

Report of the Head of Planning, Sport and Green Spaces

Address SUMMIT CENTRE SKYPORT DRIVE HARMONDSWORTH

Development: Provision of 1.8 metre high metal palisade fence and automated gates to control access to service yards associated with Units 1-6.

LBH Ref Nos: 9420/APP/2017/4321

Drawing Nos:

- S1.AP(0)01
- AE(0)10
- S1.AP(2)01 Rev A
- AE(2)10 Rev A

Date Plans Received: 29/11/2017 **Date(s) of Amendment(s):** 29/11/2017
Date Application Valid: 29/11/2017 25/01/2018

1. **SUMMARY**

The proposed development would be consistent with the industrial nature of the site and would have a minimal impact on the wider surroundings due to its sympathetic positioning, external finish and the screening offered by existing landscaping.

The proposed fencing would improve security and functionality within the overall complex.

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:-

S1.AP(2)01 Rev A;
AE(2)10 Rev A;

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 NONSC **Non Standard Condition**

The fencing and gates hereby approved shall be finished in Merlin Grey (RAL 180 40 05)

and maintained as such in perpetuity.

REASON

To soften the visual impact of the fencing and gates in accordance with Policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

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.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
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
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OL5	Development proposals adjacent to the Green Belt
LPP 6.13	(2016) Parking
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework

3

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in

order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

4 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

5 I47A Damage to Verge - For Private Roads:

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

3. CONSIDERATIONS

3.1 Site and Locality

The Summit Centre occupies an approximately 3.2ha site, and consists of six single storey industrial/warehouse units (with ancillary mezzanine office space) arranged within a broad U -shape, with a central service yard. Additional service yard space, as well as off street car parking is positioned around the outer part of the site. There is also landscaping in place consisting tree and hedge planting, grass verges, banks and walls and fencing to all site boundaries.

To the north of the site are open fields which surround the village of Harmondsworth and form part of the green belt. The site is bounded to the north by Skyport Drive, beyond which are open fields falling within the Green Belt. To the east there is a pocket of residential dwellings on Pinglestone Close and Zealand Avenue. To the south, on the other side of the by-pass, is Heathrow Airport and associated ancillary buildings whilst to the west there are further industrial buildings and other commercial development.

Access to units 1, 2, 3, 5 and 6 is provided from Skyport Drive, with three separate crossovers provided, one of which was recently approved under application 9420/APP/2016/3974. Unit 4 has its own car park and service yard which is accessed from Hatch Lane, on the eastern side of the site.

The entire site falls within the Heathrow/A4 Industrial and Business Area (IBA) as designated in the Hillingdon Local Plan. It also falls within an Air Quality Management Area (AQMA) and parts of the site are known to suffer from surface water pooling. Hatch Lane is designated as a London Distributor Road and the A4 is designated as a Strategic Route.

3.2 Proposed Scheme

The proposal involves the installation of palisade fencing in order to enclose and secure the various service yard spaces within the overall complex. There would be two enclosed yards to the northern end of the site, serving units 1 and 6 respectively. The central service yard would be fenced across to provide an enclosed yard serving units 2, 3 and 5. The yard serving unit 4, at the southern end of the site, is already enclosed.

The proposed fencing would be fabricated in metal and be a uniform height of 1.8 metres. Automatic gates of a similar height and design would be provided to allow for vehicular access to the service yard as well as pedestrian gates. Access to the existing car parking areas within the site would not be affected.

3.3 Relevant Planning History

9420/APP/2016/3974 Summit Centre Skyport Drive Harmondsworth

Formation of new access from Skyport Drive to Car Park for Units 5 and 6 and changes to car parking layouts and changes to north elevation of Units 1 and 6 to enable installation of roller shutters, general layout revisions and provision of new landscaping.

Decision: 31-01-2017 Approved

9420/APP/2017/2799 Summit Centre Skyport Drive Harmondsworth

Details pursuant to condition 9 (cycle storage) of planning permission ref. 9420/APP/2016/3974 dated 31-01-2017 (Formation of new access from Skyport Drive to Car Park for Units 5 and 6 and changes to car parking layouts and changes to north elevation of Units 1 and 6 to enable installation of roller shutters, general layout revisions and provision of new landscaping)

Decision: 15-09-2017 Approved

Comment on Relevant Planning History

Access and landscaping modifications were recently approved under application 9420/APP/2016/3974. This included the loss of car parking spaces to the north of units 1 and 6 to allow for additional service yard space to be provided.

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

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

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
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th January 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Planning notices were displayed adjacent to the site and the owners/occupiers of neighbouring properties were sent letters informing them of the application and inviting comments. The consultation period closed on the 12th of January 2018.

No letters of representation from members of the public have been received.

Given the location and nature of the proposal, there was no requirement for any other external parties to be consulted.

Internal Consultees

LANDSCAPES:

Palisade is already in use on the site. The shiny galvanised finish will be more muted - finished in dove grey. This will provide a more discrete finish - much of which should be hidden by planting. No objection.

HIGHWAYS:

The proposals involve a new fence and automated gates to control access to Units 1-6 within the site. I cannot see that the proposed changes will have any significant impact on the performance of the external road network. On the basis of the above comments I do not have significant highway concerns over the proposals identified in the above application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within a designated Industrial and Business Area (IBA) and, as such, subject to Policy LE 2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). This policy resist development within IBA's that result in any loss of business, industrial and / or warehousing uses.

The proposed development would enhance a sizeable existing industrial use and therefore complies with this Policy.

Policy LE 7 stipulates that development proposals for industrial uses should provide planning benefits and goes on to list a number of potential areas in which benefits could be provided, one of which is improvements to site layout and access arrangements.

Similarly, Policy BE 25 of the Local Plan, requires the local planning authority will seek to ensure modernisation and improvement of industrial and business areas through careful attention to the design and landscaping of buildings and external spaces.

It is considered that the proposed development would improve the site layout and, therefore, is in accordance with these policies.

7.02 Density of the proposed development

Not applicable as the application does not relate to residential development.

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

Not applicable as the site is not subject to any special heritage designations.

7.04 Airport safeguarding

Not applicable due to the nature of the development and the location of the site.

7.05 Impact on the green belt

The site is located opposite green belt land which extends to the north. Given the modest scale of the development and the screening that would be provided by existing site landscaping, it is not considered that the character and setting of the adjacent green belt land would be compromised.

The proposed development therefore complies with Local Plan Policy OL 5.

7.07 Impact on the character & appearance of the area

The proposed fencing would not have any significant visual presence within the street scene or the wider surrounding area on account of its modest height of 1.8 metres, which is similar to the height of a domestic garden fence and the wire mesh fencing flanking the opposite side of Skyport Drive, the permeable nature of the fencing, the screening that would be offered by existing site landscaping and the fact that there is similar style fencing already installed within the site.

The style of fencing would be consistent with that expected to be seen on an industrial site. Its visual impact would be further minimised through the use of a matt grey finish, which would be secured by planing condition, that would ensure that it blended in with surrounding buildings and skyline.

It is therefore considered that the proposed development would be in accordance with Policy BE 13 of the Local Plan.

7.08 Impact on neighbours

The nearest neighbouring residential properties are those on Hatch lane, approximately 23 metres to the east of the site. The fencing would not be positioned adjacent to any

neighbouring residential properties and, therefore, would not appear overbearing or oppressive or cause undue levels of overshadowing.

As such, the proposed development complies with Local Plan Policies BE 20, BE 21 and BE 24.

7.09 Living conditions for future occupiers

Not applicable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposed fencing would not restrict or obstruct access to any of the car parking areas provided on the site, all of which would have direct, gate free access from Skyport Drive and Hatch Lane.

The proposed fencing would enable the service yard areas to be more clearly delineated, reducing the potential of conflict between cars, pedestrians and heavy goods vehicles. By controlling access, there would also be a reduced possibility of conflict between vehicles entering and leaving the service yards.

The gates would not be positioned directly adjacent to the road and, as such, vehicles waiting for access would not obstruct the carriageway on Skyport Drive and, therefore, not be hazardous to traffic and pedestrian movements.

It is therefore considered that the proposed development satisfies Local Plan Policies AM 7 and AM 14 and Policy 6.13 of the London Plan (2016).

7.11 Urban design, access and security

The proposed fencing would provide additional security within the service yards by enclosing the service yards and through controlling access.

As such, it is considered that the proposal corresponds with Local Plan Policy BE 18 and London Plan Policy 7.3.

7.12 Disabled access

Not applicable.

7.13 Provision of affordable & special needs housing

Not applicable.

7.14 Trees, landscaping and Ecology

The proposed fencing would not result in any significant removal of soft landscaping, with the only area affected being a section of shrubbery and hedging adjacent to the northern elevation of unit 1 which would be only slightly affected by the fence crossing over it. The site landscaping would also not be visually compromised as the proposed fencing would be positioned behind it, allowing it to provide an effective and visually sympathetic green screen to the fencing.

It is therefore considered that the proposed development complies with Policy BE 38 of the Local Plan.

7.15 Sustainable waste management

Not applicable.

7.16 Renewable energy / Sustainability

Not applicable.

7.17 Flooding or Drainage Issues

Not applicable.

7.18 Noise or Air Quality Issues

Not applicable.

7.19 Comments on Public Consultations

No comments received from members of the public.

7.20 Planning obligations

It is not considered that the proposed development would have any impact that would require obligations to be secured by way of a legal agreement.

No additional floor space would be created and, therefore, the development would not be subject to any CIL charge.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No other 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

Not applicable.

10. CONCLUSION

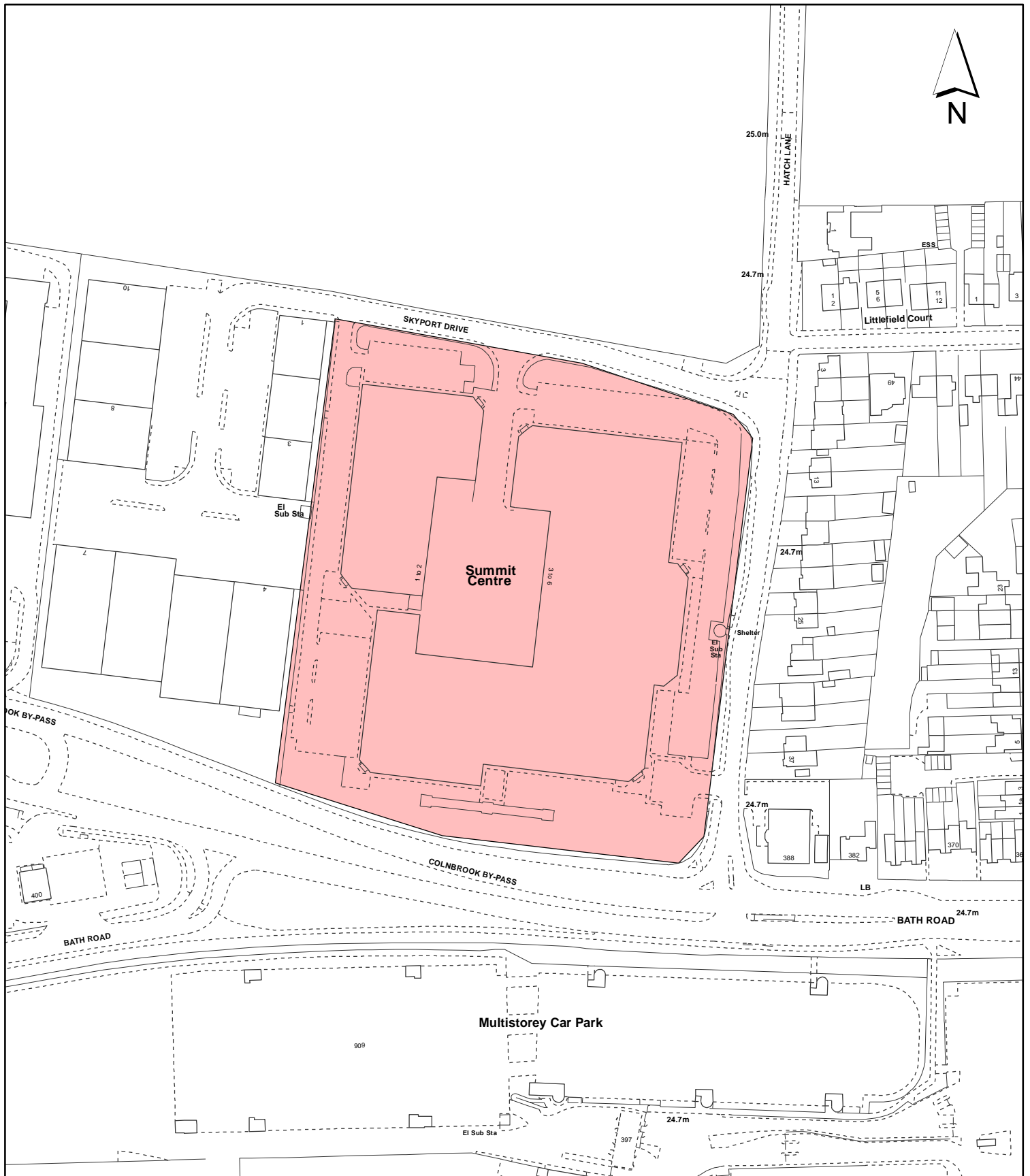
The proposed development complies with relevant planning policies and it is therefore recommended for approval, subject to the conditions set out in this report.

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)
National Planning Policy Framework (NPPF)

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Summit Centre
 Skyport Drive**

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

Planning Application Ref:
9420/APP/2017/4321

Scale:
1:2,000

Planning Committee:
Major

Date:
February 2018

