

Report of the Head of Planning, Transportation and Regeneration

Address EXISTING MULTI-STOREY CAR PARK, WARNFORD INDUSTRIAL ESTATE
CLAYTON ROAD HAYES

Development: Demolition of existing multi-storey car park, followed by erection of four-storey warehouse facility with ancillary offices, and associated works including parking, service area, landscaping and relocation of existing substation.

LBH Ref Nos: 73334/APP/2018/969

Drawing Nos: 173.01.12 Rev A Proposed Second Floor Plan
173.01.11 Rev A Proposed First Floor Plan
173.01.16 Rev A Proposed Roof Plan
Transport Statement Addendum - August 2018
Cover Letter to Further Amendments dated 19-09-18
PM-1810-01 Landscape Planting Proposals
Parking Assessment Note July 2018
173.01.13 Rev A Proposed Third Floor Plan
173.01.22 Rev E Proposed Elevations & Cladding Detailing
Energy Statement
Flood Risk Assessment and Drainage Strategy
Preliminary Investigation Report January 2018
Transport Statement February 2018
Corporate Responsibility Statement
173.01.CLP 1 Proposed Cladding Photographs
AI 01 Rev A Aerial image looking east
SV 01 Rev A Street view image looking west
Cover Letter to Amendments dated 14-08-18
Mitred External Corner Detail
Planning, Design and Access Statement
A1.01 Proposed Aerial Image
173.01.01 Rev B Site Location Plan
173.01.EX.01 Existing Ground Floor Car Park Plan
173.01.EX.02 Existing First Floor Car Park Plan
173.01.EX.03 Existing Car Park Elevations
173.01.05 Proposed Site Layout Plan
Covering Letter dated 14 March 2018
173.01.10 Rev D Proposed Ground Floor Plan

Date Plans Received:	14/03/2018	Date(s) of Amendment(s):	14/08/2018
Date Application Valid:	19/03/2018		10/07/2018
			19/09/2018
			06/09/2018
			14/03/2018
			03/09/2018
			08/08/2018

1. SUMMARY

The proposal is for the demolition of an existing multi-storey car park, followed by the erection of a four-storey storage and distribution warehouse facility (Use Class B8) with ancillary offices, and associated works including parking, service area, landscaping and

relocation of existing substation.

The proposed development would be acceptable in regards to its use, character and appearance within the Blyth Road/Printing House Industrial and Business Area and would not impact on residential amenity. The proposal would not cause harm to the highway network.

The proposal complies with Policies AM7, AM14, BE13, BE19, LE1 and LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application is therefore recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans,

173.01.01 Rev B Site Location Plan
173.01.EX.01 Existing Ground Floor Car Park Plan
173.01.EX.02 Existing First Floor Car Park Plan
173.01.EX.03 Existing Car Park Elevations
173.01.05 Proposed Site Layout Plan
173.01.10 Rev D Proposed Ground Floor Plan
173.01.11 Rev A Proposed First Floor Plan
173.01.12 Rev A Proposed Second Floor Plan
173.01.13 Rev A Proposed Third Floor Plan
173.01.16 Rev A Proposed Roof Plan
173.01.22 Rev E Proposed Elevations

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 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:

Transport Statement February 2018
Transport Statement Addendum - August 2018
Parking Assessment Note July 2018
Energy Statement
Flood Risk Assessment and Drainage Strategy
Preliminary Investigation Report January 2018
Corporate Responsibility 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 that the development complies with the objectives of Policies AM7, AM14, OE8 and OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

4 COM9 Landscaping (car parking & refuse/cycle storage)

Prior to the completion of the superstructure works, a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for 8 bicycles and 2 motorcycle bays
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts for 22 parking spaces within 11 car stackers and two disabled parking spaces (including demonstration that 5% of all parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials

4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (2016).

5 NONSC Delivery and Servicing Plan

Prior to occupation of the development hereby approved a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. Thereafter and prior to occupation, the scheme shall be completed in strict accordance

with the approved details and thereafter maintained for the life of the development.

REASON

To encourage out of off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) .

6 NONSC On-site Parking

Parking is to be provided in accordance with Drawing Ref 173.01.10 Rev D hereby approved, and shall be installed and operational prior to occupation of the development and shall be used as ancillary to the B8 warehouse facility and at no time leased.

REASON

To ensure adequate off-street parking in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) .

7 NONSC No Parking on Clayton Road

Notwithstanding the details hereby approved, this consent does not authorise parking by occupants of this development on Clayton Road.

REASON

In the interests of highway safety in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) .

8 COM30 Contaminated Land

(i) Prior to the commencement of the superstructure (excluding demolition and site clearance) a scheme to deal with contamination shall be submitted to and approved in writing a by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

(ii) If during development or works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

9 COM31 Secured by Design

The building(s) shall achieve '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). No building shall be occupied until accreditation has been achieved.

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.

10 NONSC Energy

Prior to completion of the superstructure full details and specifications of the low and zero carbon technology to be used in the development shall be submitted to and approved in writing by the Local Planning Authority. These shall include the type, size and proposed location within the site of the low and zero carbon technology required to meet the CO2 savings set out in the outline Energy Statement (March 2018). In addition, the details shall include the noise outputs of the air source heat pumps and a full roof plan showing the inclusion of the required amount of PVs as set out in the energy statement. The development must proceed in accordance with the approved plans.

REASON

To ensure the development provides a 35% reduction in CO2 as per London Plan Policy 5.2 (2016).

11 NONSC Green Walls/Screens

Prior to completion of the superstructure full details of green walls/screens shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the type of planting and the location, with as a minimum, coverage on the south, east and northern elevations unless suitable justification can be agreed in writing with the Local Planning Authority. The development must proceed in accordance with the approved plans.

REASON

To provide ecological, air quality and landscape planting in accordance with EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

12 COM15 Sustainable Water Management

Prior to the commencement of the superstructure (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in

accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

13 NONSC Air Quality - Low Emission Strategy

Before the use hereby approved commences a low emission strategy shall be submitted to and approved in writing by the Local Planning Authority. The low emission strategy shall address the traffic generated during the operational phase and shall specify the steps that will be followed in regards to securing the use of cleaner vehicle technologies including servicing and delivery vehicles where appropriate.

REASON

To ensure the development does not have an adverse impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

INFORMATIVES

1 152 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).

2 153 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.
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions

3 115 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

4

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: plantprotection@cadentgas.com Tel: 0800 688 588

5 170 LBH worked applicant in a positive & proactive (Granting)

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.

6 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

7

The London's Low Emission Zone for non-road mobile machinery shall be complied with as per requirements as of 1st September 2015. From 1 September 2015 NRMM of net power between 37kW and 560kW used in London will be required to meet the standards set out at Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises of a multi-storey car park located on the northern side of Clayton Road. The property forms part of Martinspeed Limited, 161-163 Clayton Road, (two two-storey warehouses) located to the north-west. The site is bordered to the north and east by a number of single storey industrial units (Warnford Industrial Estate). 243 Blyth Road is located opposite the site. The application site is located within the Blyth Road/Printing House Industrial and Business Area, the Hayes/West Drayton Corridor and the Hayes Housing Zone. The site is also located within an Air Quality Management Area.

3.2 Proposed Scheme

The proposal is for the demolition of an existing multi-storey car park, followed by the erection of a four-storey storage and distribution warehouse facility (Use Class B8) with ancillary offices, and associated works including parking, service area, landscaping and relocation of existing substation.

The proposed warehouse would have a gross external area of 3388sq.m and would be used for storage and handling services.

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.EM8 (2012) Land, Water, Air and Noise

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.

BE19 New development must improve or complement the character of the area.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

LE1 Proposals for industry, warehousing and business development

LE2 Development in designated Industrial and Business Areas

LPP 5.2 (2016) Minimising Carbon Dioxide Emissions

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **9th May 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 16 local owners/occupiers and a site notice was displayed. No responses were received.

Canal & River Trust:

The Trust has reviewed the application. This is our substantive response under the Town and

Country Planning (Development Management Procedure) (England) Order 2015. Based upon the information available we have no comment to make.

Cadent Gas Ltd:

No objection to the proposed planning application at Warnford Industrial Estate, Clayton Road, Hayes as the IP gas pipeline in the vicinity will not be affected.

Internal Consultees

Air Quality:

There is no air quality assessment to comment on; however looking at the transport assessment I have the following comments which could be added as conditions if you feel appropriate.

Demolition and Construction

The construction management management plan for the development should adhere to the Mayor of London's Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

Within this there is also a specific requirement to control non road mobile machinery (NRMM) on construction sites. This requires the specific planning condition below:

CONDITION AIR QUALITY - NRMM - CONSTRUCTION PHASE

No development shall commence until proof of the registration in GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

Reason: The London's Low Emission Zone for non-road mobile machinery shall be complied with as per requirements as of 1st September 2015. From 1 September 2015 NRMM of net power between 37kW and 560kW used in London will be required to meet the standards set out at Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

In accordance with Policy EM8 Local Plan Part 1.

Operation

I am aware there are no objections from highways in terms of the impacts on any resulting traffic on the surrounding road network. However the development is within the Air Quality Management Area, and also within an Air Quality Focus Area, where the air quality is already poor. The transport refers to the use of goods vehicles associated with the site in terms of deliveries and servicing. The following condition should be considered if you feel appropriate.

CONDITION AIR QUALITY - LOW EMISSION STRATEGY

No development shall commence until a low emission strategy has been submitted to and approved in writing by the Local Planning Authority. The low emission strategy shall address the traffic generated during the operational phase and shall specify the steps that will be followed in regards to securing the use of cleaner vehicle technologies including servicing and delivery vehicles where appropriate.

Reason: In accordance with Policy EM8 Local Plan Part 1.

Highways (Summary):

The development site is situated in the Warnford Industrial Estate along the most western section of Clayton Road which is not maintained by the London Borough of Hillingdon. Proposals include the demolition of an existing multi-storey car park and construction of a warehouse building with

associated parking.

I note the existing multi storey car park serves the warehouse units directly towards the west. This application proposes a warehouse for Use Class B8 (storage or distribution) and is to be served by 26(no) undercroft parking spaces.

The parking requirement associated with the proposed development is for a total provision of 29 parking spaces to conform to the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The submitted plans show that as existing, 15(no) parking spaces are located within the service yard with an additional 21(no) spaces along both the northern and eastern strips of land, totaling 36(no) spaces.

Furthermore an additional 26(no) undercroft parking spaces are being provided resulting in a total provision of 62(no) parking spaces within the site curtilage. The applicant mentions that 12(no) spaces can also be accommodated for along the private section of Clayton Road carriageway and that this will be controlled by locked barriers.

Mindful of the above, it is considered that there would be sufficient parking, albeit it is less than the policy requirement. There is sufficient space within the larger land parcel owned by the applicant to facilitate employees. I formally withdraw my objections, subject to conditions pertaining to the parking, manoeuvring, loading and unloading of associated vehicles.

Officer comments:

The proposed undercroft car park has been amended to provide a total of 24 parking spaces including 11 car stackers, resulting in a shortfall of 5 spaces.

Urban Design Officer:

The revised elevations make the scheme acceptable. It will be a good addition to the western industrial area of Clayton Road.

Sustainability Officer:

I have no objections to the proposed development subject to the following conditions:

Condition

Prior to the commencement of development full details and specifications of the low and zero carbon technology to be used in the development shall be submitted to and approved in writing by the Local Planning Authority. These shall include the type, size and proposed location within the site of the low and zero carbon technology required to meet the CO2 savings set out in the outline energy statement (Green and Castle, March 2018). In addition, the details shall include the noise outputs of the air source heat pumps and a full roof plan showing the inclusion of the required amount of PVs as set out in the energy statement. The development must proceed in accordance with the approved plans.

Reason

To ensure the development provides a 35% reduction in CO2 as per London Plan Policy 5.2 (2016).

Condition

Prior to the commence of development full details of green walls/screens shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the type of planting and the location, with as a minimum, coverage on the south, east and northern elevations unless suitable justification can be agreed in writing with the Local Planning Authority. The development must proceed in accordance with the approved plans.

Reason

To provide ecological, air quality and landscape planting in accordance with EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site is located within the Blyth Road/Printing House Industrial and Business Area. Policies LE1 and LE2 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012) identify policy considerations for Warehousing B8 development within the Industry and Business Area.

The proposal seeks to demolish an existing multi-storey car park associated with Martinspeed Limited, 161-163 Clayton Road (warehouses located to the north-west) which would be replaced with a four-storey warehouse facility with ancillary offices.

Given its location within the Blyth Road/Printing House Industrial and Business Area, an area allocated for employment purposes, there is no objection in principle to the provision of additional warehouse facilities for an existing B8 storage and distribution warehouse facility.

The proposal therefore complies with Policies LE1 and LE2 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012).

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to harmonise with the existing street scene and other features of the area that are considered desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area.

The proposed building would be four-storeys, with the top floor set back from the principal elevation by 2m. The building would be set back approximately 6m from the edge of the highway.

The Council's Urban Design Officer has no objection to the proposed layout and elevations. Detailing to these elevations would reduce and improve the overall visual impact of the proposed warehouse building on the surrounding area. The applicant has proposed additional cladding feature bands and colours on the elevations.

The proposed warehouse is considered to be of an appropriate scale and design to harmonise with the industrial/commercial surroundings of the Blyth Road/Printing House Industrial and Business Area. The external materials proposed to be used in the construction of the development are industrial in nature and are deemed appropriate in this

location.

The proposal therefore complies with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

The application site is located within the Blyth Road/Printing House Industrial and Business Area with the nearest residential properties (Empire House) located over 100m south-east of the site. Given its location in an established industrial area and the distance from residential properties, it is considered that the proposed warehouse would not cause harm to residential amenity.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that developments should comply with the Council's Car Parking Standards.

The proposal would demolish an existing multi-storey car park which is currently used for storage on the ground floor and parking on the first floor for 38 vehicles. The replacement warehouse would have a gross external area of 3388sq.m; excluding the undercroft parking area and roof plant room, 2910sq.m of internal floor space for B8 use would be provided and would require 29 parking spaces.

Two disabled parking spaces and 22 car parking spaces located within 11 car stackers would be provided in a ground floor undercroft accessed directly off Clayton Road on the southern elevation. In total, 24 parking spaces would be provided. Four of the parking spaces would be served by electric charging points. Two motorcycle spaces and eight cycle spaces would also be provided within the undercroft.

Whilst there would be a shortfall of five parking spaces for the proposed warehouse, overall it is considered that given the servicing requirements and associated staffing levels, the proposed development would be acceptable in regards to parking arrangements within the site.

A covered loading bay would be located at ground floor level and accessed directly off Clayton Road on the western elevation of the proposed warehouse. Vehicles would be able to safely enter and exit the service yard and so would not result in issues of highway safety

There would be approximately five to seven deliveries each week, taking place outside of peak hours, although within normal working hours; further details of loading and unloading of associated vehicles can be provided by way of a condition on any consent granted. It is considered that the proposed development would not result in an unacceptable increase in traffic generation.

The Council's Highways Engineer has no objection to the proposed development.

The proposal therefore complies with Policies AM7 and AM14 of the Hillingdon Local Plan:

Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Urban Design:

See Section 7.07 of this report.

Access and security:

The proposal is considered to be acceptable in regards to access and security arrangements. A Secured By Design condition will also be imposed on any consent granted.

7.12 Disabled access

The proposed warehouse would be provided with two disabled parking spaces in the ground floor parking area along with a disabled WC and shower on the ground floor and a lift to provide access to the other floors. The proposal is therefore acceptable in regards to disabled access.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that new development should retain topographical and landscape features of merit and that new planting and landscaping within development proposals should be provided wherever it is appropriate.

Currently there is a narrow strip of planting along the southern elevation of the existing car park; this would be removed and replaced with new planting in this location. Additional areas of wildflower planting are located at the side of the existing warehouse to the west of the application site.

Subject to a condition requiring details of the proposed planting on any consent granted, the proposed development is considered to be in compliance with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.15 Sustainable waste management

The applicant has submitted a Corporate Responsibility statement setting out how waste is managed on site at the existing warehouse, 90% of which is recycled. Waste from the new warehouse facility would be dealt with as per the existing arrangements. Subject to details of waste storage within the new building being provided by way of a condition, it is considered that the proposed warehouse would provide sustainable waste management.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) requires proposed developments to reduce energy consumption by 35%.

Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) seeks to improve and protect the environment through minimising carbon emissions and air quality pollutants from new developments and providing ecological and landscape planting.

An Energy Statement (March 2018) has been provided as part of this application. The Council's Sustainability Officer has assessed the proposal and has no objection to the proposed development subject to a condition requiring full details and specifications of the low and zero carbon technology (including PVs) to be used in the development to meet the CO2 savings set out in the outline Energy Statement (March 2018), and to comply with

Policy 5.2 of the London Plan (2016).

In addition, in order to improve the environment, the Council's Sustainability Officer requires the provision of green walls/screens; full details, including the type of planting and the location, with coverage on the south, east and northern elevations (as a minimum), unless suitable justification can be agreed in writing with the Local Planning Authority, can be provided by way of a condition on any consent granted.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and is located 88m south of the Grand Union Canal. The proposed warehouse use, classified as a "less vulnerable" development, is considered an appropriate use within Flood Zone 1. Subject to a suitable drainage system, it is considered that the proposal would be acceptable.

7.18 Noise or Air Quality Issues

Noise:

Given the development's location within the Blyth Road/Printing House Industrial and Business Area and with no residential developments within the immediate vicinity, the proposed warehouse would not have a significant impact on noise levels within the area.

Air Quality:

The application site is located within an Air Quality Management Area and an Air Quality Focus Area, where the air quality is already poor. Subject to conditions requiring compliance with the London's Low Emission Zone for non-road mobile machinery requirements and a low emission strategy, and given the limited increase in vehicle movements, it is considered that the proposed development would not have any adverse impact on air quality within the Blyth Road/Printing House Industrial and Business Area.

7.19 Comments on Public Consultations

No responses were received during the public consultation.

7.20 Planning obligations

The proposed development would be Mayoral CIL Liabie. The London Borough of Hillingdon falls within Charging Zone 2, therefore, a flat rate fee of £35 per square metre would be required for each net additional square metre added to the site as part of the development.

The proposal would also be liable under the London Borough of Hillingdon's Community Infrastructure Levy (CIL), which was introduced in August 2014. The charging schedule requires a fee of £5 per square metre for B8 industrial use.

7.21 Expediency of enforcement action

Not applicable to this application.

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 to this application.

10. CONCLUSION

The proposal is for the demolition of an existing multi-storey car park, followed by the erection of a four-storey storage and distribution warehouse facility (Use Class B8) with ancillary offices, and associated works including parking, service area, landscaping and

relocation of existing substation.

The proposed development would be acceptable in regards to its use, character and appearance within the Blyth Road/Printing House Industrial and Business Area and would not impact on residential amenity. The proposal would not cause harm to the highway network.

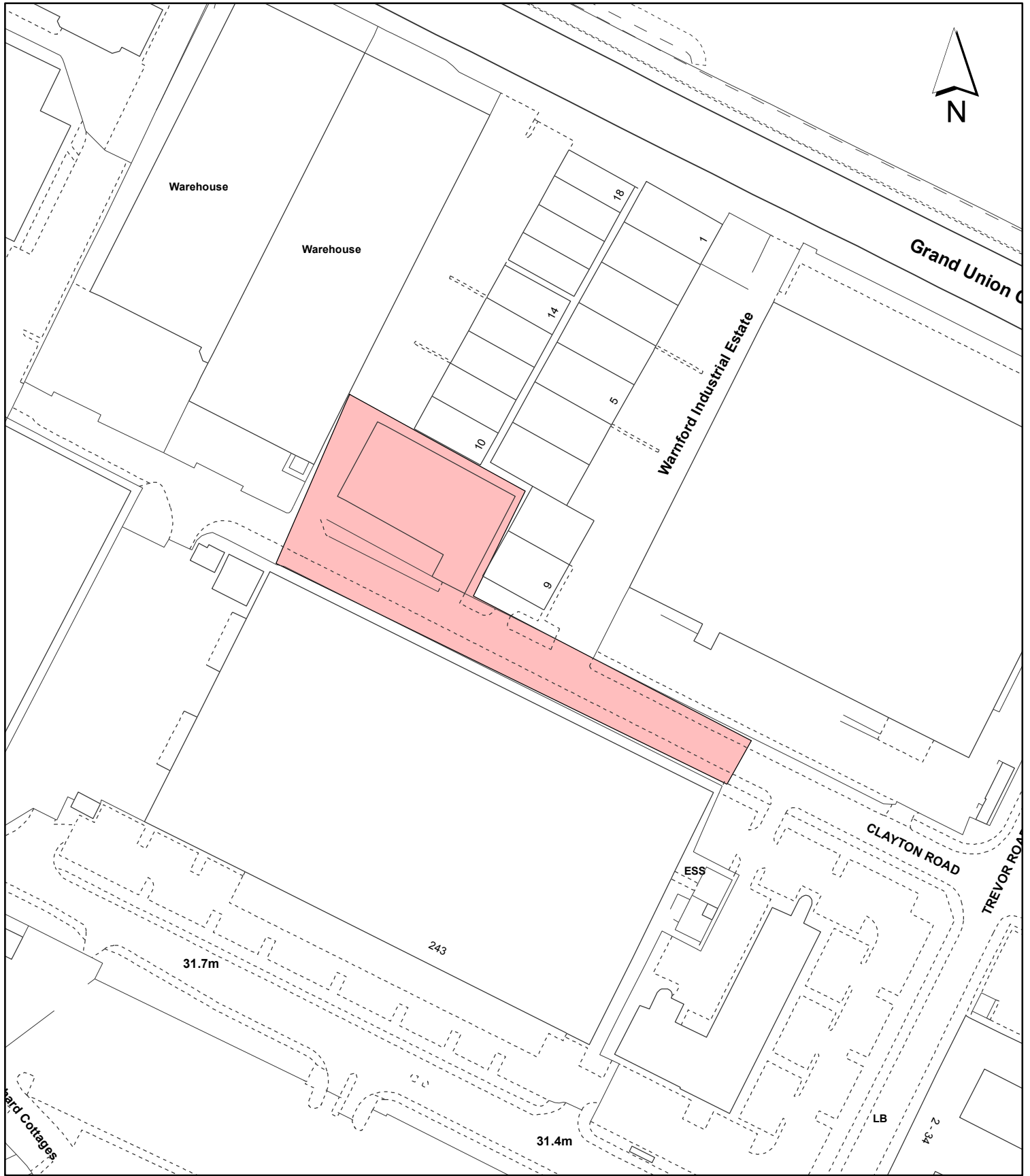
The proposal complies with Policies AM7, AM14, BE13, BE19, LE1 and LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application is therefore recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012)
London Plan 2016

Contact Officer: Katherine Mills

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Notes:

 Site boundary

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Site Address: **Existing Multi-Storey Car Park
 Warnford Industrial Estate
 Clayton Road
 Hayes**

Planning Application Ref:
73334/APP/2018/969

Planning Committee:
Major

Scale:
1:1,250

Date:
October 2018

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
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