

Report of the Head of Planning, Sport and Green Spaces

Address SITE AT THORNEY MILL ROAD OUTBOROUGH MIDDLESEX

Development: Importation, storage and onward distribution of rail borne aggregates together with the erection and use of a concrete batching plant and associated infrastructure at Thorney Mill Sidings, Thorney Mill Road, Iver (Consultation by Buckinghamshire County Council).

LBH Ref Nos: 39707/APP/2017/2356

Drawing Nos:

Date Plans Received: 28/06/2017

Date(s) of Amendment(s):

Date Application Valid: 28/06/2017

1. SUMMARY

This out of borough application is being reported because it is a major application that would impact the residents of West Drayton. This report relates to an application made to Buckinghamshire County Council (BCC) for the proposed concrete batching plant and associated infrastructure at Thorney Mills Sidings, Buckinghamshire. The Local Planning Authority is providing comments on the merits of the submission made to BCC as a statutory consultee. BCC remain the decision maker on the application.

2. RECOMMENDATION

That an objection should be lodged to Buckinghamshire County Council concerning the proposals being inappropriate development within the Green Belt and potential noise disturbance to residents in the London Borough of Hillingdon.

That informatives be recommended to ensure other impacts are as set out in the planning submission and to ensure no adverse highway impacts should a consent be granted.

1 NON2 Objection

The scale and intensity of the use is considered to be inappropriate development within the Green Belt and therefore inherently harmful. The applicant has not justified the proposed development through very special circumstances.

2 NON2 Objection

Insufficient information has been provided to demonstrate that the proposal will not result in an unacceptable increase in noise, which would be to the detriment of residential amenity, or that appropriate measures will be put in place to sufficiently mitigate against such impacts.

INFORMATIVES

1

Notwithstanding this Council's objection, should Buckinghamshire County Council be minded to grant planning permission, the London Borough of Hillingdon request that a legal agreement be attached to any consent granted to require the following:

That data be produced bi-annually on the throughput of the various elements of the site including the deliveries made from the site and that a travel plan is provided and made available to the two highway authorities involved.

Reason

It is important that the proposed tonnage are conditioned and monitored to ensure there is no 'creep' of the permission, which could result in a significant increase in traffic to/from the site to the detriment of the highway network.

2

Notwithstanding this Council's objection, should Buckinghamshire County Council be minded to grant planning permission, the London Borough of Hillingdon request that a condition be attached to any consent granted to require the following measures:

- i) Ameliorative noise mitigation measures such as a 5m high acoustic barrier and appropriate natural screening in sensitive locations;
- ii) Management strategies for the control of dust.

REASON

In the interest of protecting residential amenity.

3

Notwithstanding this Council's objection, should Buckinghamshire County Council be minded to grant planning permission, the London Borough of Hillingdon request that it should be subject to a Legal Agreement requiring the developer to, prior to the commencement of development, submit a HGV deliveries and servicing management plan to the Local Planning Authority for its written approval. The plan shall detail:

- i) Traffic management and access arrangement which includes details of vehicles accessing trunk roads and motorways and measures in which the vehicles avoid local roads and peak hours; and
- ii) providing information to all operators of the preferred route avoiding existing weight and width restrictions on the local road network.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced.

3. CONSIDERATIONS

3.1 Site and Locality

The application site extends to approximately 2 hectares (ha) and includes access to the public highway and is presently vacant. The site is located within a wider parcel of land which has had a variety of uses historically and which is known as Thorney Mill Aggregate Depot. Presently, the Aggregate Depot is largely vacant, save for a large industrial type building.

The Aggregates Depot is situated to the west of West Drayton, to the northeast of the M4/M25 junction and to the east of Thorney. The application site boundaries consist of woodland and a river to the north, vacant industrial land to the east, Thorney Mill Road to the south and a rail line and golf course to the west.

The site is located within the Green Belt and within Colne Valley Regional Park.

3.2 Proposed Scheme

The proposal relates to a planning application submitted to BCC for the importation, storage and onward distribution of rail borne aggregates together with the erection and use of a concrete batching plant and associated infrastructure, at Thorney Mill Sidings, Thorney Mill Road, Iver, Buckinghamshire, UB7 7EZ.

This application seeks to allow the use of the site as an aggregates depot, whereby aggregates will be imported to the site, primarily via the existing rail siding, and sorted for onward distribution by road. The applicant seeks unrestricted operation of the site as the nature of rail freight routing is such that trains will need to be offloaded at any time of the day or night during the week. A teamster is proposed to be used to unload the rail wagons which will convey the aggregates directly into purpose built aggregate storage bays where the materials shall be temporarily stored.

The proposed concrete batching plant and machinery will include:

- Silos;
- Ready Mix Batching Plant;
- Wedge Pits;
- Storage Bays associated with concrete production; and
- Storage Bays associated with Aggregate Storage.

It is understood that around 210,000 tonnes of aggregates would be imported to the site by rail each year. This, it is anticipated, would result in the onward distribution by road of around 100,000 tonnes per annum of aggregate using HGV's, with an average load of 30 tonnes. Assuming 275 days worked each year, this would mean that around 13 loads of aggregates will be transported off site per day (26 HGV movements).

The target market for the proposed batching plant will typically be within a 20 mile radius of the site but aggregates may travel further than this.

3.3 Relevant Planning History

39707/APP/2002/1740 Buckinghamshire County Council Outborough Middlesex

TO INCREASE HEIGHT OF EXISTING ASPHALT PLANT EXHAUST FROM 2.1 METRES TO ;
METRES HIGH AT BARDON AGGREGATES, THORNEY MILL ROAD, WEST DRAYTON
(CONSULTATION BY BUCKS COUNTY COUNCIL)

Decision: 20-08-2002 NO

Comment on Relevant Planning History

It is understood that the lawful use is operational railway land, but that for a number of years now it has been vacant.

4. Planning Policies and Standards

The application is made to Buckinghamshire County Council and would be determined in accordance with that County's Development Plan.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
MIN13	Proposals for chalk extraction
OE1	Protection of the character and amenities of surrounding properties and the local area

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The Council erected several site notices around West Drayton advising residents to write to Buckinghamshire County Council with their objections. Nevertheless, letters of objection have been received from the local ward Councillor, the Yiewsley & West Drayton Town Centre Action Group, the Garden City Estate Residents' Association and a local resident. The concerns raised are summarised below:

- There is very little detail to base a judgement on.
- Concern about the increase of HGVs through West Drayton;
- Concerns raised in relation to noise and dust control;
- Concerns regarding light pollution; and
- Concerns relating to the highways impact of the proposal in West Drayton.

Officer comment:

The first point is noted. Matters relates to traffic, dust and noise are addressed in the report.

With regard to light pollution it should be noted that the site is located well in excess of 200m (as the crow flies) from the nearest residential properties in Hillingdon to the east. This distance, combined with extensive tree planting which exists along the Colne Valley corridor and provides a significant visual screen is such that it is not considered an objection on this basis could be justified. Mayfield Caravan Park is located to the south east of the site, approximately 50m from the site entrance. However, sufficient screening exists such that it is not considered light pollution would cause an unacceptable nuisance to those residents. Notably, lighting diagrams have been provided which show that there would be no light spill into this borough.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 89 of the NPPF (2012) makes it clear that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 88 of the NPPF (2012) states that:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations."

The proposal should be resisted in principle as the site lies within the Green Belt and the proposal is therefore inappropriate development which would be inherently harmful and consequently only acceptable if shown to be justified through the existence of very special circumstances.

Whilst it is acknowledged that there was a historic form of industrial use on the site, the existing site is largely vacant and the proposed use would increase the scale and intensity of industrial use conflicting with the purpose of the Green Belt. As such the London Borough of Hillingdon strongly objects to the principle of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

This application made to Bucks CC is to develop a aggregate storage and concrete batching plant on a site directly off Thorney Mill Road in Iver. The site is immediately adjacent to the railway line and a few hundred metres from the Borough boundary to the west. The site has a wide access onto Thorney Mill Road with adequate visibility for a 40 mph speed limit road. The site already has rail sidings so the delivery of any materials would be covered by an existing arrangement. The applicant has produced a Transport Statement by the Hurlstone Partnership in support of the application.

The Transport Statement (TS) suggests that the Annual Average Daily Traffic (AADT) for Thorney Mill Road was approximately 9000 vehicles per day and the average speed along this road was 40mph. There is a 40mph speed limit in place at present. There are restrictions on HGV movements to the east of the site using a 5t weight limit between Midnight and 8am and between 6.30pm and midnight. For the rest of the day HGV movement is unrestricted. However there is a 7ft width restriction that is permanently in place further to the east at the River Colne. This width restriction effectively limits access to the area to the east (West Drayton and beyond) as most larger lorries are in excess of 7ft wide.

The proposals on the site involve the creation of storage facility for aggregates and the construction of a concrete batching plant to serve the surrounding area.

Approximately 210,000 tonnes of material will be imported to the site by rail and that will be used as 100,000 tones of aggregate for onward distribution as well as the remainder used in the making of 50,000 cubic metres of ready mixed concrete.

There will be 4 concrete mixers based on site that make local deliveries. According to the Transport Statement 'all HGVs would travel west to Ritchins Way in order to access the A4 and M4'. The TS estimated HGV movements for the aggregates at 26 HGV movements per day, 82 HGV movements for the ready mixed concrete and 14 movements for staff resulting in 96 movements per day. This additional traffic (+13%) on Thorney Mill Road would be a significant increase in traffic levels but the HGV traffic would be using links to the west through Ritchings Way. The applicant indicates that the vast majority of vehicles would travel through Thorney Mill Road along Riching Way towards Slough.

In terms of the traffic impacts to this Borough there will be some smaller vehicles that can use the roads to the east within Hillingdon. There would be significant concerns over any large operation generating large tonnages of materials through the London Borough of Hillingdon, but in this case the existing measures in terms of weight and width restrictions in place along Thorney Mill Road should prevent such impacts. It is important that the proposed tonnage is conditioned and monitored to ensure there is no 'creep' of the permission. An informative is suggested that requires data to be produced bi-annually on the throughput of the various elements of the site including the deliveries made from the site. The development should also produce a travel plan that must be made available to the two highway authorities involved.

7.18 Noise or Air Quality Issues

Nearby residents and local communities have raised serious concerns relating to noise and dust that would be generated by the proposal. The proposal would impact on day time and night time living standards. It is considered that the planning submission does not satisfactorily address potential noise impact and an objection should be raised in this regard. It is considered that London Borough of Hillingdon strongly recommends that Buckinghamshire County Council seek ameliorative noise mitigation measures such as a 5m acoustics barrier, enhanced natural screening in sensitive locations and management strategies for the control of dust.

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