

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

**Address** GLAZE HOUSE BEACONSFIELD ROAD HAYES

**Development:** Change of use from Class B8 storage and distribution warehouse to flexible Class B1c, B2, B8 use.

**LBH Ref Nos:** 21940/APP/2017/3965

**Drawing Nos:** Design and Access Statement  
Warehouse Plan as Existing  
Warehouse Plan as Proposed  
LBC:EXISTING Rev 2  
LBC:PROPOSED Rev 2  
Site Location Plan  
Covering Letter

**Date Plans Received:** 01/11/2017 **Date(s) of Amendment(s):**

**Date Application Valid:** 06/11/2017

### 1. **SUMMARY**

The proposed change of use would secure an industrial use for the building, supporting the ongoing viability of the wider industrial estate, which is included within an Industrial and Business Area. It would also provide additional employment within the area.

There are no residential properties within the immediate vicinity and, as such, the proposal would not result in any adverse impact upon residential amenities.

The change of use would not result in any new buildings being erected and the overall character and appearance of the site would not be substantially changed.

### 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:-

Warehouse Plan as Proposed;  
LBC:PROPOSED Rev 2;  
Design & Access Statement MW 547;

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).

**3 MCD8 Height of External Storage**

Materials shall not be stacked or deposited to a height exceeding 3 metres above existing ground level.

REASON

In order to safeguard the visual amenities of the area in accordance with Policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan Policy (2016) 7.1

**4 H10 Parking/Turning/Loading Arrangements - Commercial Devs.**

The entrance and exit points, turning space, circulation space and parking areas (including the marking out of parking spaces) shown on the approved plans shall be provided prior to occupation of the development and thereafter permanently retained and used for no other purpose.

REASON

To ensure that the access and egress, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM 3 and AM 14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

**5 RES22 Parking Allocation**

The parking spaces shown on the approved plans shall be for use by the private vehicles of staff and visitors only and not by commercial vehicles at any time.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM 14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

**6 OM11 Floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.1

**7 OM14 Secured by Design**

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be

implemented in compliance with this condition shall reach the standard necessary to achieve the '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). The approved measures shall be implemented before the development is occupied and thereafter retained.

#### 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

#### **8 SUS6 Green Travel Plan**

Prior to the commencement of the development hereby permitted a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements [insert desired for target(s)];
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan

#### REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (2016) Policies 6.1 and 6.3

#### **9 H16 Cycle Storage - details to be submitted**

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage for 20 bicycles have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

#### REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM 9 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 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.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE25	Modernisation and improvement of industrial and business areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.12	(2016) Flood risk management
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.3	(2016) Designing out crime
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
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

## **3**

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. 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.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The site is occupied by a detached, pitched roof metal clad detached warehouse building (4167 m<sup>2</sup> of floor space). A single-storey extension containing ancillary offices has been made to the front whilst there is a detached office building positioned towards the front of the site which has brick elevation walls and a tiled, hipped roof. To the front of the site is a hard surfaced parking and yard area. The site boundary is marked by metal palisade

fencing and there are separate dropped kerb access and exit points serving the facility.

A brick built electricity substation and associated equipment housing has been installed in an annexed area in the south-eastern corner of the site.

The site is located within an established Industrial and Business Area (IBA) which is characterised, predominantly, by purpose built industrial buildings ranging from blocks of small units to large structures and associated yard and parking areas. Units are served by Beaconsfield Road, Springfield Road and Bullbrook Road.

Other than industrial use, there is a school and football ground to the south of the site, on the opposite side of the road. Minet Country Park forms an L-shaped green buffer flanking the western and southern edges of the industrial estate. The entire country park is designated as green belt land.

The nearest residential dwellings are approximately 350 metres to the east, approximately 425 metres to the north in Yeading and approximately 580 metres to west in Hayes.

### **3.2 Proposed Scheme**

The proposal involves the change of use of the site, which is currently in B8 use given that the building was erected for use as a storage and distribution facility for a removals firm and there have been no approvals granted for a change of use in the intervening period.

The proposal involves employing the main building in B2 use to allow for the fabrication of steel reinforcement products on site. The building and yard area would also house ancillary B1c (light industry) and B8 (storage and distribution) space that would be associated with the overall use.

There are no proposals to extend or significantly alter the existing main building. The detached two-storey brick building which provides ancillary office space, is to be demolished in order to provide increased yard space and allow for the easier movement of vehicles on the site.

### **3.3 Relevant Planning History**

#### **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.E1 (2012) Managing the Supply of Employment Land

Part 2 Policies:

AM14 New development and car parking standards.

AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE25	Modernisation and improvement of industrial and business areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.12	(2016) Flood risk management
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.3	(2016) Designing out crime
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
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

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

**5.1** Advertisement Expiry Date:- **15th December 2017**

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

## **6. Consultations**

### **External Consultees**

Site notices were displayed adjacent to the site on Beaconsfield Road, Springfield Road and Bullsbrook Road. Letters were also sent to the occupants and owners of surrounding buildings to inform them of the proposal and to invite comments.

No representations received from members of the public.

### **Internal Consultees**

LANDSCAPE OFFICER:

The application seeks to change the use of the site. No alteration is indicated to the site frontage and car park. If there is a oversupply of parking consideration should be given to introducing a landscaped / planted buffer along the site frontage which would improve the visual amenity of the site and provide other environmental enhancements (including air quality), in accordance with saved policy BE 38.

## ACCESS OFFICER:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following informative should be attached to any grant of planning permission:

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. 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.

## HIGHWAYS:

Beaconsfield Road is a local road on the Council road network. The site on the Springfield Industrial Estate has two access points that operate as a one way in and one way out arrangement. Most units on the estate have onsite car parking which restricts parking stress on Beaconsfield Road.

The site has a PTAL value of 0 (very poor) so there is a strong reliance on private car trips by employees and visitors to and from the site.

The DAS suggests that any overnight HGV parking will be within the building.

The application form suggests there will be 55 employees on site which indicates a Travel Plan should be provided (condition).

There should be secure cycle parking provided on site (initially 10 spaces conditioned) and the Travel Plan will indicate whether further spaces will be needed.

From the information provided it is unlikely that traffic generation to the site will change significantly from the existing.

On the basis of the above comments I do not have significant highway concerns over the proposed change of use.

## **7. MAIN PLANNING ISSUES**

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

The proposed B2 use is regarded as development which is compatible with the Industrial and Business Area (IBA) designation which is attached to the wider industrial estate, as confirmed by Policy LE 2 of the Local Plan. The principle of the change of use is therefore considered to be acceptable, subject to compliance with other relevant planning policies.

The applicant states that the proposed use would employ 55 full time staff, working across two shifts. This would represent a significant contribution towards the Council's target to accommodate new jobs within the Borough, as set out in Policy E 2 of the Hillingdon Local Plan: Part One: Strategic Policies (November 2012).

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

Not applicable as this is not an application for residential development.

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

Not applicable for this site.

### **7.04 Airport safeguarding**

Not applicable due to the nature of the application.

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

Not applicable.

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

The proposal does not involve any significant alterations or additions to the existing main building.

The car parking arrangement to the front of the site will be maintained. It is considered to be responsible to attach a condition to any approval given to restrict the height at which materials could be stacked within the yard area to the front of the site, in the interests of safety and amenity,

Given the industrial location, it is not considered it would be necessary to restrict the use of external lighting, although details of the luminance levels, siting and angling of any external lighting to be used should be supplied in order to provide assurance that it would not cause a distraction to motorists or cause unacceptable light spillage into the green belt area to the south and west. These details can be secured by way of a planning condition.

It is therefore considered that the proposal would accord with Local Plan Policies BE 13 and BE 25.

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

The site is located within an established industrial area where extensive hours of operation is commonplace in neighbouring units. This is reflected in recently granted planning approvals such as at Unit 3 (Media House) approved under planning reference 44110/APP/2015/2570 dated the 7th of October 2015, at Unit 2 as approved under planning reference 65890/APP/2009/559 dated the 6th of October 2009 and at Connect West, Springfield Road as approved under planning reference 2613/APP/2011/2490 dated the 28th of March 2012.

There are no residential properties within the immediate vicinity, as confirmed in the the paragraph on Site and Surrounds found at the beginning of this letter.

It is considered that the proposed use would not generate significant levels of noise. The impact of any noise generated would be minimised by the distance maintained between the site and sensitive receptors. The majority of operations would also take place within the building, thereby restricting the level of noise emitted into the surrounding area.

Furthermore, the site is within an established industrial area, where there a number of similar uses operating up to 24 hours a day and, given the objective of IBA's to provide optimum conditions for industrial use, the presence of other businesses operating for extended periods, and the lack of sensitive receptors nearby, it is considered that the operation of 2 shifts per day at the site would not result in any adverse amenity impact.

Given the location of the site within an established and important industrial estate, with no residential properties within close proximity, it is considered that amenity impact would be minimal and acceptable and, as such, the proposal is considered to accord with Local Plan Policy OE 1.

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

Not applicable.

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



A condition would be attached to prohibit the storage of goods within areas designated for vehicle parking, turning and circulation in order to maintain the safe movement of pedestrians and vehicles on site and ensure that parking related to the use does not begin to impact on surrounding roads.

The proposed use would retain the 31 car parking spaces currently provided within the hard surfaced area to the front of the site. It is not anticipated that there would be any requirement for Heavy Goods Vehicles to be parked on site for a significant duration. The Design & Access Statement informs that, should any HGV be required to park overnight, it would be stored within the main building and would not occupy any of the spaces allocated for car parking.

The proposed use would also maintain the existing access arrangements. Separate points for access and egress are currently provided and are linked by a clear throughway within the yard area. This will allow for vehicles to enter and leave the site without conflict and would also ensure that all vehicles are able to enter and leave the site in forward gear.

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

The proposed use would ensure that the building and site is in use for the majority of the day and night on working days. It is considered that the sustained presence on the site would help improve overall security within the surrounding area.

The site should be adequately secured and, as such, a condition would be attached to any approval given to ensure that the site achieves secured by design standards.

#### **7.12 Disabled access**

The access officer has not raised any concerns in relation to this application.

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

Not applicable.

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

The proposal does not involve increasing the building footprint hard surfacing provision on site.

#### **7.15 Sustainable waste management**

Not applicable.

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

Not applicable.

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

The proposed development does not involve any increase in building footprint or areas of hard surfacing.

The site is not located within Flood Zone 2 or 3 and the proposed use is not classed as more vulnerable to flooding than the current use.

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

The industrial use of the building would generate noise over a sustained period of time. However, the site is located within an established industrial estate where similar uses operate over similar, in many cases unrestricted, periods of time.

There are no residential properties within close proximity of the site and it is not considered that there would be any adverse impacts upon residential amenity.

It is not considered that the proposed use would generate any material increase in traffic over what would be expected as a result of the current use. It should be noted that the

Council's car parking standards do not differentiate between B2 (proposed) and B8 (existing) use in terms of car parking provision. As such, it is not considered that there would be a material increase in vehicle emissions.

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

No comments received.

#### **7.20 Planning obligations**

It is not considered that the proposed development would generate any requirement for improvements, contributions or agreements that would need to be secured by way of a Section 106 agreement.

The proposal is for a change of use only and does not involve any net increase in floor area of the existing building. As such, the change of use would not be liable for a CIL charge.

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

Not applicable.

#### **7.22 Other Issues**

No further matters.

### **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**

## **10. CONCLUSION**

It is recommended that the application is approved, subject to the conditions set out within the report.

## **11. Reference Documents**

Hillingdon Local Plan: Part One (November 2012)

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

London Borough of Hillingdon's Noise Supplementary Planning Document (adopted April 2006)

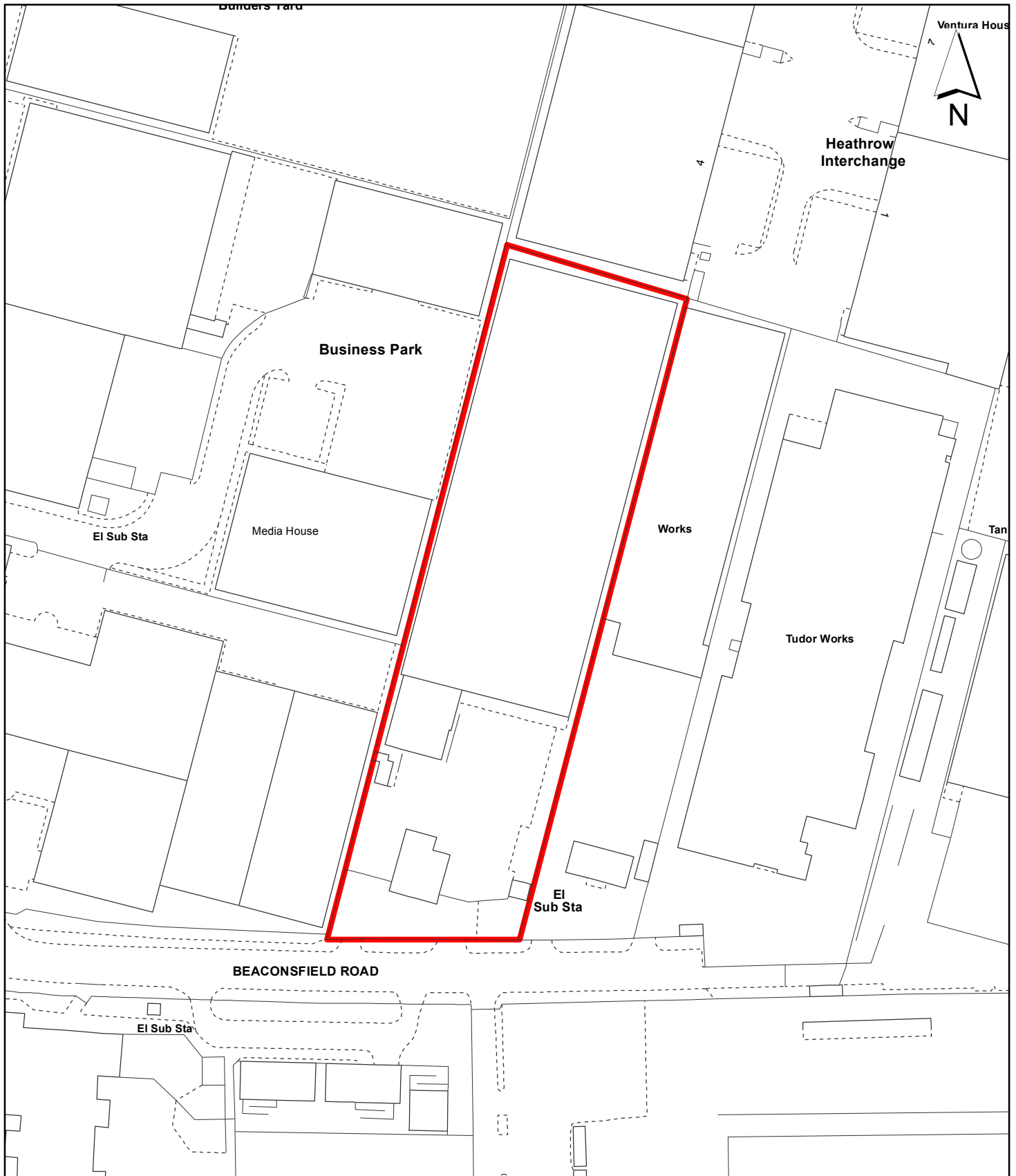
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

London Plan (March 2016)

National Planning Policy Framework (March 2012)

**Contact Officer:** James McLean Smith

**Telephone No:** 01895 250230



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;"><b>Glaze House Beaconsfield Road</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Residents Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>	
	<p>Planning Application Ref:</p> <p style="text-align: center;"><b>21940/APP/2017/3965</b></p>	<p>Scale</p> <p style="text-align: center;"><b>1:1,250</b></p>		 <b>HILLINGDON</b> <small>LONDON</small>
	<p>Planning Committee</p> <p style="text-align: center;"><b>Major Application</b></p>	<p>Date</p> <p style="text-align: center;"><b>January 2017</b></p>		