibility for emerging vehicles from our site caused by emerging vehicles from the proposed undercroft parking to the offices, and the poor visibility for vehicles travelling north along Printing House Lane will lead to increased risk of a serious accident occurring at

this location;

- Parking provision in this locality is already exceptionally low. The inevitable pressure brought to bear by additional parking associated with this development will put unacceptable pressures on on-street parking and increase risk of accidents.

- The proposed development is considered an overdevelopment of this small site, and entirely out of keeping with the local built environment.

- The proposed offices will add unwanted office space to an area already well served with vacant offices and take another site out of industrial use at a time when such land is becoming increasingly scarce in west London.

We hope you will consider this objection when considering the subject application and move to reject it.

Case Officer's comments:

Highways, parking, the principle of an office use and design considerations are covered within the body of the report.

#### CANAL AND RIVER TRUST

The main issues relevant to the Trust with respect to this application are:

- a) Impact on the character and appearance of the waterway corridor.
- b) Access to and additional use of the Grand Union Canal towpath.

On the basis of the information available our advice is that suitably worded conditions are necessary to address these matters. Our advice and comments are detailed below:

The Character and Appearance of the Waterway Corridor:

Given the height of the site above the canal, and the proposed inclusion of the canal-side terrace, we consider that the development will not impose too greatly upon the canal corridor. The ground floor car parking facing the canal, which we are usually keen to discourage, is unlikely to be visible from the towpath. The canal-side elevation is highly glazed which, despite the set-back, should help with passive surveillance and security of the bridge hole and access point.

The site is currently screened to a large extent by trees to the south of the site on the Trust's land. We note that the Landscape Strategy suggests removing 2 large limbs of the poplar trees. However, the Arboricultural Impact Assessment recommends no work to tree G3 Lombardy poplar. We would want to see all tree and root protection to be carried out as described in the Arboricultural Impact Assessment and we consider that the Council should secure compliance with it through an appropriately worded planning condition, in the interests of visual amenity and biodiversity.

In addition, the applicant should consult the Trust's Code of Practice for Works affecting the Canal & River Trust before undertaking any work to the trees on or potentially affecting our property. We suggest that an informative is appended to the decision notice, if planning permission is granted, to alert the developer/applicant to this. We welcome the additional planting that is proposed, as this will further help to screen the site. Although largely ornamental in nature, the planting scheme seems reasonably well considered, and appropriate. We do, however, question whether the *Calamagrostis* and *Verbena Bonariensis* will thrive in the shade of the retained mature trees.

Access to and additional use of the Grand Union Canal towpath

We consider that the proposed fence line at the south of the site, as shown, for example, on the

Proposed Landscape Plan, appears to restrict access to the existing towpath access point on Printing House Lane. We expect that this is not what the applicant intends but we require further details to ensure that there is no restriction, in accordance with policy 7.27 of the London Plan. We would suggest that this could be addressed through a suitably worded planning condition, which we have suggested below.

The Council will be aware that the towpath is to be improved as part of the Quietway improvements taking place between Paddington and West Drayton. The improvements here involve widening the path to 2m tar-spray and chip surface and improving the surface of the ramp to the west of the site to match, levelling out the height difference at the bottom of the ramp where it joins the towpath, plus vegetation works. There are no improvements proposed for the steps to Printing House Lane. We consider that there would be benefit in investigating what improvements could be made to the steps through planning obligations or CIL secured through this development, for example the addition of a wheeling ramp, which would allow those that wanted to, to avoid crossing the road to the ramp on the other side. We would be happy to discuss this matter further with the Council.

#### Flood Risk Assessment

Section 4.6.1 of the FRA refers to British Waterways. The Canal & River Trust has now taken on the functions on British Waterways. We note that the applicant proposes to install attenuation tanks to manage surface water run-off. We expect that the Council will require a maintenance plan, and compliance with it, through an appropriately worded planning condition. We consider that the following planning conditions are required to make the development acceptable in planning terms. We would ask that the Council consult the Trust on additional information submitted by the applicant in relation to these conditions.

#### Recommended Conditions

Any works to or affecting trees on or adjacent to the site shall be undertaken in accordance with the submitted Arboricultural Impact Assessment, unless otherwise agreed in writing by the Council.

Reason: In the interests of the appearance and biodiversity of the Blue Ribbon Network.

Notwithstanding the landscaping shown on the submitted Proposed Landscape Plan, prior to commencement of the landscaping works, the applicant shall submit for approval by the Council a detailed plan showing that the proposed works would not adversely impact upon access to the Grand Union Canal towpath via the steps to the south of the site. Landscaping works shall be delivered in accordance with this additional information.

Reason: To protect access to the Blue Ribbon Network in accordance with policy 7.27 of the London Plan.

Should planning permission be granted we request that the following informatives are appended to the decision notice:

"The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer (toby.pearce@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant. (<https://canalrivertrust.org.uk/business-andtrade/undertaking-works-on-our-propertyandour-code-of-practice>)".

"The applicant/developer is advised that any oversail, encroachment or access to the Canal & River Trust's land requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required agreement. (Jonathan.Young@canalrivertrust.org.uk)."

#### Case Officer's comments:

Conditions requiring compliance with the Arboricultural Impact Assessment are recommended. A



contribution towards enhancements to the canal side area is recommended as a requirement within the S106 that accompanies any consent. Recommended informatives to be attached to any planning consent.

### **Internal Consultees**

#### **FLOOD AND WATER MANAGEMENT OFFICER (COMMENTS ON REVISED FRA)**

The site is located in Flood Zone 1 according to the Environment Agency Flood Maps. The site is adjacent to the Grand Union Canal corridor identified as a Strategic Waterway in the Hillingdon Local Plan and the development proposes to enhance the corridor by providing a soft landscaped garden area to the south of the site adjoining the canal. A Flood Risk Statement and Sustainable Drainage Strategy by Ardent Engineers ref: 162990-01 dated December 2016 has been provided. This demonstrates that surface water can be effectively managed on site.

#### **Comments on the Planning Application**

The Surface Water Drainage Strategy produced by Ardent Engineers ref; 162990-01 dated December 2016 shows that a suitable sustainable scheme can be provided on site.

- The garden area will enhance the canal corridor and will also open up the area making it more attractive and safer for users.
- Some consideration has been given to different SuDS techniques. An attenuation tank together with oversized sewers is considered to be the most suitable.
- Surface water drainage will be treated using a system such as a downstream defender prior to discharging to the sewer.
- Discharge will be restricted to 5l/s providing at least 50% betterment of existing runoff rates. To achieve this a maximum attenuation volume of 22m<sup>3</sup> is required. An attenuation tank will be installed under the car park.
- Connecting to the surface water sewer option B is preferred as this will provide easier access to the underground drainage network.
- A private management company will be set up maintain the surface water drainage system.
- The drainage strategy has been included in Appendix F Drawing No. 162990-01.

#### **Additional information needed**

- A living roof would bring surface water attenuation as well as additional amenity and biodiversity benefits to the development and should be installed. If not this will need to be justified.
- The development could also utilise rainwater collection methods for re use in the garden area.
- The management and maintenance strategy for the lifetime of the SuDS needs to be provided.
- A drawing showing all drainage pipes and SuDS techniques needs to be provided.

#### **Case Officer's comments:**

An appropriate condition will be attached to any planning decision requiring the submission of additional information to secure the SUDS requirements for this site.

### **ENVIRONMENTAL PROTECTION UNIT**

The Environmental Protection Unit examined the application for planning consent above. We would like to comment as follows:

#### **Sound Insulation Scheme**

The Environmental Protection Unit did not receive sound insulation scheme or an acoustic report in support of this application. The following condition is recommended:

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road, rail and air traffic, and other external noise sources has been

submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria to guard against external noises and provide adequate sound insulation between commercial and residential units. The noise assessment/sound insulation scheme must satisfy or exceeding the standards laid by BS 8233: 2014 - Guidance on sound insulation and noise reduction for buildings. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Control of plant/machinery noise

The following condition is recommended:

All plant and/ or machinery hereby approved shall provide a comprehensive scheme for the control of noise emanating from the site, or from other sites from causing noise nuisance to future occupiers of all habitable areas of the development. An Environmental Noise Survey will need to be carried out by a suitably qualified acoustic consultant and must be carried out to the standards laid out in BS 4142: 1997 (Method for rating industrial noise affecting mixed residential and industrial areas). The scheme shall include such combination of measures as may be approved by the LP A. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Construction Phase

With respect to dust emissions during the construction phase, the following condition is recommended:

Development shall not begin until a scheme for protecting adjoining premises from dust emitted from the construction works, has been submitted to, and approved by the Local Planning Authority. The scheme shall include such combination of dust control measures and other measures as may be approved by the Local Planning Authority.

Reason: It is known that dust from construction works can cause nuisance by soiling surfaces and other articles in and about buildings. Dust can also cause irritation such as irritation to the eyes, nose, and throat. There is growing evidence and concern that dust, especially the very small and fine dust particles, can cause or exacerbate respiratory ill-health.

Construction Environmental Management Plan

The following condition is recommended:

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and

enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with Policy OE5 of the Hillingdon Unitary Development Plan.

#### Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW.

#### Case Officer's comments

Matters raised to be addressed through suitably worded conditions and informatives attached to any planning decision.

#### HIGHWAYS ENGINEER

##### General

The application site is that of the former Blue Anchor Public House. The site is located in the Printing House Lane/Blyth Road Industrial Business Area with industrial buildings immediately to the north and east of the site. To the south of the site is the Grand Union Canal, a Nature Conservation area of Metropolitan Importance. The site is currently being used for car sales, which is an unauthorised use.

The PTAL for the site is 3, which is considered moderate. Local buses can be accessed along Printing House Lanes.

The proposals involve the construction of 1,444 sq.m. of office space (Use Class B1), with an undercroft car park accommodating 10 parking spaces. The existing access would be widened to improve site accessibility.

##### Access

The proposals would make use of the existing site access, which would be widened to 4.8m. Due to the horizontal and vertical alignment along the section of Printing house Lane adjacent to the site, vehicular visibility would be sufficient for the proposed use.

The applicant should ensure that an unobstructed visibility above the height of 1.05m should be maintained from the site access for vehicles at least 2.4m in both directions along the back edge of the footway. Any fencing / hedging above 1.05m would have to allow drivers to be able to see through it. This is for the safety of pedestrians along the footway. Details of proposed boundary treatment within the pedestrian splays should be submitted in order to ensure that these requirements are met.

The applicant should enter into a legal agreement to fund all the works on the public highway related to the construction of the proposed crossover and carriageway reinstatement, as required for the creation of the proposed access.

#### Parking

Pre application advice indicated that, in light of the observed PTAL, the provision of 12 parking spaces for 1400 sq.m. of office space would be sufficient. Considering that the currently proposed GFA, 1444 sq.m. is similar to what put forward during the pre-application process, it can be concluded that 12 parking spaces should be provided as part of the development.

The applicant should therefore consider the provision of 2 additional parking spaces. A total of 2 parking spaces should be designed for use by blue badge holders. The provision of bicycle storage for 29 parking spaces is considered in line with Council's standards.

#### Delivery and Servicing

The transport assessment should provide some details of the proposed delivery and servicing arrangements and determine the suitability of the proposed layout to accommodate such activities.

#### Traffic Impact

It is noted that some of the comparison sites used to derive the trip rates included in the Transport Assessment are located in Central London, specifically sites no. 2 (Holborn Circus), 3 (The Broadway, Wimbledon), 4 (St Olav's Court, Rotherhite) and 5 (Broughton Street, Nine Elms). All these sites (4 out of 5, have a greater PTAL compared to the application site. Also, the parking ratios of these developments are unknown.

As a result, it is considered that the proposed trip rates might underestimate the future trip generation. On the other hand, due to the size of the proposed development, it is accepted that future flows generated by the development are unlikely to have a severe impact on local traffic operations.

#### Case Officer's comments:

In response to Highway Engineer comments, the applicant has submitted revised drawings that shows the provision of a total of 11 parking spaces within the undercroft area. This represents an increase of 1 parking space to serve the proposed development. Having considered the revised methodology set out in the Transport Addendum (March 2017) it is considered that the provision of 11 parking spaces would be acceptable to the Local Planning Authority.

With respect to visibility splays, a condition will be imposed on any planning decision requiring the submission of additional information on the boundary treatments for the site.

#### LANDSCAPE OFFICER

The site was formerly occupied by the Blue Anchor PH, which has been demolished, cleared and is currently used for car sales. It is situated immediately to the north-east of the stepped access from the canal towpath at the junction of the Printing House Lane over bridge and the Grand Union Cana

#### Comment

This site has been the subject of previous applications and pre-application discussion. The area to the east is covered by TPO 134. However, there are no protected trees close to this site. To the south of the site, trees on the canal embankment make an important contribution to the character and appearance of the area.

A Tree Report by Challice Consulting has assessed the condition and value of the nine closest off-site trees. There are no 'A' grade (good) trees, 2 are grade 'B' (moderate) and 7 are 'C' (poor). The report concludes (clause 14.1) that there will be no significant impact on the trees, although some minimal pruning will be undertaken to facilitate the construction work. Further to this, an Arboricultural Method Statement has been provided (clause 15.0) and the arboricultural consultant will be present at a pre-commencement meeting.

The submission includes a Landscape Plan by Judy Rawlings, which features a small paved garden which will act as a buffer between the proposed building and the canal embankment. This amenity space will have seating and will provide a sheltered and attractive amenity space overlooking the canal. The Plan is supported by a detailed Landscape Strategy and Maintenance Schedule.

#### Recommendation

No objection subject to Conditions COM4, COM8 AND COM10.

#### SUSTAINABILITY OFFICER

The Energy Strategy confirms the development will comply with the London Plan and should contribute the necessary CO2 reductions. I therefore have no objections to the proposed development subject to the following condition:

#### Condition

Prior to commencement of development, full details and specifications of the PV panels described in the Sustainability and Energy Assessment (December 2016) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a roof plan, elevations and designs showing the inclusion of the panels on the roof. The development must proceed in accordance with the approved details and specifications unless agreed in writing with the Local Planning Authority.

#### Reason

To ensure the development contributes to a reduction in CO2 in accordance with London Plan Policy 5.2.

#### CONSERVATION AND DESIGN OFFICER (COMMENTS ON AMENDED SCHEME)

This new office development is sited in an important canal side location. Its overall design, and the landscaped setting fronting the canal, have been amended over a number of weeks. It is considered that the scheme as submitted on 30.3.2017 is now acceptable in design terms.

#### WASTE OFFICER

An area has been allocated for waste storage which is good practice. The waste arising from the premises would be commercial waste. The producers of the waste have a duty to store it safely until collected by a licensed waste carrier. This is being met by the waste storage area shown. The waste producers would have to make an arrangement with a private contractor, who is a licensed waste carrier for the collection of the waste.

## ACCESS OFFICER

The proposed development raises no concerns from an accessibility standpoint.

### **7. MAIN PLANNING ISSUES**

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

The application site is located within the Blyth Road/Printing House Lane Industrial Business Area (IBA) and the site is also located within a Strategic Industrial Location (SIL) which is protected by Policy 2.17 of the London Plan. The application site has a current authorised use as a Public House (which has since been demolished). Whilst an unusual use within an IBA, the former pub was considered to be ancillary to the IBA serving the needs of the local workforce.

Saved Policy LE2 of the Council's Local Plan: Part Two Saved UDP Policies (November 2012) states that Industrial Business Areas (IBA) are designated and protected for business, industrial and warehousing purposes (Use Class B1-B8) and for Sui Generis uses that would be appropriate in an Industrial Area.

Paragraph 17 of the National Planning Policy Framework states that one of the core principles of the document is the "effective use of land by reusing land that has been previously developed (brownfield land)."

It is considered that the provision of 1444sqm of office floorspace would satisfy the requirements of Policy LE2 of the Council's Local Plan: Part Two Saved UDP Policies (November 2012) and Paragraph 17 of the National Planning Policy Framework.

The principle of the proposal is therefore deemed acceptable.

#### **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**

Conservation Areas

The site is not located within a Conservation Area.

Listed Buildings

There are no listed buildings in close proximity to the site.

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

The land on the opposite side of Printing House Lane to the site is designated as Green Belt. It is considered that the proposed development would not detract from the open character of the adjoining Green Belt being of a scale and form comparable with existing development in Printing House Lane and the wider IBA. The contemporary design of the building would not have a detrimental impact on the character and appearance of the adjoining Green Belt land.

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

Policy BE25 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), seek to ensure modernisation and improvement of Industrial and Business Areas through careful attention to the design and landscaping of buildings and external spaces.

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical

and landscape features and provision of new planting and landscaping in development proposals.

London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations.

It is considered that the design concept proposed would secure a visual improvement to the Blyth Road/Printing House Lane Industrial Business Area. It is considered that the scale and height of the development is reflective of the existing character of the area. The design concept incorporates varying external material finishes including yellow brick (London stock), red brick and a horizontal fibre cement cladding. It is noted that the proposed development is stepped forward of the established building line along Printing House Lane and this is due to the site orientation and the restricted area of the site, however the height of the development is consistent with the adjoining Appin House. It is noted that the development is 'stepped in' from the canal end of the site on the upper floors. External terraces are proposed for the office floorspace at second and third floor levels.

Throughout the pre-application discussions, there were concerns surrounding the extent of built development within the site. The submitted application (after further revisions) has subsequently been remodelled with the scale of the development reduced and an attractive green space proposed between the development and the adjoining Grand Union Canal.

It is considered that the proposed development adopts a contemporary approach and the scheme is compliant with the requirements of Policies BE13, BE19, BE25 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and policies 7.1 and 7.6 of the London Plan (2015).

#### Impact on the Canal

The Canal and River Trust (CRT) have not raised any concerns over the impact of the proposals on the adjacent Grand Union Canal. It is considered that given the height of the site above the canal, and the proposed inclusion of the canal-side terrace, the proposed development would have an appropriate relationship with the canal corridor.

### **7.08 Impact on neighbours**

It is considered that the proposed development is located within an Industrial Business Area. The area is characterised by offices and warehouse buildings with no vacant sites evident in the immediate vicinity of the site. Whilst it is noted that the site is located within the Hayes Housing Zone, there are no residential units within the immediate vicinity of the site. It is thus considered that the proposed development would not have an impact on existing or proposed residential amenity within the Hayes Town Centre area.

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

The proposal is for an office building, accordingly there will be no future residential occupiers.

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

#### General

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan 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 states that new development will only be permitted where it is in accordance

with the Council's adopted Car Parking Standards.

The PTAL rating for the site is 3, which is considered moderate. Local buses can be accessed along Printing House Lanes.

The proposals involve the construction of 1,444 sq.m. of office space (Use Class B1), with an undercroft car park accommodating 11 parking spaces. The existing access would be widened to improve site accessibility.

#### Access

The proposals would make use of the existing site access, which would be widened to 4.8m. Due to the horizontal and vertical alignment along the section of Printing house Lane adjacent to the site, vehicular visibility would be sufficient for the proposed use.

#### Parking

Pre application advice indicated that, in light of the observed PTAL, the provision of up to 12 parking spaces for 1400 sq.m. of office space would be sufficient. Considering that the currently proposed GFA, 1444 sq.m. is similar to what was put forward during the pre-application process.

In response to Highway Engineer comments, the applicant has submitted revised drawings that shows the provision of a total of 11 parking spaces within the undercroft area. Having considered the revised methodology set out in the Transport Addendum (March 2017) it is considered that the provision of 11 parking spaces would be acceptable to the Local Planning Authority.

#### Delivery and Servicing

The Addendum Transport Statement (March 2017) has provided some further information concerning details of the proposed delivery and servicing arrangements for the proposed development. It is considered that the vast majority of deliveries for small office developments would be made by transit van style vehicles and these vehicles would be able to manoeuvre within the proposed parking layout. It is considered that given the restricted scale of the overall development coupled with the manoeuvring capability within the undercroft parking area, the proposed development would have a negligible impact on traffic flows and traffic safety immediately adjacent to the site.

#### Traffic Impact

Due to the size of the proposed development, it is considered that future flows generated by the development are unlikely to have a severe impact on local traffic operations.

#### Cycle Parking

The provision of bicycle storage for 29 parking spaces is considered in line with Council's standards. The Council's Highway Engineer is satisfied with the quality and location of these facilities.

#### Mitigation Works

In order to mitigate the impact of the proposal on the local highway network, the Council's Highways Engineer has requested that the the applicant should enter into a legal agreement to fund all the works on the public highway related to the construction of the proposed crossover and carriageway reinstatement, as required for the creation of the proposed access.

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

#### Urban Design



It is considered that the contemporary design concept proposed would secure a visual improvement to the Blyth Road/Printing House Lane Industrial Business Area and the design approach is supported.

Security

A condition is imposed to ensure the development adheres to Secure by Design principles.

**7.12 Disabled access**

The Council's Access Officer has reviewed the submitted details and raised no objections to the development and the proposal is considered to be acceptable from an access perspective.

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

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

**7.14 Trees, landscaping and Ecology**

The Council's Landscape Architect has assessed the Arboricultural Method Statement, the Landscape Plan and the Landscape Strategy and Maintenance Schedule and supports the proposals and subject to the attachment of appropriate conditions they raise no objections.

**7.15 Sustainable waste management**

The Council's Waste Management Officer has reviewed the submitted details and subject to the attachment of a suitable informative raises no objection to the proposals.

**7.16 Renewable energy / Sustainability**

The Council's Sustainability Officer has reviewed the submitted details and subject to the attachment of an appropriate condition for the provision of Photovoltaic Panels has raised no objections to the proposal.

**7.17 Flooding or Drainage Issues**

The Council's Flood and Water Management Officer has reviewed the submitted details and subject to the attachment of an appropriate condition has raised no objections to the proposal.

**7.18 Noise or Air Quality Issues**

The Council's Environmental Protection Unit have reviewed the submitted proposals and subject to the attachment of appropriate conditions to cover noise mitigation, contamination and a Construction Environmental Management Plan have raised no objection to the development.

**7.19 Comments on Public Consultations**

The issues raised by the public consultation process have been covered within the body of this report. The Canal & Rivers Trust refer to a concern regarding one aspect of the landscaping plans implying a restriction in access to the towpath. A condition is imposed to ensure canal access is improved rather than restricted.

**7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan: Saved Policies (November 2012) is concerned with securing planning obligations to supplement the provision 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.

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's

Unitary Development Plan.

The obligations sought are as follows:

1. Highway Works: S278/S38 for required Highways Works
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. Employment Training Initiatives
4. Refuse & Delivery Management Scheme
5. Travel Plan: to include £20,000 Bond

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £50,540.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £50,540.

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

No enforcement action is required in this instance.

#### **7.22 Other Issues**

None

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

General

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

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

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

Planning Conditions

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

Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

None

#### **10. CONCLUSION**

This application seeks full planning permission for the redevelopment of a vacant site to provide a part 2, part 3 and part 4 storey building comprising 1,444 sq.m B1 office floorspace, associated parking together with hard and soft landscaping.

The application relates to the site of the former Blue Anchor Public House located on the eastern side of Printing House Lane. The Public House was demolished in 2013 and the site is currently being used for car parking and motor vehicle sales. The site is located within the Printing House Lane/Blyth Road Industrial Business Area and forms part of a Strategic Industrial Location and Preferred Industrial Location as identified in the Hillingdon Local Plan: Part One - Strategic UDP Policies (November 2012).

It is considered that the proposed development would result in an acceptable visual impact on the visual amenities of the site and the wider area. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring units and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds.

The development proposals accords with the saved Development Plan policies, the Local Plan Part 1 policies, the London Plan and the NPPF and, accordingly, approval is

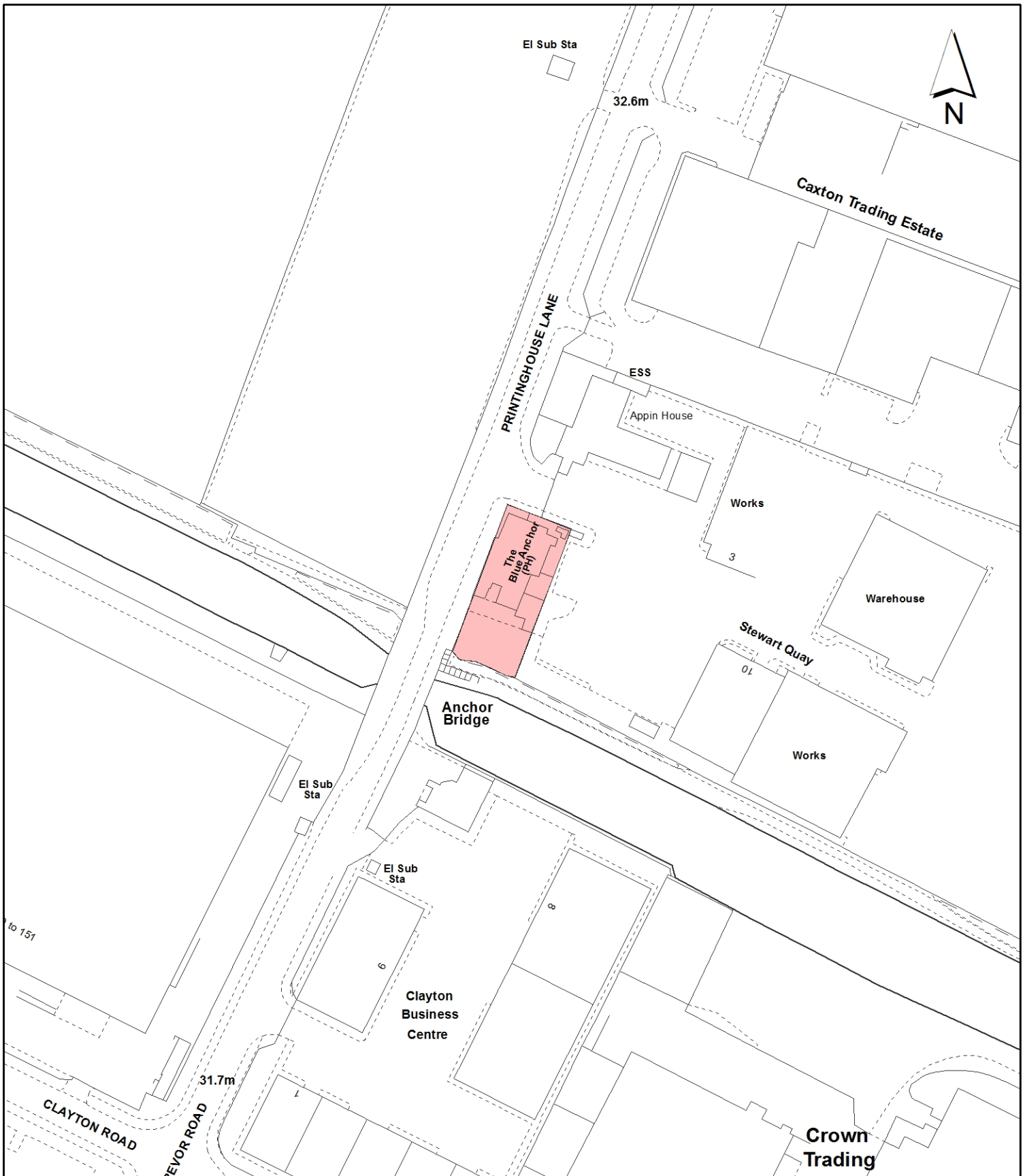
recommended subject to conditions and the completion of a S106 Legal Agreement.

## **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 2016)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design

**Contact Officer:** Noel Kelly

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Former Blue Anchor Public House  
 Printing House Lane**

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

Planning Application Ref:  
**2734/APP/2016/4592**

Scale:  
**1:1,250**

Planning Committee:  
**Major**

Date:  
**April 2017**

