

Item No. **Report of the Head of Planning, Building Control, Sport & Green Spaces**

Address PROLOGIS PARK WEST LONDON HORTON ROAD YIEWSLEY

Development: Reserved matters pursuant to condition 1 of planning permission ref. 37977/APP/2017/1634 dated 14-08-2017 for layout, scale, appearance and landscaping for Phase 2 of the development at Prologis Park West London (formerly Stockley Park Phase 3) (Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space.

LBH Ref Nos: 37977/APP/2017/3046

Drawing Nos: Planning Statement
Design and Access Statement
1690-16-02C
1690-16-03C
1690-16-RP01
30952-PL-202D Si
30952-PL-203A
30952-PL-206A
30952-PL-210
Covering Letter
30952-PL-204B
30952-PL-207B
30952-PL-209B

Date Plans Recieved: 18/08/2017 **Date(s) of Amendment(s):** 25/09/2017
Date Application Valid: 21/08/2017 18/08/2017

1. SUMMARY

The application seeks reserved matters approval for phase 2 of Prologis Park West (formerly Stockley Park Phase 3). The submitted details satisfy all reserved matters relating to the application.

The design and layout are sympathetic towards the surrounding area and are consistent with the approach taken in Phase 1 of the development, ensuring coherence throughout the overall development.

The access and parking arrangements are satisfactory and would not result in any concerns over car parking provision or conflict between different types of vehicles and pedestrians.

The proposed landscaping would enhance the existing landscaping present around the site and would be consistent with the verdant character of the wider Stockley Park development.

2. RECOMMENDATION

APPROVAL subject to the following:

1 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:-

30952-PL-202D;
30952-PL-203A;
30952-PL-204B;
30952-PL-206A;
30952-PL-207B;
30952-PL-209B;
30952-PL-210.

and shall thereafter be retained/maintained 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).

2 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:

Design and Access Statement;
Planning Statement.

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 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings shall be used only for B1c, B2 and B8 purposes as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

In order to prevent the loss of a valuable source of employment and to prevent noise sensitive development adjacent to surrounding industry in accordance with Policies OE 5, LE 2 and LE 4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 H13 Installation of gates onto a highway

No gates shall be installed which open outwards over the highway/footway.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM 3 and AM 8 of the Hillingdon Local Plan: Part Two Saved UDP Policies

(November 2012) and Chapter 6 of the London Plan (2016).

INFORMATIVES

1 I52 **Compulsory Informative (1)**

The decision to APPROVE these Reserved Matters 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 APPROVE these Reserved Matters 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.

- AM10 Incorporation in new developments of additions to the proposed cycle network
- AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- 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
- BE1 Development within archaeological priority areas
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE25 Modernisation and improvement of industrial and business areas
- BE31 Facilities for the recreational use of the canal
- 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.

BE39	Protection of trees and woodland - tree preservation orders
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.1	(2016) London in its global, European and United Kingdom context
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green spaces
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.3	(2016) Growth Areas and Co-ordination Corridors
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.1	(2016) Developing London's economy
LPP 4.12	(2016) Improving opportunities for all
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.4	(2016) Enhancing London's Transport Connectivity
LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
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LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture

LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF4	NPPF - Promoting sustainable transport
NPPF9	NPPF - Protecting Green Belt land
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3. CONSIDERATIONS

3.1 Site and Locality

The site is currently undeveloped. Some earthworks appear to have taken place and previous areas of hardstanding and landscaping have been removed.

The east of the site is bordered by a spine road that serves Phase 1 of the overall development. This phase, which involved the construction of two large industrial units along with associated service yard space and car parking has been completed recently. A comprehensive landscaping scheme has been implemented and includes a regular arrangement of street trees creating an avenue like appearance. Permission has recently been granted to vary conditions attached to the original application to allow these buildings to be used as a data centre under application 37977/APP/2017/1634 - dated 14th of August 2017.

The site lies within the green belt, in a narrow section that opens up to the north, where there is a golf course. Directly to the east and west of the site are commercial buildings of various sizes, including large structures. These included the recently completed Phase 1 buildings to the west. All of these buildings are located within a designated Industrial and Business Area (IBA) although the site itself is not.

To the south is the Grand Union Canal, to which access has been opened up and improved as part of the development, allowing for new pathways and landscaping. On the opposite side of the canal are further commercial buildings as well as a main railway line.

3.2 Proposed Scheme

The proposal involves the submission of all reserved matters, namely layout, scale, appearance and landscaping, following the grant of outline permission for development of the site under planning application 37977/APP/2015/1004 on the 14th of December 2015. The outline permission confirmed approval for the provision of up B1c/B2/B8 use

structures with the following perimeters imposed:-

- A maximum cumulative floorspace of 26,100 m²;
- Maximum height of all structures (including plant and equipment) of 18.7 metres;
- No more than 250 parking spaces to be provided and no more than 430 spaces across the development as a whole (Phases 1 and 2);

The proposal involves the erection of two buildings, providing 2 separate units (adaptable to 3).

UNITS 3A & 3B:

The northernmost building would be the larger of the two and can be adapted to provide 2 units or remain as a single unit. The main component of the building is a metal clad warehouse structure with a shallow pitched triple arch roof. The main building would measure approximately 129 metres in length by 99 metres in width. Height to roof eaves would be approximately 15.8 metres, with the ridge height at approximately 18 metres.

Attached to the main industrial building would be an approximately 13.2 metre high three-storey metal and glazing clad element that would provide ancillary office space. The office annex would have a hipped roof that would be surrounded by a parapet. The office space would be open plan with multiple aspect glazing. Should the building be subdivided, the southern unit can be modified to include a mezzanine office space.

The overall floorspace (GIA) provided would be 14,150 m².

The building would be fronted by a hard surfaced service yard space which would include HGV parking areas. A total of 16 dock levellers would be installed within the building frontage to allow for HGV's to be unloaded directly into the building. Three loading doors, capable of accommodating an HGV, would also be incorporated. The yard would have separate dropped kerb access and exit points that would be taken from the spine road which also serves the existing Phase 1 units. The service yard would be enclosed by security fencing.

A total of 96 allocated car parking spaces, with their own separate access, would be provided to the north of the building.

UNIT 4:

A second building, housing a single unit, would be positioned to the south. It would be identical in width and height to the larger unit to the north and the two buildings would be aligned with each other. The triple arched roof form would also be replicated. The length of the building would be approximately 89 metres, making it smaller than the building to the north. The building would also include a similar three-storey office arrangement to that of the larger building.

The overall floorspace (GIA) provided would be 9,838 m².

The building would be fronted by a hard surfaced service yard which would include HGV parking. The building frontage would include two HGV capable loading doors as well as 11 dock levellers. The service yard would have its own designated dropped kerb access from the spine road and would be enclosed by security fencing.

A total of 93 car parking spaces would be provided to the south of the building, with a separate access formed to serve them.

ADDITIONAL PARKING:

Other than the car parking spaces already mentioned, there would be a separate shared car parking area, providing a total of 58 spaces, that would be positioned between the two buildings.

CUMULATIVE FLOORSPACE:

The total amount of floorspace (in GIA) provided by the two proposed buildings would be 23,988 m².

CUMULATIVE PARKING:

A total amount of 247 car parking spaces would be provided for Phase 2. The total amount of spaces, in combination with those provided at Phase 1, would be 388.

LANDSCAPING:

The proposal includes additional landscaping that would be positioned, predominantly, around the site perimeters but also within the car parking areas and on street verges.

3.3 Relevant Planning History

37977/APP/2015/1004 Phase 3 Stockley Park Stockley Road West Drayton Middlesex

Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination

Decision: 09-09-2015 Approved

37977/APP/2017/1634 Prologis Park West London Horton Road Yiewsley

Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved document 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.

Decision: 02-08-2017 Approved

37977/C/89/0397 Former Trident Site, Stockley Park Stockley Road West Drayton
Redevelopment for industrial and/or office and/or research and development and/or training together with other uses ancillary to any of these uses, excluding industrial development within Classes B3 #NAME? Order 1987. Construction of new access to highway (outline application)

Decision: 02-05-1990 Approved

37977/E/90/2048 Stockley Park-Phase 3 Stockley Road West Drayton
Reserved matters (details of land uses, roads and paths and landscaping) in compliance with condition 2(i)-(vii) of outline planning permission ref. 37977C/89/397 dated 2.5.90; Redevelopment for industrial and/or office and/or research and development and/or training uses

Decision: 10-11-1992 NFA

37977/G/90/2119 Stockley Park-Phase 3 Stockley Road West Drayton
Details of entrance causeway, roadworks, services and lakes including lake contours and planting in compliance with condition 3 of outline planning permission ref. 37977C/89/397 dated 2.5.90; Redevelopment for industrial and/or offices and/or research and development and/or training together with other uses ancillary to any of these uses, excluding industrial development within Classes B3-B7 of the Town and Country Planning (Use Classes) Order 1987. Construction of new access to highway

Decision: 01-08-1991 Approved

37977/P/94/0335 Former Trident Site Phase 3 Stockley Pk. Stockley Road West Drayton
Outline planning permission to provide 18,000 sq. metres of floorspace for industrial and/or office and/or research and development and/or training together with other uses ancillary to any of the uses, excluding industrial development within Classes B3-B7 of the Town and Country Planning (Use Classes) Order 1987. The provision of public and private open space

Decision: 07-02-1996 Approved

37977/W/96/1447 Stockley Park-Phase 3 Stockley Road West Drayton
COMPREHENSIVE REDEVELOPMENT TO PROVIDE A MAXIMUM GROSS FLOORSPACE OF 50,000M2 FOR INDUSTRIAL AND/OR OFFICES AND/OR RESEARCH AND DEVELOPMENT AND/OR TRAINING TOGETHER WITH OTHER USES ANCILLARY TO ANY OF THESE USES WITH A MAXIMUM PARKING PROVISION FOR 1143 CARS TOGETHER WITH SERVICING AND ACCESS ROADS. THE PROVISION OF PUBLIC AND PRIVATE OPEN SPACE (OUTLINE APPLICATION)

Decision: 25-08-2000 Approved

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.BE1 (2012) Built Environment

PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E3	(2012) Strategy for Heathrow Opportunity Area
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.EM4	(2012) Open Space and Informal Recreation

Part 2 Policies:

AM10	Incorporation in new developments of additions to the proposed cycle network
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
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LPP 6.4	(2016) Enhancing London's Transport Connectivity

LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
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SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **21st September 2017**
- 5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised by way of site notices displayed adjacent to the site on Horton Road and Horton Close and also through an advertisement published in the West London Gazette on the 13th of September 2017.

In addition, letters were sent to the occupants of neighbouring buildings to notify them of the application and to invite comments.

No comments have been received from members of the public.

Internal Consultees

LANDSCAPE OFFICER:

The boundary structure planting for the Reserved Matters (west phase) site has already been planted in accordance with the site masterplan / consented units 1 & 2 (application ref. 37977/APP/2015/1004). The current proposal indicates the retention of all existing planting with the exception of the loss of approximately 10 tree along the east boundary of units 3A, 3B and 4. This is necessary to accommodate access points to the proposed units - and the required sight lines. While the tree removal is regrettable, some loss was known to be inevitable, once the units and their access arrangement were known. Nevertheless, the integrity of the avenue along this north-south axis will be retained and its effectiveness should become more pronounced as the trees establish and grow. The Design Statement confirms that the remaining trees will be protected throughout the development process.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development of the site to provide industrial use buildings has already been established following the granting of outline permission (originally under planning application 37977/APP/2015/1004 dated 14th of December 2015 and subsequently varied under 37977/APP/2017/1634 dated 14th of August 2017).

In summary, the development of the site, which is within the green belt, has been deemed to be acceptable as very special circumstances were provided to justify the development on green belt land, these being as follows:-

- (i) the employment benefits from bringing new commercial development to an identified regeneration area;
- (ii) the environmental benefits associated with the rehabilitation of large areas of contaminated land; and
- (iii) the amenity benefits of transforming and landscaping large tracts of land as publicly accessible open space for the benefit of the community.

The current application seeks only to provide details of an acceptable site layout, building design and scale and landscaping scheme. The merits of the plans submitted will be assessed within the main body of this report.

7.02 Density of the proposed development

Not applicable to this development.

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

The site is not located within, or adjacent to, any areas with designated heritage status.

7.04 Airport safeguarding

The height of the buildings was established by the parameters plan submitted with the original application, to which no objections were raised by any airport safeguarding authority. The current application does not increase the height of any of the buildings.

The approved hybrid application (as varied under 37977/APP/2017/1634) requires the submission of a Bird Hazard Management Plan for this phase of the development (condition 12). This condition would need to be discharged prior to the commencement of development.

An informative relating to the use of cranes during construction would also be attached to any approval granted.

7.05 Impact on the green belt

Whilst the site is within the green belt, it has a planning history stretching back to the early 1990's where the site was allocated as Phase 3 of the wider Stockley Park development. As set out within Section 7.01 of this report, the proposed development represents very special circumstances that justify development within the green belt.

It should also be noted that the London Borough Of Hillingdon Green Belt Assessment Update (2013) evaluated the site, referred to as the former Trident site, and concluded that the site did not meet the tests for including land in the Green Belt contained in the National Planning Policy Framework (NPPF) and does not merit Green Belt designation.

The green belt extends to the north, across the golf course situated on the opposite side of Horton Road. It is not considered that the proposed development would detract unacceptably from views towards the green belt from the Grand Union Canal due to the presence of a wide tree lined avenue between the buildings forming phase 1 and 2 of the development. Furthermore, the general landscaping of the site provides a more sympathetic outlook towards the green belt than is currently present and the overall development has also opened up additional green space for public use, particularly alongside the canal.

It is therefore considered that the proposal is in accordance with Policies BE 32 and OL 5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the National Planning Policy Framework (NPPF).

7.07 Impact on the character & appearance of the area

The proposed buildings are set back from the tree lined road, in a similar arrangement to the completed buildings that formed Phase 1 of the development. This set back allows landscaping to be retained and enhanced, preserving the sense of verdant that is a defining characteristic of the wider Stockley Park development, and also ensuring there is a wide visual gap between the buildings on opposing sides of the road, allowing for views from the canal towards the green belt to the north. The buildings are also stepped in from all other site boundaries and, as such, would ensure the overall site maintains a sense of openness when viewed from all aspects.

The design of the proposed buildings reflects that of the Phase 1 buildings in terms of both form and external materials and palette of colours. The use of a mix of materials prevents the sizeable structures from appearing monotonous or overly imposing whilst the use of a triple arched roof helps break up the bulk of the buildings whilst also preventing them from appearing overly utilitarian. The shallow pitch of the arched roofing also restricts the height of the buildings.

It is therefore considered that the proposal is in accordance with Local Plan Policies BE 13 and BE 25 of the Local Plan and Policies 7.4 and 7.6 of the London Plan.

7.08 Impact on neighbours

The nearest residential properties are located over 100 metres away from the closest part of the site. These Residences are separated from the site by the canal, existing industrial buildings, and the railway line. The degree of separation maintained between the site and residential dwellings is well in excess of the minimum standards set out in the Supplementary Planning Document Hillingdon Design and Accessibility Statement: Residential Layouts.

It is therefore considered that the proposed buildings would not result in any undue

overshadowing or overlooking impact towards neighbouring properties nor would they appear overbearing.

It is also considered that the degree of separation between the site and residential properties would prevent unacceptable noise pollution towards nearby residents, subject to compliance with relevant conditions as established during the assessment of the approval of the hybrid application.

It is therefore considered that the proposal is in accordance with Policies BE 20, BE 21 and BE 24 and OE 1 of the Local Plan.

7.09 Living conditions for future occupiers

The proposed buildings do not provide any residential accommodation. The ancillary office space provided benefits from multiple aspect windows and an outlook towards the canal, thereby providing a good quality working environment.

A restrictive condition to prevent the buildings being converted to any other use (including residential) under current or future Permitted Development rights will be attached to any approval granted in order to protect employment and prevent noise sensitive development within an industrial area.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The level of parking provided almost reaches the maximum threshold as set by TFL in assessing the original hybrid application. The car parking spaces are distributed across the development and are well laid out, with designated access and adequate space for turning and manoeuvring of vehicles. The car parking areas are positioned adjacent to the sides of each unit, allowing ease of access but not interfering with the service yard areas that would be used by HGV's. Disabled bays are located close to building entrances at a ratio of 1 in 25 spaces (4%). Cycle parking facilities would also be provided.

All site access would be obtained from the spine road, as is the arrangement with the Phase 1 units. Separate access to each car parking area is provided and each service yard would also benefit from separate gated access. It would need to be demonstrated that these gates do not open outward so as to prevent obstruction to traffic and pedestrians and this can be secured by way of a planning condition attached to any approval granted. Small amounts of existing landscaping would be removed to allow for the necessary sight lines to be maintained at access points.

The overall development is the subject of a signed Section 106 agreement which includes the requirement for any new occupier of a unit within the development to submit an acceptable Occupier Travel Plan within three months of the occupation of the unit.

It is therefore considered that the proposal is in accordance with Policies AM 7, AM 8, AM 14, AM 15 and BE 18 of the Local Plan.

7.11 Urban design, access and security

The buildings have been designed so as to appear visually stimulating, through the use of a wide palette of materials and finishes. Although large, the mix of materials and finishes breaks up the bulk of the buildings, as does the use of shallow pitched triple arch roofing.

The proposed development would not hinder access to the Grand Union Canal by either staff or members of the public and the enhanced landscaping scheme would ensure that the area around the canal appears more attractive.

The service yards of the buildings would be enclosed by security fencing and gates that will serve their purpose in providing adequate site security but would also be visually

appropriate owing to the use of landscape 'panel' planting that would augment with the fencing and soften its impact. The amount of access points serving each building would also be kept to a minimum and these will be clearly visible and open to surveillance. Vehicular access to the spine road would also be controlled by the existing manned barrier in place at the entrance to the road from Horton Road.

7.12 Disabled access

The overall development is subject to a condition requiring the following:-

(i) External areas, including landscaped areas are designed to be inclusive with any gravel surface to be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009;

(ii) All areas to which the public have access are designed to achieve a gradient no steeper than 1:18 with handrails and a level landing provided at every 8 metres of ramp flight;

(iii) Level access is provided to all buildings;

(iv) Building entrances (including level approaches, signposting, types and dimensions of door width and lobby openings) meet the needs of disabled persons;

(v) All buildings, including their approach, are designed in accordance with BS 8300:2009.

It is considered that this condition adequately ensures that the proposed buildings would be accessible to people with disabilities.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

The proposal would result in the loss of a small number of street trees in order to allow for access to the car parking and service yard areas but would not impact upon any of the other street trees or surrounding landscaping and the overall character of the spine road as a tree lined avenue would be preserved.

The proposal includes additional landscape planting that would enhance the existing landscaping and fulfil the objective of maintaining a verdant and open appearance to the site that provides an effective visual segue between the canal side environment to the south and the green belt land that opens up to the north of the site. The landscaping would also help screen the buildings and utilitarian features such as the security fencing and parking areas. The submitted details have been assessed by the Council's Landscape Officer who has found them to be acceptable.

It is therefore considered that the proposal is in accordance with Local Plan Policies BE 25, BE 32 and BE 38.

7.15 Sustainable waste management

As the application is for commercial development, the building occupiers ultimately have discretion over which waste management methods are used. The site is fully accessible to service vehicles.

7.16 Renewable energy / Sustainability

These matters were assessed in full within the original planning application and a condition, which applies to both phases of the development, was attached requiring a detailed energy assessment to be submitted to and approved in writing by the Local Planning prior to the commencement of each phase of the development.

The Accompanying Design & Access Statement includes some details on sustainability and renewable energy measures that will be taken and incorporated into the buildings, including:-

- The potential for natural ventilation, by incorporation of opening windows.
- Optimisation of use of natural lighting and minimise use of artificial lighting in daylight hours. Including rooflights covering 15% of the floor area within the warehouse, reducing reliance on artificial lighting.
- Achieving higher level of thermal insulation than the maxima set in the Building Regulations, with levels set at 0.22 W/m².K for walls and 0.15 W/m².K for roofs
- Achieving high levels of air tightness (less than 3 cu m/hour/sq m) in the building in excess of Building Regulations.
- Reduction of solar gain by specification of solar shading and tinted glass on other elevations.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and no objections were raised by flooding and drainage officers during determination of the original application, subject to details of a sustainable surface water management scheme being submitted to, and approved by the Local Planning Authority prior to the commencement of each phase of the development.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit raised no objection towards the overall development on air quality grounds, subject to a contribution of £50,000 towards an air quality monitoring regime in this area of the borough. This has been secured through the signed Section 106 Agreement that was attached to the original approval.

7.19 Comments on Public Consultations

No comments received from members of the public.

7.20 Planning obligations

The development is the subject of a signed Section 106 agreement. The application has not increased the scale of the development, nor has it affected its location and, as such, there is no requirement for any Deed of Variation.

A CIL payment has been made for Phase 1 of the development. The floor area of Phase 2 has now been confirmed. The proposal represents chargeable development and, as such, a CIL notice will be issued setting out the additional contribution required.

7.21 Expediency of enforcement action

Not applicable.

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

Not applicable.

10. CONCLUSION

It is recommended that the application is approved, subject to conditions.

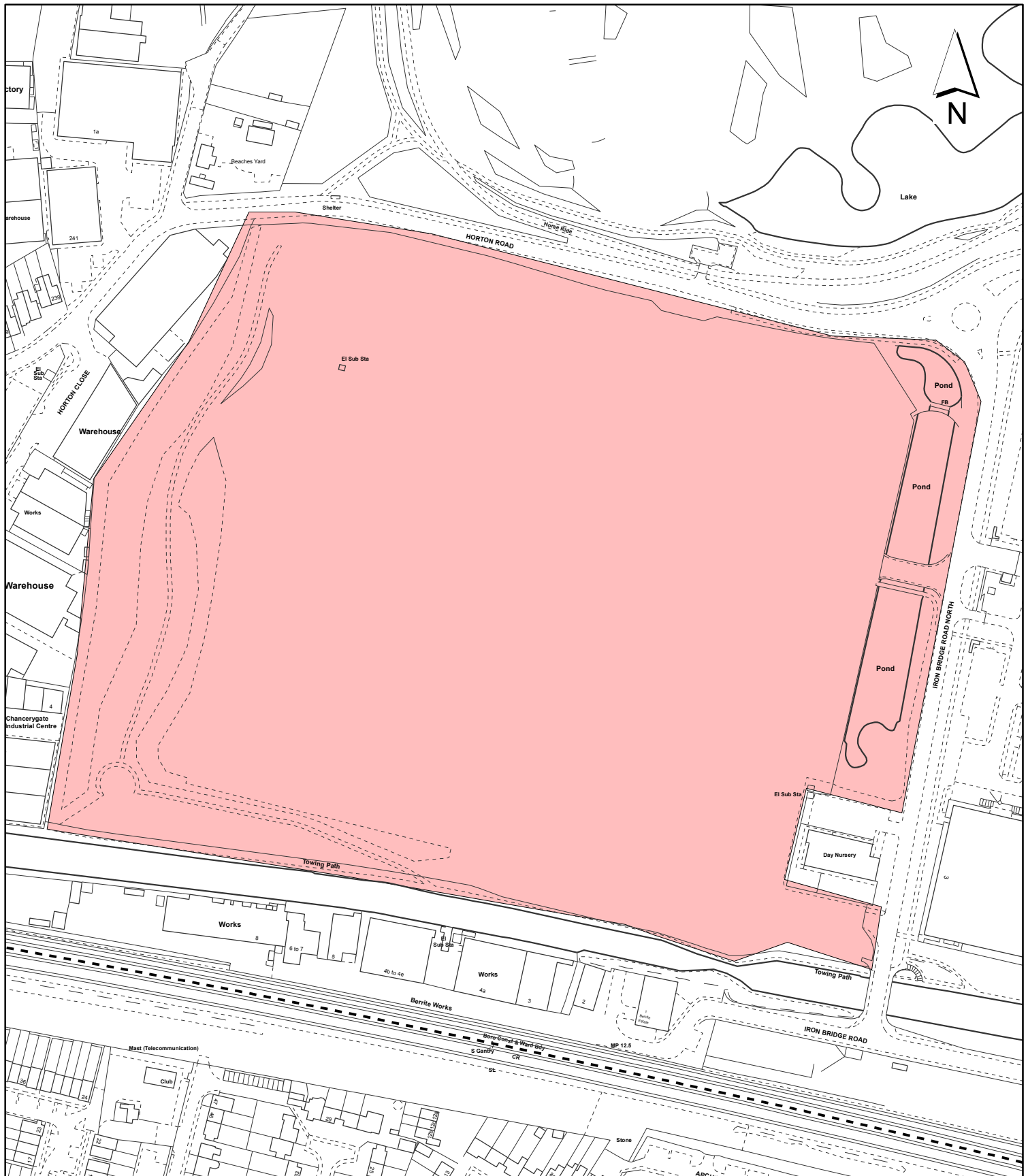
11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
Mayor of London's adopted Supplementary Planning Guidance - Sustainable Design &
Construction
Hillingdon Planning Obligations SPD
National Planning Policy Framework (NPPF)

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Notes:

 Site boundary

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Site Address:

Prologis Park

Planning Application Ref:
37977/APP/2017/3046

Planning Committee:
Major

Scale:
1:2,500

Date:
October 2017

LONDON BOROUGH OF HILLINGDON
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