

Report of the Head of Planning, Sport and Green Spaces

Address UNITS 2 AND 3, 1-3 UXBRIDGE ROAD HAYES

Development: Installation of mezzanine floor

LBH Ref Nos: 1911/APP/2017/2292

Drawing Nos: Transport Statement
Noise Assessment
Air Quality Assessment
P01
Flood Risk Note
176_066_A_P15_D_Proposed Mezzanine Floor Plan
176_066_A_P15_D_Proposed Mezzanine Floor Plan

Date Plans Received: 22/06/2017 **Date(s) of Amendment(s):**

Date Application Valid: 22/06/2017

1. SUMMARY

The proposal is being reported to committee as it falls within the scope of a Major Application. The application seeks to install a mezzanine floor to an existing B1, B2 and B8 premise. The proposed installation is considered acceptable in principle and is unlikely to harm the amenity of neighbouring occupiers. The proposal is unlikely to result in an increase in noise and traffic and as such this proposal is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

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:

Transport Statement
Noise Assessment
Air Quality Assessment
P01
Flood Risk Note
176_066_A_P15_D_Proposed Mezzanine Floor Plan
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and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

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.

LPP 2.7	(2016) Outer London: Economy
LPP 4.1	(2016) Developing London's economy
LPP 4.11	(2016) Encouraging a connected economy
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
OL5	Development proposals adjacent to the Green Belt
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

3. CONSIDERATIONS

3.1 Site and Locality

The site comprises four industrial, warehouse, office buildings (Use Classes B1, B2 and B8). Each unit has their own car parking and servicing arrangements. To date none of the units have been occupied.

The application site is situated to the immediate south of Uxbridge Road between Yeading Brook and the Grand Union Canal. The area to the north and east of the site (beyond the canal) are predominately residential in nature. In contrast, land uses to the west of the canal are characterised by a mix of commercial uses including the Hayes Bridge Retail Park and wholesalers (e.g. Quality Foods). Vehicular access is from Uxbridge Road (A4020) at the interface with The Broadway.

The application site forms part of the Springfield Road Industrial and Business Area and is also located within the Hayes/West Drayton corridor. The Grand Union Canal is a designated Metropolitan Site of Importance for Nature Conservation (SINC) and the

western boundary is bordered by a proposed Grade 1 SINC associated with the tree / scrub-lined corridor of Yeading Brook. The vegetation to the south forms part of the Green Belt. The site mainly lies within Flood Zone 2, with only that part of the site adjacent to the Grand Union Canal being within Flood Zone 1. The site forms part of an Air Quality Management Area.

3.2 Proposed Scheme

This planning application seeks planning permission to allow additional internal floorspace in the form of a mezzanine floor (1, 858 sqm GIA) within units 2/3. This application only relates to units 2/3 and no external alterations to the building are proposed. Similarly no alterations to the car park, servicing arrangements, access or landscaping are proposed as part of this application.

3.3 Relevant Planning History

1911/APP/1999/2441 Emi,1-3 Uxbridge Road Hayes

INSTALLATION OF 3 CELLULAR RADIO ANTENNAS AND CABIN (CONSULTATION UNDER PART 24, SCHEDULE 2 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995)(AS AMENDED)

Decision: 11-01-2000 PRN

1911/APP/2001/107 Document House 1, Uxbridge Road Hayes

ERECTION OF REPLACEMENT EQUIPMENT CABIN AND PROVISION OF ADDITIONAL ANTENNAS AND DISHES (CONSULTATION UNDER SCHEDULE 2, PART 24 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995)(AS AMENDED)

Decision: 31-01-2001 PRN

1911/APP/2004/1371 Hayes Bridge Retail Park, 1-3 Uxbridge Road Hayes

INSTALLATION OF MEZZANINE FLOORS (APPLICATION FOR A CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE OR DEVELOPMENT)

Decision: 23-07-2004 GPD

1911/APP/2012/1120 Unit 1 Hayes Bridge Retail Park, 1-3 Uxbridge Road Hayes

Alterations to front and side elevations and alterations to car parking layout

Decision: 05-07-2012 Approved

1911/APP/2017/2887 Units 2 And 3, 1-3 Uxbridge Road Hayes

Alterations to the elevations at Units 2 and 3

Decision:

1911/BS/96/1058 Unit 2, Hayes Bridge Retail Park, 1-3 Uxbridge Road Hayes

Variation of Condition 10 (to permit the sale of bicycle accessories and car improvement

products) of outline planning permission ref. 1911BJ/95/895 dated 26/01/96; Redevelopment of site to provide 9,290m2 of Class A1 (Non-Food Retail) floorspace

Decision: 26-02-1997 Approved

1911/BT/96/1227 Slough Van & Truck Centre & 1-3 (Emi) Uxbridge Road Hayes
Redevelopment of the site to provide 9,590 sq.m of non-food retail floorspace and 278 sq.m of Class A3 floorspace with associated parking and landscaping

Decision: 21-08-1996 Withdrawn

1911/BW/96/1285 Slough Van And Truck Centre Uxbridge Road Hayes
Redevelopment of the site to provide a landscaped area in association with approved adjoining development

Decision: 15-11-1996 Approved

1911/CA/97/3014 Hayes Bridge Retail Park, 1-3 Uxbridge Road Hayes
Display of pole mounted tower sign advertising retail park occupiers

Decision: 25-01-1997 Approved

1911/CC/98/1388 Emi,1-3 Uxbridge Road Hayes
Installation of a 6m high stub tower, 6 directional antennas and 4 dish antennas and an equipment cabin (Consultation under Schedule 2, Part 24 of The Town and Country Planning (General Permitted Development) Order 1995)

Decision: 03-08-1998 Approved

1911/CF/99/1286 Former Emi Building, 1/3 Uxbridge Road Hayes
Change of use from ancillary office accommodation to self-contained offices and installation of r mounted chiller units

Decision: 20-01-2005 NFA

Comment on Relevant Planning History

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.23 To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes.
- PT1.24 To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.
- PT1.25 To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- LPP 2.7 (2016) Outer London: Economy
- LPP 4.1 (2016) Developing London's economy
- LPP 4.11 (2016) Encouraging a connected economy
- LPP 4.4 (2016) Managing Industrial Land and Premises
- LPP 6.11 (2016) Smoothing Traffic Flow and Tackling Congestion
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5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **14th August 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A site notice was displayed between 24/06/2017 and 14/07/2017 and no comments and objections were received.

Transport for London

No objections to the application

Canal and Rivers Trust

No comment

Internal Consultees

HIGHWAYS (summary)

The applicant's traffic consultants have provided information on the provision of parking associated with the development and that can be summarised as follows:

- Original development - 4 buildings were approved with 15,607 sq.m with 166 car parking spaces and 88 cycle spaces;
- A non material amendment application then amalgamated buildings 2 and 3 resulting in the loss of 1,511 sq.m and no change in car and cycle spaces were made;
- This application adds 1,858 sq.m and retains the existing levels of on site car parking provision of 89 (81 standard spaces and 8 disabled) car parking spaces.

On the basis of the above summary the proposal is for an additional 347 sq.m over the original development permission with no additional car or cycle parking available. Given this modest (2%) change I do not have significant highway concerns in terms of car parking supply and traffic generation.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

it is allocated as an Industrial and Business Area (IBA) within the Hillingdon Local Plan Part 2 UDP Saved Policies (November 2012). Policy E1 of the Local Plan: Part 1 (November 2012) seeks to accommodate growth in Significant and Locally Significant Employment Locations. Policy LE2 of the Local Plan: Part 2 (November 2012) advises that IBAs are suitable for business, industrial and warehousing purposes (Use Classes B1 - B8) and for sui generis uses appropriate in an industrial area.

This site has a general industrial land use and under normal circumstances, it would not be necessary to apply for consent for additional internal mezzanine floorspace as such floorspace generally falls outside of the meaning of 'development' as defined by Section 55 of the Town and Country Planning Act 1990.

However, in this instance Condition 10 of planning permission ref: 1911/APP/2012/3185 (09/05/014) restricts the formation of additional internal floorspace to manage the impact of noise and transport. The principle of development is therefore considered acceptable and noise and transport impact is considered later in this report.

7.02 Density of the proposed development

Not relevant to this application.

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

Not relevant to this application.

7.04 Airport safeguarding

Not relevant to this application.

7.05 Impact on the green belt

Not relevant to this application.

7.07 Impact on the character & appearance of the area

No external changes are proposed as part of this application and therefore this is not relevant to this application.

7.08 Impact on neighbours

The nearest residential properties to the application site are the terraced properties which front Bankside on the opposite side of the canal, within the London Borough of Ealing. The nearest of these properties would be sited some 49m from the nearest proposed building, a separation distance that would ensure that the buildings would not result in a loss of residential amenity by reason of dominance, loss of sunlight or privacy. The proposal complies with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan:Part 2 (November 2012).

7.09 Living conditions for future occupiers

Not relevant to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies 6.3, 6.9, 6.10 and 6.13 of the London Plan (July 2011) and AM2, AM7, AM9, AM14 and AM15 of the Hillingdon Local Plan (November 2012) are concerned with traffic generation, road capacity, vehicle and cycle parking and access to public transport.

The site has a PTAL score of 2 on a scale of 1 to 6, where 1 is the least accessible and therefore the site is considered to be poor. Access into the site is from the Uxbridge Road (A4020) which would not be altered as part of the proposals.

The Council's Highway Engineer advises that this proposal represents a 2% increased in floorspace compared with the application that was originally approved, as such the proposal would not result in a material increase in traffic movement or trip generation.

7.11 Urban design, access and security

No external changes are proposed as part of this application and therefore this is not relevant to this application.

7.12 Disabled access

Not relevant to this application.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, landscaping and Ecology

Not relevant to this application.

7.15 Sustainable waste management

Not relevant to this application.

7.16 Renewable energy / Sustainability

Not relevant to this application.

7.17 Flooding or Drainage Issues

Not relevant to this application.

7.18 Noise or Air Quality Issues

The applicant has submitted a noise assessment in support of the application. The noise assessment predicts that the only noise impact as a consequence of this application would be due to vehicular movement. As noted above, vehicular movement is anticipated to increase by between two and ten cars an hour during 07:00 and 19:00. The proposal would therefore only have a negligible noise effect.

7.19 Comments on Public Consultations

None

7.20 Planning obligations

Not required for this application.

7.21 Expediency of enforcement action

Not relevant to this application.

7.22 Other Issues

None identified.

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

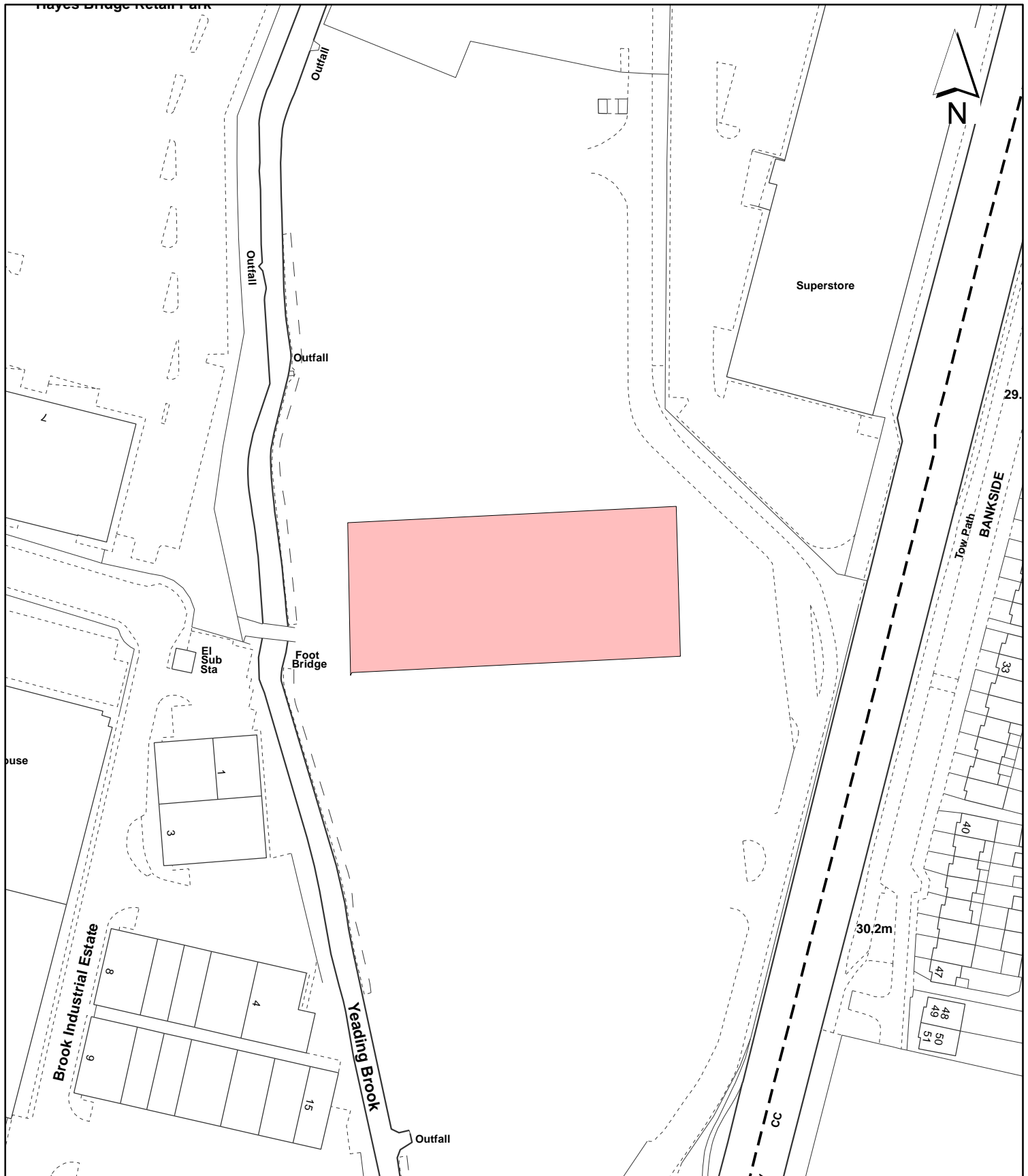
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11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
National Planning Policy Framework (March 2012)
London Plan (2016)

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Units 2&3,
 1-3 Uxbridge Road**

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

Planning Application Ref:
1911/APP/2017/2292

Scale:
1:1,250

Planning Committee:
Major

Date:
August 2017

