

Report of the Head of Planning, Transportation and Regeneration

Address PROLOGIS PARK WEST LONDON HORTON ROAD YIEWSLEY

Development: Reserved matters pursuant to condition 1 of planning permission ref. 37977/APP/2018/1117 dated XXXX for layout, scale, appearance and landscaping for Phase 2 of the development at Prologis Park West London (formerly Stockley Park Phase 3) (Section 73 application for Removal of Condition 27 (Data Centre Use) and variation of Condition 6 (Approved documents) of planning permission 37977/APP/2017/1634 dated 14.08.17 (Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.)

LBH Ref Nos: 37977/APP/2018/2417

Drawing Nos: 1690-16-02D Detailed Planting Plan 1 of 2
1690-16-03C Detailed Planting Plan 2 of 2(1)
Landscape Design Statement, Ref.No:1690/16/RP01
Prepared by Sheehan Nagle Hartray Associates
Proposed Site Layout Plan
A05003
A05001
A05701
A05002
A05702
30952-PL-206A Floor Plans-Unit 4
30952-PL-209B Elevations-Unit 4

Date Plans Received: 30/06/2018

Date(s) of Amendment(s):

Date Application Valid: 12/07/2018

1. SUMMARY

The application seeks to discharge the reserved matters relating to layout, scale, appearance and landscaping for Phase 2 of Prologis Park West (formerly Stockley Park Phase 3).

The Prologis Park West London site is located within the western part of the original Stockley Park masterplan area, to the west of Iron Bridge Road, south of Horton Road and

north of the Grand Union Canal. Prologis secured a hybrid planning permission in December 2015 (LPA Ref. 37977/APP/2015/1004) for the comprehensive redevelopment of the site to provide up to 45,000 sqm of light industrial uses (Use Class B1c and / or Use Class B2) and / or storage and distribution uses (Use Class B8). This hybrid application bisected the site in two halves, seeking permission for the site in two parts; with full details being provided for Phase One and outline details submitted for Phase Two.

Phase 1 of the development has now been completed, comprising two units in the eastern part of the site along with associated car parking and landscaping works. Planning permission was more recently granted (LPA Ref. 37977/APP/2017/1634) to allow for the use of the units within Phase 1 as a data centre, together with some external alterations.

The Reserved Matters for Phase 2 were approved in October 2017 (Ref. 37977/APP/2017/3046) comprising two units; Units 3 and 4, with associated car parking and landscaping. The approved scheme comprised two units; Units 3 and 4, with associated car parking and landscaping, following the same principles of layout, scale, appearance and landscaping as Phase 1.

However, in April 2018, an application was submitted for amendments to the planning permission at the site (under Section 73) to allow the use of the units within Phase 2 as a data centre (Ref. 37977/APP/2018/1117). Whilst the proposals for Unit 4 remain as previously approved, the proposals for Unit 3 have been updated to ensure the data centre use can be accommodated.

This application therefore seeks approval of the updated details relating to layout, scale, appearance and landscaping for Unit 3 and re-approval of the previously approved details for Unit 4.

The proposed development has been designed in accordance with the parameters approved at outline stage. The design and layout are sympathetic towards the surrounding area and are consistent with the approach taken in Phase 1 of the development, ensuring design continuity throughout the overall development.

The access and parking arrangements are satisfactory and would not result in any concerns over car parking provision or conflict between different types of vehicles and pedestrians. The proposed landscaping would enhance the existing landscaping present around the site and would be consistent with the verdant character of the wider Stockley Park development.

The overall development is in accordance with the outline consent and therefore the application is recommended for approval.

2. RECOMMENDATION

Approval, subject to delegated powers being given to the Head of Planning, Regeneration and Transportation to grant planning permission, subject to the following conditions be imposed and any relevant amendments agreed by the Head of Planning, Regeneration and Transportation:

1 COM4 Accordance with Approved Plans

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

1690-16-02D

1690-16-03C
30952-PL-206A
30952-PL-209B
A05001 Unit 3 - Proposed Ground Floor
A05002 Unit 3 - Proposed First Floor
A05003 Unit 3 - Proposed Second Floor
A05701 Unit 3 - Proposed Elevations
A05702 Unit 3 - Proposed Elevations
A05901 Site Layout - Proposed

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

REASON

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

2 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Design and Access Statements;
Planning Statement.

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON

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

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

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

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to APPROVE these Reserved Matters has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to APPROVE these Reserved Matters has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM10	Incorporation in new developments of additions to the proposed cycle network
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
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BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
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BE25	Modernisation and improvement of industrial and business areas
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.1	(2016) London in its global, European and United Kingdom context
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LPP 2.3	(2016) Growth Areas and Co-ordination Corridors
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.1	(2016) Developing London's economy
LPP 4.12	(2016) Improving opportunities for all
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.4	(2016) Enhancing London's Transport Connectivity
LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
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NPPF- 13	NPPF-13 2018 - Protecting Green Belt land

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NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3. CONSIDERATIONS

3.1 Site and Locality

This application site relates to Phase 2 of the development comprising of Unit 3 and 4, which sit to the west of Units 1 and 2 forming Phase 1. The full development site is approximately 12 ha in size, with the area for Phase 2 (plots 3 and 4) totalling 4.11 ha.

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

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

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

3.2 Proposed Scheme

This application seeks approval of matters relating to layout, scale, appearance and landscaping for Phase 2 of the development at Prologis Park. The proposals have been prepared with respect to the maximum parameters specified and approved as part of the planning permission for the site as well as the design approach taken for Phase 1 of the development. The maximum outline parameters included:

- A maximum cumulative floorspace of 25,000 sqm;

- Maximum height of all structures (including plant and equipment) of 18.7 metres;
- No more than 250 parking spaces to be provided for Phase 2 and no more than 430 spaces across the development as a whole (Phases 1 and 2);

LAYOUT:

The layout comprises two buildings located at the western part of the site; Unit 3 (sub-divided into 2) is located in the northern part of the site and Unit 4 in the south. The total floorspace of the two buildings is 24,604 sqm (GIA), comprising 14,766 sqm (GIA) within Unit 3 and 9,838 sqm (GIA) within Unit 4, which is in accordance with the maximum parameters set by the planning permission for the site and is as previously approved.

Ancillary office space is provided at the corners of the buildings. Both buildings are accessed from the central spine road of the site. Service yards are provided to the east of the buildings between the buildings and the access road at the centre of the site. The service yard for Unit 3 will include areas of plant stored within gantries which will be separated from the central spine road by an access road within the service yard and landscaped boundary planting. In addition, a substation is proposed to be located in the south-eastern corner of the service yard for Unit 3.

The service yard for Unit 4 will comprise loading and delivery bays.

Car parking is provided to the north of Unit 3, south of Unit 4 and between the two buildings in areas running east-west across the site.

SCALE:

The maximum height of the proposed buildings is 18 metres above finished floor level. The proposed plant for Unit 3 will be provided within tiered gantries which will increase in height from the central spine road towards the buildings, at their tallest reaching a height similar to the eaves of the buildings. The ancillary office elements for Unit 3 will rise to three storeys at the north-eastern corner of the building and two storeys at the south-east. For Unit 4, the ancillary office element will also rise to two storeys.

APPEARANCE:

The main buildings are proposed to be faced in metallic cladding and the offices will be clad in a curtain walling system incorporating glazed areas to provide natural lighting. The colour palette for the scheme comprises a range of silver, white and shades of grey cladding, to match those used within Phase 1.

It is proposed that the new plant external gantry be clad in air-transfer louvres on all sides, full-height to underside of building eaves soffit at 15.8 metres (and allowing for emergency plant opening and vehicular access on the ground storey). The colour of the louvres will be grey to match the colour of the existing facade.

The proposed sub-station and compound would be screened on the South and North sides with cladding panels to match the main building.

LANDSCAPING:

The landscaping scheme has been designed in accordance with the landscaping strategy for the wider site which seeks to preserve the open character of the site and to integrate with the surrounding landscaped areas. The landscaping scheme comprises planting around the perimeter of the site and along the access road at the centre of the site, including semi mature trees and native hedgerows. Much of this landscaping provision has already been implemented under the hybrid permission and previous Reserved Matters approval at the site and is now becoming established.

Security fencing is proposed at the perimeters to enable secure operation of the data centre. The fencing would be 1.5 metre high rising to 3 metres and comprise high weld

steel mesh, finished in mid grey colour.

ACCESS AND PARKING:

A number of vehicular accesses to the site will be provided from the central access road to the east.

140 car parking spaces would be provided for Unit 3. This would result in a total of 230 car parking spaces for Phase 2, including 90 spaces for Unit 4. This is in accordance with the maximum parameters set by the planning permission for the site. Of this, 10% will be wheelchair accessible spaces.

In addition 38 cycle parking spaces and 14 motorcycle parking spaces will be provided for Phase 2.

3.3 Relevant Planning History

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

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

Decision: 09-09-2015 Approved

37977/APP/2016/2263 Stockley Park Phase 3 Iron Bridge Road West Drayton

Land formation, landscaping, fencing and provision of ancillary footpaths and bridleways together with ancillary works to the offsite land parcels (Land Parcel A (10.67 hectares) - Land bounded by Stockley Road and B465 to the west, Goulds Green to the south and the residential area of Goulds Green to the east; Land Parcel B1 (0.52 hectares) - Land to the south of Park View Road and to the east of the residential area of Yiewsley; Land Parcel B2 (0.60 hectares) - Land to the east of Willow Avenue and Chestnut Avenue; Land Parcel C1 (1.19 hectares) - Land to the west of Bolingbroke Way and south of Dawley Road and bound by Stockley Park Golf Club to the west; Land Parcel C2 (0.53 hectares) - Land to the west of Bolingbroke Way and bound by Stockley Park Golf Club to the west (No works are sought to Land Parcel C2); Packet Boat Lane (2.83 hectares) - Land to the north of Packet Boat Lane, to the east of Old Mill Lane and Fray's River and to the east of Cowley Lake) associated with the approved development at Phase 3 Stockley Park (Planning permission ref. 37977/APP/2015/1004 dated 14/12/2014)

Decision: 21-02-2017 Approved

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

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

access, reserved for later determination.

Decision: 02-08-2017 Approved

37977/APP/2017/3046 Prologis Park West London Horton Road Yiewsley

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

Decision: 30-10-2017 Approved

37977/APP/2018/1117 Prologis Park West London Horton Road Yiewsley

Section 73 application for Removal of Condition 27 (Data Centre Use) and variation of Condition (Approved documents) of planning permission 37977/APP/2017/1634 dated 14.08.17 (Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.)

Decision: 19-06-2018 Approved

Comment on Relevant Planning History

Please see Section 1 of this report.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.CI1 (2012) Community Infrastructure Provision

PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E3	(2012) Strategy for Heathrow Opportunity Area
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM4	(2012) Open Space and Informal Recreation

Part 2 Policies:

AM10	Incorporation in new developments of additions to the proposed cycle network
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
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SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th September 2018**

5.2 Site Notice Expiry Date:- **23rd August 2018**

6. Consultations

External Consultees

Neighbouring properties and occupants were consulted by letter on 31.07.2018 and site notices

were posted around the site along Horton Road on 02.08.2018. In addition an advertisement was published in the local press 15.08.2018.

No comments or objections have been received from members of the public.

METROPOLITAN POLICE:

Do not object to this proposal. Due to the building use type, it is highly likely that security will be of a good standard. I request a condition that SBD accreditation is achieved which will ensure that it is of an appropriate standard and will ensure that police can assist in the development of this proposal.

OFFICER COMMENT: This was imposed at outline stage and therefore is not required.

TRANSPORT FOR LONDON - Summary:

Although TfL would have preferred to see lower car parking provision, it is understood that it is within the maximum Parameters as set out in the outline permission.

- TfL recommend that 20% active and 80% passive car parking should be provided in order to conform with Draft London Plan standards.

- Cycle Parking should be provided in line with London Plan standards which states for B2-B8 uses, 1 space per 500sqm should be provided for long stay spaces and 1 space per 1,000sqm for short stay. This equates to 48 long stay spaces and 24 short stay spaces for Phase 2 of the development. Subject to the above, TfL has no objection to the proposals.

NATS:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

Internal Consultees

LANDSCAPE OFFICER:

This submission includes two planting plans by BCA, ref. 02D and 03C for the Phase 2 (west) development.

The planting proposals will supplement the existing infrastructure planting installed as part of the approved Phase 1 proposals. Some minor amendments, involving plant removal, have been essential around the site entrances. The landscape design rationale and objectives have been set out in the 'Landscape Design Statement', document ref. 690/16/RP01.

Recommendation: No objection.

WASTE STRATEGY:

I have no concerns regarding the storage of waste and recycling or access for collections. Any future occupier of the unit will be responsible for ensuring that a suitable service is in place for the removal of waste and recycling from the site.

FLOODS AND WATER MANAGEMENT:

No objections

ACCESS:

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.

Particular attention should be paid to the provisions that may affect a disabled persons ability to seek employment, take up employment, and otherwise use the buildings and facilities on a par with non-disabled people. Provisions should be in place to ensure that disabled people can use the building with confidence, particularly in respect of means of escape in the event of a fire emergency. Reference should be made to BS 9999, and advice from a suitably qualified fire officer should be sought at an early stage."

Conclusion: acceptable

HIGHWAYS:

When considering that parking provision associated with the site is within that granted under the previous outline consent, the proposals are not considered to give rise to any strategic impacts along the highway network. Mindful of the above, should you be minded to approve I do not have any objections.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

The Reserved Matters for Phase 2 were originally approved in October 2017 (Ref. 37977/APP/2017/3046) following the same principles of layout, scale, appearance and landscaping as Phase 1. However, in April 2018, an application was submitted for amendments to the planning permission at the site (under Section 73) to allow the use of the units within Phase 2 as a data centre (Ref. 37977/APP/2018/1117). Whilst the proposals for Unit 4 remain as previously approved, the proposals for Unit 3 have been updated to ensure the data centre use can be accommodated.

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

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

This application therefore seeks approval of the updated details relating to layout, scale, appearance and landscaping for Unit 3 and re-approval of the previously approved details for Unit 4.

The merits of the plans submitted will be assessed within the main body of this report.

7.02 Density of the proposed development

Not applicable to this development.

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

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

7.04 Airport safeguarding

The height of the buildings was established by the parameters plan submitted with the original application, to which no objections were raised by any airport safeguarding authority. The current application and proposed height of the buildings remains within these parameters and below 18.7 metres.

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

7.05 Impact on the green belt

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

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

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

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

7.07 Impact on the character & appearance of the area

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

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

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

7.08 Impact on neighbours

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

It is therefore considered that the proposed buildings would not result in any undue overshadowing or overlooking impact towards neighbouring properties nor would they appear overbearing.

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

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

7.09 Living conditions for future occupiers

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

7.10 Traffic impact, Car/cycle parking, pedestrian safety

A total of 230 car parking spaces would be provided for Phase 2, comprising 140 spaces for Unit 3 and 90 for Unit 4. This is below the maximum number of 250 spaces set within the consented hybrid application and is therefore acceptable.

The car parking spaces are distributed across the development and are well laid out, with designated access and adequate space for turning and manoeuvring of vehicles. The car parking areas are positioned adjacent to the sides of each unit, allowing ease of access but not interfering with the service yard areas that would be used by HGV's.

10% will be wheelchair accessible spaces, with the disabled bays located close to building entrances. Cycle parking facilities would also be provided.

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

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

7.11 Urban design, access and security

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

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

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

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

7.12 Disabled access

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

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

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

(iii) Level access is provided to all buildings;

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

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

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

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

The proposal involves hard landscaping which would be identical to Phase 1 in terms of material form, colour and allocation.

The soft landscaping scheme has been designed in accordance with the landscaping strategy for the wider site which seeks to preserve the open character of the site and to integrate with the surrounding landscaped areas. The landscaping scheme comprises planting around the perimeter of the site and along the access road at the centre of the site, including semi mature trees and native hedgerows. Much of this landscaping provision has already been implemented under the hybrid permission and previous Reserved Matters approval at the site.

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

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

7.15 Sustainable waste management

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

service vehicles. Furthermore the council's waste strategy officer has examined the proposal and has confirmed it is acceptable.

7.16 Renewable energy / Sustainability

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

7.17 Flooding or Drainage Issues

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

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit raised no objection towards the overall development on air quality grounds, subject to a contribution of £50,000 towards an air quality monitoring regime in this area of the borough.

This has been secured through the signed Section 106 Agreement that was attached to the original approval.

7.19 Comments on Public Consultations

No comments received from members of the public.

7.20 Planning obligations

The development is the subject of a signed Section 106 agreement, however given the changes to the site a Deed of Variation will be required.

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

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The proposed development has been designed in accordance with the parameters approved under the hybrid application. The design and layout are sympathetic towards the surrounding area and are consistent with the approach taken in Phase 1 of the development, ensuring design continuity throughout the overall development.

The access and parking arrangements are satisfactory and would not result in any concerns over car parking provision or conflict between different types of vehicles and pedestrians. The proposed landscaping would enhance the existing landscaping present around the site and would be consistent with the verdant character of the wider Stockley Park development.

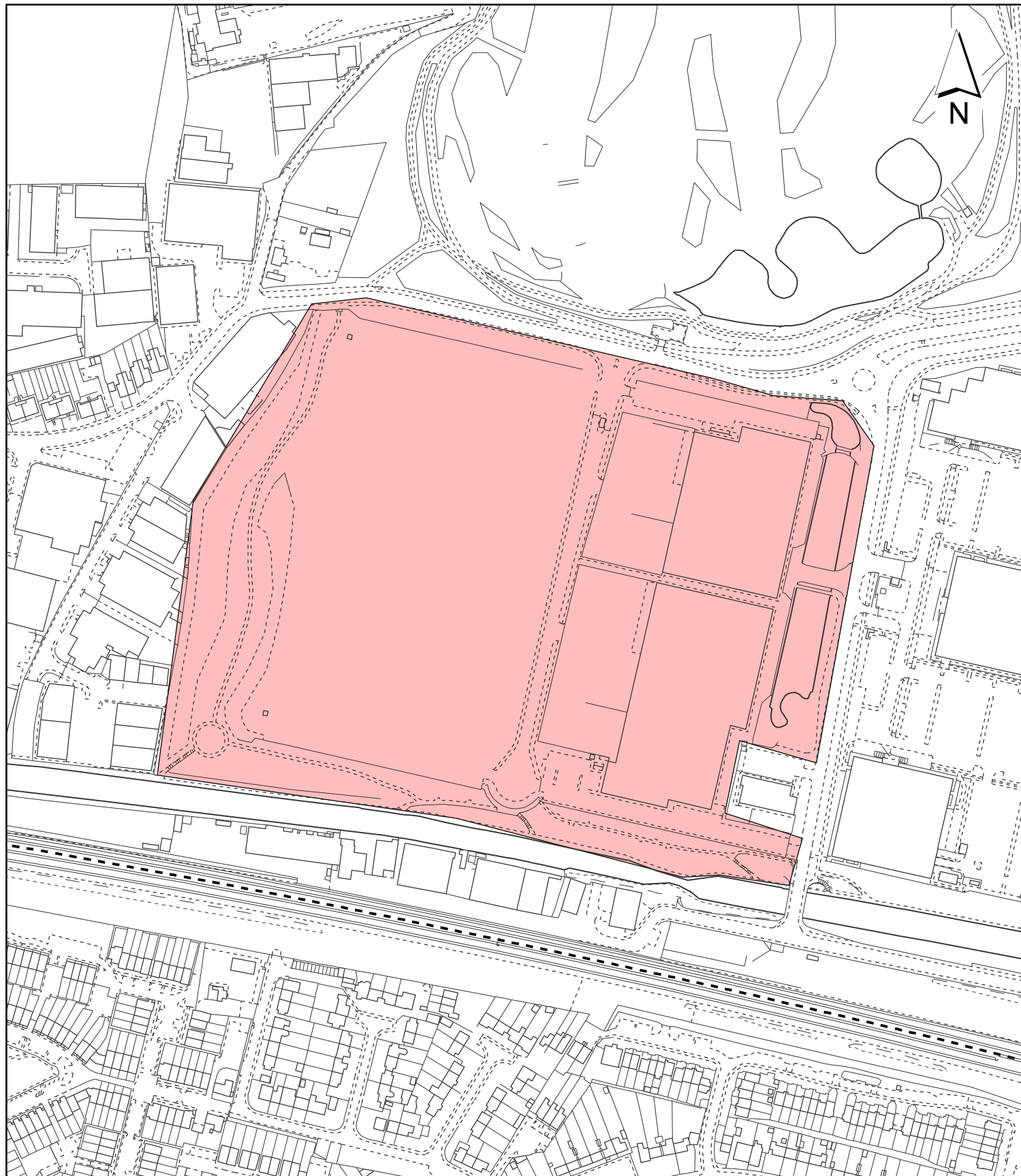
The overall development is in accordance with the hybrid consent and therefore the application is recommended for approval.

11. Reference Documents

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

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Notes:

 Site boundary

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Site Address:

**Prologis Park
West London**

Planning Application Ref:

37977/APP/2018/2417

Planning Committee:

Major

Scale:

1:3,250

Date:

October 2018

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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