

## Report of the Head of Planning, Transportation and Regeneration

**Address** 501 & 504 STONE CLOSE YIEWSLEY

**Development:** Demolition of existing buildings and erection of building for the purposes of Use Class B1c/B2/B8 with associated access and parking

**LBH Ref Nos:** 73585/APP/2018/2484

**Drawing Nos:** Design & Access Statement (16 October 2018)  
002 Site Identification Plan  
001 Site Location Plan  
26992\_T Rev. 0 Topographical Survey  
26992\_T UG Rev. 0 Underground Utility Survey  
Energy Strategy (Issue 1)  
Overheating Risk Analysis (Issue 1)  
Covering Letter (5 July 2018)  
17-112 / 300 Rev. P2 Drainage Strategy  
4435-PL-010 Ground Floor Plan  
4435-PL-011 First Floor Plan  
4435-PL-040 Existing Site Plan  
4435-PL-041 North Building Floor Plan  
4435-PL-042 South Building Floor Plan  
4435-PL-043 North Building Elevations and Sections  
4435-PL-044 South Building Elevations and Sections  
Video Inspection Building Plan and Elevation:  
17-112R\_001 Flood Risk Assessment (May 2018)  
Preliminary Geo-Environmental Risk Assessment (November 2017)  
External Lighting and CCTV Assessment Issue 3 (May 2018)  
T&PPB6821R001F0.1 Rev. 0.1/Final Travel Plan (14 May 2018)  
T&PPB6821R001D0.1 Transport Statement Rev. 0.1/Final (14 May 2018)  
Applicant Response to Highways Officer Comments (24 October 2018)  
Applicants Response to TfL Comments (24 October 2018)  
4435-PL-020 Rev. D Elevations  
MSW 5206 October 2018 (Revised) Planning Statement  
746.19.04 Rev. B Planting Layout  
4435-PL-004 Rev. F Block Plan Showing Operational Parking  
4435-PL-002 Rev. E Block Plan  
L1700001305 Preliminary Ecological Appraisal (6 December 2017)  
4435-PL-030 Rev. B Cross Sections  
4435-PL-031 Rev. B Site Section  
4435-PL-032 Rev. B Site Section showing Design Evolution  
4435-PL-003 Rev. E Site Plan External Works  
Rev. 01/Final Air Quality Assessment (14 May 2018)

<b>Date Plans Received:</b>	05/07/2018	<b>Date(s) of Amendment(s):</b>	13/07/2018
<b>Date Application Valid:</b>	17/07/2018		22/08/2018
			28/09/2018
			05/07/2018
			25/10/2018
			06/09/2018

**1. SUMMARY**

The application seeks permission for demolition of two existing and vacant buildings and the erection of one mixed use class B1, B2 or B8 unit and one inspection bay building. The works also include new car parking and landscaping. Subject to conditions and a Section 106 agreement, the proposed development is considered to be acceptable with regard to principle, design, amenity, highways, air quality, noise, lighting, flooding, energy, accessibility, waste and security.

**2. RECOMMENDATION**

**That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission, subject to a Legal agreement securing the following:**

- 1. Highway Works: S278/S38 for required Highways Works**
- 2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs or an in kind scheme to be provided.**
- 3. Travel Plan to include £20,000 Bond; Low Emission Strategy Travel Plan to include, but not be limited to:**
  - a) Setting targets for the increased use of low/zero emission vehicles technologies for the servicing and delivery vehicles;**
  - b) Active promotion of cleaner vehicle technologies for all users of the development with targets set for increased trips by zero emission vehicles;**
  - c) Active promotion and enforcement of no idling on site**
  - 4) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

**B) That the applicant meets the Council's reasonable costs in the preparation of the S106/S278/S38 Agreement and any abortive work as a result of the agreement not being completed.**

**C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.**

**D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 30 December 2018, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:**

**'The development has failed to secure obligations relating to highway improvements and transport, construction and employment training. Accordingly, the proposal is contrary to policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policies H2 and EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies 3.12 and 5.12 of the London Plan (2016) and the NPPF.'**

**E) That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town**

**and Country Planning Act 1990 and other appropriate powers with the applicant.**

**F) That if the application is approved, the following conditions be attached:-**

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

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

002 Site Identification Plan;  
001 Site Location Plan;  
4435-PL-040 Existing Site Plan;  
4435-PL-041 North Building Floor Plan;  
4435-PL-044 South Building Elevations and Sections;  
4435-PL-043 North Building Elevations and Sections;  
26992\_T Rev. 0 Topographical Survey;  
26992\_T UG Rev. 0 Underground Utility Survey;  
4435-PL-010 Ground Floor Plan;  
4435-PL-011 First Floor Plan;  
4435-PL-044 South Building Elevations and Sections;  
4435-PL-031 Rev. B Site Section;  
4435-PL-032 Rev. B Site Section showing Design Evolution;  
4435-PL-030 Rev. B Cross Sections;  
4435-PL-020 Rev. D Elevations;  
4435-PL-004 Rev. F Block Plan showing Operational Parking;  
4435-PL-003 Rev. E Site Plan External Works;  
4435-PL-002 Rev. E Block Plan;  
Video Inspection Building Plan and Elevations;  
746.19.04 Rev. B Planting Layout;

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

**REASON**

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

**3 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 documents:

MSW 5206 October 2018 (Revised) Planning Statement;  
Design & Access Statement (16 October 2018);  
17-112R\_001 Flood Risk Assessment (May 2018);  
17-112 / 300 Rev. P2 Drainage Strategy;  
L1700001305 Preliminary Ecological Appraisal (6 December 2017);  
Energy Strategy (Issue 1);

Overheating Risk Analysis (Issue 1);  
T&PPB6821R001D0.1 Transport Statement Rev. 0.1/Final (14 May 2018);  
Applicant Response to Highways Officer Comments (24 October 2018);  
Applicants Response to TfL Comments (24 October 2018);  
T&PPB6821R001F0.1 Rev. 0.1/Final Travel Plan (14 May 2018);  
External Lighting and CCTV Assessment Issue 3 (May 2018);  
Preliminary Geo-Environmental Risk Assessment (November 2017); and  
Rev. 01/Final Air Quality Assessment (14 May 2018).

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 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Hillingdon Local Plan: Part Two - Saved UDP Policies (September 2007) and the London Plan (2016).

#### **4 COM15 Sustainable Water Management**

Prior to the commencement of development, 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 how it, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

##### a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
- iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).

##### b) Capacity of Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.
- ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

##### c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and or grey water will be recycled and reused in the development.
- d) Long Term Management and Maintenance of the drainage system.
  - i. Provide a management and maintenance plan
  - ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
  - lii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
  - iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- f) From commencement on site
  - i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to:

Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),

Policy DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies,

Policy 5.12 Flood Risk Management of the London Plan (March 2016) and

To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and

Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).

National Planning Policy Framework (July 2018), and the

Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

#### **5 RES9 Landscaping (car parking & refuse/cycle storage)**

No development above ground level shall take place until 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

1.d Specific details of planting enhancements on the Horton Road site frontage to include semi mature planting.

##### 2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage (2 long stay and 2 short stay spaces)

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (details of operational and non-operational parking spaces and

manoeuvring, including demonstration that 20% active and 10% passive provision of all parking spaces are served by electrical charging points and that 10% of all parking spaces are provided for blue badge holders.)

2.e Hard Surfacing Materials

2.f External Lighting

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 surfacing/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

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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

#### **6 NONSC Construction Environmental Management Plan**

Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. The Plan must be drawn up in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

#### REASON

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan and to comply with London Plan Policy 7.14.

#### **7 NONSC Noise Levels**

The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

**8 NONSC Delivery and Servicing Plan**

Prior to the occupation of development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority.

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

REASON

To encourage out of hours/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).

**9 NONSC Construction Logistics Plan**

Prior to the commencement of works on site, a Construction Logistics Plan (CLP) which identifies efficiency and sustainability measures to be undertaken while the development(s) is being built and is drawn up in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG, shall be submitted to and approved in writing by the Local Planning Authority. The construction works shall be carried out in strict accordance with the approved plan.

REASON

To ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and minimizes emissions, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.14 of the London Plan (March 2016).

**10 NONSC External Lighting**

External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Notes for the Reduction of Obtrusive Light GN01: 2011'. Lighting should be minimized and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

REASON

To safeguard the amenity of neighbouring properties in relation to light pollution accordance with policy OE1 of the Hillingdon Unitary Development Plan.

**11 COM31 Secured by Design**

The building 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 exercising 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.

## **12 NONSC Energy**

Prior to any works above damp proof course level, full details of the low and zero carbon technology required to meet the CO2 reductions identified in the Energy Strategy (4316-Stone Close-RepEnergyStrat-PlanSub-Iss 1-SHMDC-04-18) shall be submitted and approved in writing by the Local Planning Authority. The details shall include full specifications, locations of equipment and associated emissions (noise/odour/gas).

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

### **REASON**

To ensure the development contributes to a reduction in CO2 in accordance with London Plan 5.2.

## **13 NONSC Ecological Enhancement**

No development shall take place until a scheme to protect and enhance the nature conservation interest of the site has been submitted to and approved by the Local Planning Authority.

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

### **REASON**

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.19.

## **14 NONSC Contamination**

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved 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.

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

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

#### **15 COM22 Operating Hours**

The commercial premises shall not be open for customers outside the following hours: -  
0700 and 2200 Mondays - Fridays  
0800 to 1600 Saturdays and Sundays  
Closed on all Bank Holidays.

#### REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### INFORMATIVES

#### **1 I52 Compulsory Informative (1)**

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

#### **2 I53 Compulsory Informative (2)**

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

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.17	(2016) Strategic Industrial Locations
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.11	(2016) Green roofs and development site environs

LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.17	(2016) Waste capacity
LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006

**3**

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people

**4**

The site should be registered in the GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and should comply with the London's Low Emission Zone for non-road mobile machinery requirements in order to comply with London plan Policy 7.14 and the standards set out in the Mayor of London, Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

**5**            125            **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

**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](mailto: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](http://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**            172            **Section 106 Agreement**

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

**8**            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.

**3. CONSIDERATIONS**

**3.1 Site and Locality**

The application site extends to 0.7 hectare and forms an irregular shaped site on the eastern and southern sides of Stone Close, a cul de sac which is industrial in character and gains access from Horton Road to the south. Stone Close forms part of a much larger industrial area which runs along both sides of Horton Road.

The site is surrounded by industrial and commercial units to the north, east and west. A notable exception to the predominant industrial character of the immediate area are the residential blocks which front the northern side of Horton Road. The site wraps around these properties so that their rear gardens adjoin and their rear elevations face the southern boundary of the site. The site is currently vacant, but was previously in commercial use as a printing business and comprises of two large buildings. The southern building is sited close to the residential boundary.

The site forms part of the Horton Road Industrial Business Area (IBA) and also forms part of an Air Quality Management Area. The site is also located within the Hayes/West Drayton Corridor.

**3.2 Proposed Scheme**

This Full Planning application seeks permission for the redevelopment of the site, involving the demolition of two existing and vacant buildings and erection of one mixed use class B1, B2 or B8 unit and one inspection bay building. These would facilitate a motor workshop including a service centre, workshop, vehicle preparation facilities, MOT testing centre, smart repairs, bodyshop, parts and accessories sales distribution and store, administration offices and vehicle storage. The works also include new car parking and landscaping and the total new internal floorspace would amount to 2,034 square metres (including the main building and inspection bay building).

**3.3 Relevant Planning History**

**Comment on Relevant Planning History**

None.

**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.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF4 NPPF - Promoting sustainable transport
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- LPP 2.17 (2016) Strategic Industrial Locations
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.7 (2016) Renewable energy
- LPP 5.9 (2016) Overheating and cooling
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.15 (2016) Water use and supplies
- LPP 5.17 (2016) Waste capacity
- LPP 5.21 (2016) Contaminated land
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.5 (2016) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2016) Cycling
- LPP 6.10 (2016) Walking
- LPP 6.13 (2016) Parking
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.13 (2016) Safety, security and resilience to emergency
- LPP 7.14 (2016) Improving air quality
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy
- BE13 New development must harmonise with the existing street scene.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

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

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

**5.2** Site Notice Expiry Date:- **11th September 2018**

## **6. Consultations**

### **External Consultees**

17 letters were sent to neighbouring properties, a site notice was erected towards the front of the application site and an advert was posted in the local paper. All consultations expired on the 29/10/2018.

One objection was received from a member of the public raising concerns as to how the site will be secured and managed during construction works.

CASE OFFICER COMMENT:

A Demolition and Construction Logistics Plan is to be conditioned if the application is to be approved

#### ENVIRONMENT AGENCY COMMENT:

No comment.

#### CANAL & RIVER TRUST COMMENT:

No comment.

#### TRANSPORT FOR LONDON COMMENT:

TfL notes that through the submitted Design and Access Statement, reference is made to a Transport Assessment for the development being submitted, however this is not made available on the council website. In order to fully review the case, TfL will need to assess this document to assess the impact of the proposals.

From reviewing the case documents which have been made available however, TfL make the following comments:

- No details on the quantity of cycle parking is provided. TfL remind the applicant that the development should provide cycle parking in accordance with Draft London Plan Policy T5 which sets out minimum cycle parking standards.
- TfL request a Demolition and Construction Logistics Plan to be submitted and secured by condition.
- TfL remind the applicant that all operational car parking must provide infrastructure for electric or other Ultra Low Emission Vehicles.

In conclusion, TfL will make further comments on the application once the Transport Assessment can be reviewed.

#### CASE OFFICER COMMENT:

A Transport Statement was requested and submitted by the applicant. TfL were re-consulted.

#### TRANSPORT FOR LONDON FOLLOW-UP COMMENT:

TfL requests confirmation on the number of cycle parking which is proposed. TfL remind the applicant that the development should provide cycle parking in accordance with Draft London Plan Policy T5 which sets out minimum cycle parking standards. All cycle parking provided should be suitable in terms of location, security and protection from the elements and inclement weather.

Furthermore, end of journey facilities (shower and changing) for staff should be provided to promote sustainable travel to and from work.

Car Parking should be in accordance with Draft London Plan maximum standards as set out by Policy T6.2 'Office Parking' which states in point C that "car parking standards for Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards, take account of the significantly lower employment density in such developments, and consider a degree of flexibility to reflect different trip-generating characteristics". The maximum parking standards state that for outer London, the development should provide a maximum of 1 space per 100sqm, however should endeavour to be below this.

Regardless of the parking provision which is ultimately agreed, the applicant is reminded that 10% of all parking spaces should be provided for blue badge holders.

To conform with the Draft London Plan, all operational car parking must provide infrastructure for

electric or Ultra Low Emission Vehicles.

TfL request that a Demolition and Construction Logistics Plan be submitted and secured by condition.

In conclusion, TfL require more information to be provided on the number and location of cycle parking which is proposed. Furthermore, sufficient blue badge spaces and electric vehicle infrastructure for all operational car parking (in addition to the 20% active and 10% passive provision which has been outlined in the transport assessment) are to be confirmed before TfL can support the application.

#### METROPOLITAN POLICE COMMENT:

I have reviewed the material on this application. I do not object to this. I do request a condition is added that secure by design accreditation is achieved to ensure that the physical security measures are of an appropriate level.

#### **Internal Consultees**

#### TREES AND LANDSCAPING OFFICER COMMENT:

This site is occupied by three industrial / office buildings with associated parking, hard-standing and small areas of grass verge, within an industrial estate to the north of Horton Road. There are no trees or significant landscape features on the site and no TPO's or Conservation Area designations affecting the site.

COMMENT: This site has been the subject of pre-application advice. No trees will be affected by the proposal. The proposed layout is similar to the pre-application proposal, providing narrow strips of soft landscape around the site perimeter - including along the site boundary to the south of the new building. An ecological appraisal by Ramboll Environ confirmed that the soft landscape proposals should incorporate native and / or non-native nectar / fruit producing species to achieve a net gain of biodiversity if possible. In addition to suitable boundary planting with trees and hedges, bird / bat boxes could be installed. The planting layout by TALA, incorporates an appropriate mix of trees, shrubs and hedges including both native and ornamental species. No details of bird / bat boxes have been included and no details of hard landscape (boundary treatments, surface treatments?)

RECOMMENDATION: No objection subject to condition RES9 (parts 1,2,4 and 5).

#### CASE OFFICER COMMENT:

Drawing reference '746.19.04 Rev. A Planting Layout' was submitted due to amendments to the scheme.

#### TREES AND LANDSCAPING OFFICER FOLLOW-UP COMMENT:

I refer to the amended layout and planting plan, TALA dwg. No. 746.19.04 Rev A.

A new opportunity for planting has presented itself in the south-west corner - the triangle below the annotation PB07. This triangle appears to be 'dead' space not required for parking or manoeuvring. Space for another tree and ground cover.

Could you please see if this would be feasible? - This is a large site / building and every opportunity to enhance the local environment should be taken.

#### CASE OFFICER COMMENT:



Drawing reference '746.19.04 Rev. B Planting Layout' was submitted in response to the request for further soft landscaping.

**TREES AND LANDSCAPING OFFICER COMMENT:**

No objection subject to condition RES9 (parts 1,2,4 and 5).

**WASTE STRATEGY OFFICER COMMENT:**

Access is acceptable and there is suitable space available for storage of containers.

**ACCESS OFFICER COMMENT:**

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following informative should be attached to any grant of planning permission: The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people. Conclusion: acceptable.

**FLOODING AND WATER MANAGEMENT OFFICER COMMENT:**

The site is in a critical drainage area and therefore the proposals need to reduce run off from the site to greenfield run off rates. The proposals state that water will be controlled on site to reduce flows to a maximum of green field run off rate of 2.8l/s/ha. Storage will be provided of 154m<sup>3</sup> on site. Surface water will be controlled on site with no connection to the Thames Water surface water network as the site currently functions. As details such as infiltration have yet to be confirmed and the methods of holding water within the site proposed are limited to permeable paving and soakaways. These should also be examined in more detail generic tables specifying generic and unsubstantiated reasons for discounting methods will not be accepted and should be revised. Therefore the following sustainable water management condition will need to be applied.

**HIGHWAYS OFFICER COMMENT:**

The application site is located along Stone Close and unclassified no through road which is subject to a 30mph speed limit. Within the vicinity of the site, Stone Close benefits from pedestrian footway, street lighting and on-street parking along the eastern and southern section of the road. The western side of the road includes restrictions in the form of single yellow lines prohibiting any stopping from 07:00 to 19:00.

The site at present comprises two industrial units (Use Class B2) with a combined floor space of 2,948sqm which are served by 5 points of access. This application is for the demolition of the existing units and the construction of a single mixed use (B1(c), B2 and B8) industrial unit with a floor area of 1,943sqm served by 2 points of access therefore making 3 access points redundant.

The applicant has submitted a Transport Statement which shows that not only will the trip rates associated with the development site generate a reduction compared to that currently associated with the site, but have already been agreed at pre-plan.

The proposed access points are to be taken off Stone Close. The primary access into the site will be via a priority controlled junction located towards the south-west of the site and the secondary access along the northern site boundary. The applicant is advised that a Section 278 agreement will

be required for the unused access points to be reinstated as public pavement.

With regard to servicing and delivery provision, the Transport Statement mentions that this is to be carried out via the primary access point. Whilst it was understood by the Highway Authority (during pre-plan) that the primary access would be used for non-operational purposes only, this does not seem to be the case. As mentioned within the submitted TS for this application delivery and servicing vehicles (except for refuse collection) will access the site via the primary access.

Swept Path analysis drawings showing that associated vehicles are able to enter and exit the site in forward gear have been provided.

In terms of parking provision linked to the site, this will be divided between 59 operational and 21 non-operational parking spaces. Additional details should be provided illustrating the operational and non operational parking as this is unclear.

The Transport Statement further mentions that electrical charging points are to be provided to serving 20% of the total parking provision with a further 10% of the spaces being made easily convertible should the demand arise. However, I am unable see drawings depicting this.

I note that cycle parking is to be based on the London Plan minimum standards which show a total of 4 secure and covered spaces.

Mindful of the above, I do not have any objections to this application subject to the following agreement and conditions pertaining to the following matters.

- S106 agreement securing a Section 278 agreement for all highway works.
- Additional details relating to operational/non-operational parking with details of Electrical charging points
- Parking and Manoeuvring arrangement
- Construction and Logistics Plan
- Delivery and Servicing Plan

#### CASE OFFICER COMMENT:

An amended plan was submitted, removing the previously proposed valet bay building and indicating a provision of 61 operational and 21 customer parking spaces. This represents a gain of two operational parking spaces.

#### HIGHWAYS OFFICER FOLLOW-UP COMMENT:

Highways Officer consultation comments are to be disclosed as part of an addendum.

#### TRANSPORT PLANNER COMMENT:

No objection to the submitted Travel Plan.

#### SUSTAINABILITY OFFICER COMMENT:

I have no objections to the proposed development in terms of energy, ecology or contamination subject to the following:

#### Energy Condition

Prior to the commencement of the superstructure, full details of the low and zero carbon technology required to meet the CO2 reductions identified in the Energy Strategy (4316-Stone Close-RepEnergyStrat-PlanSub-Iss 1-SHMDC-04-18) shall be submitted and approved in writing by the Local Planning Authority. The details shall include full specifications, locations of equipment and associated emissions (noise/odour/gas). The development must proceed in accordance with the approved plans.

To ensure the development contributes to a reduction in CO2 in accordance with London Plan 5.2.

#### Ecology

Standard ecological enhancement condition required.

#### Contamination

Standard contamination condition required.

#### CASE OFFICER COMMENT:

Following further discussion, the following energy condition was agreed instead:

Prior to any works above damp proof course level, full details of the low and zero carbon technology required to meet the CO2 reductions identified in the Energy Strategy (4316-Stone Close-RepEnergyStrat-PlanSub-Iss 1-SHMDC-04-18) shall be submitted and approved in writing by the Local Planning Authority. The details shall include full specifications, locations of equipment and associated emissions (noise/odour/gas).

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

#### REASON

To ensure the development contributes to a reduction in CO2 in accordance with London Plan 5.2.

#### AIR QUALITY OFFICER COMMENT:

The air quality assessment indicates that as the application represents a reduction in vehicle trips from the existing use no mitigation is required. However, as the development is within the Air Quality Management Area I would ask that the following conditions and inclusion in the relevant s106 are considered.

#### Construction Phase

##### Construction Management Plan (CEMP)

No development shall commence until a CEMP has been submitted to, and approved in writing by, the LPA. The Plan must be drawn up in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG.

Reason: Compliance with London Plan Policy 7.14

#### Informative Air Quality - NRMM

No development shall commence until proof of the registration in GLA's database ([nrmm.london/nrmm/about/what-nrmm-register](http://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.

As part of the s106 agreement for the Travel Plan please could the following be included:

Provision of Occupier Low Emissions Strategy Travel Plans, to include, but not be limited to:

- Setting targets for the increased use of low/zero emission vehicles technologies for the servicing and delivery vehicles;
- Active promotion of cleaner vehicle technologies for all users of the development with targets set for increased trips by zero emission vehicles;
- Active promotion and enforcement of no idling on site

Reason: Compliance with Hillingdon Local Plan Part 1 Policy EM8.

#### ENVIRONMENTAL PROTECTION UNIT OFFICER COMMENT REGARDING THE NOISE ASSESSMENT:

The acoustic assessment sets out proposed noise mitigation but there are no specifics put forward. I do not wish to object to the application but suggest the following should you be mindful to grant the application:

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 10dBA, by 15dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

#### CASE OFFICER COMMENT:

Upon further consultation, the external noise level condition was changed to:

The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

#### REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

## ENVIRONMENTAL PROTECTION UNIT OFFICER COMMENT REGARDING THE EXTERNAL LIGHTING ASSESSMENT:

No objection subject to the following condition:

External artificial lighting at the development shall not exceed lux levels of vertical illumination at neighbouring premises that are recommended by the Institution of Lighting Professionals in the 'Guidance Notes For The Reduction Of Light Pollution 2011'. Lighting should be minimized and glare and sky glow should be prevented by correctly using, locating, aiming and shielding luminaires, in accordance with the Guidance Notes.

REASON: To safeguard the amenity of neighbouring properties in relation to light pollution accordance with policy OE1 of the Hillingdon Unitary Development Plan.

## CASE OFFICER COMMENT:

Upon further consultation, the guidance document for this condition was changed to 'Guidance Notes for the Reduction of Obtrusive Light GN01: 2011'.

## **7. MAIN PLANNING ISSUES**

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

Policy LE1 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states that all proposals for industry (B2), warehousing (B8) and business (B1) development will be assessed by taking into account other policies of this plan and, where appropriate, the following considerations:

- (i) Whether the proposal conflicts with the Local Planning Authority's overall objective of securing the development or regeneration of an area;
- (ii) Outstanding unimplemented planning permissions, development under construction and vacant floorspace elsewhere in the plan area;
- (iii) The availability and capacity of public transport facilities to serve proposals for employment intensive uses;
- (iv) The ability of the road system, as existing or taking due account of committed improvements, to accommodate at normal peak hours the additional traffic generated;
- (v) Whether any proposal for major development will create unacceptable demands for other land to be developed (for example, to provide for new housing or community facilities);
- (vi) The provision for access by people with disabilities and other accessible facilities both to and within buildings.

In accordance with Policy LE1, the proposed development is not considered to conflict with the Local Planning Authority's overall objective of securing the development or regeneration. It is noted that transport, highways and access related considerations are addressed elsewhere in the report.

Policy LE2 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states that Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (use classes B1-B8) and for Sui Generis uses appropriate in an industrial area. The Local Planning Authority will not permit development for other uses in IBAs unless it is satisfied that:

- (i) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future; and
- (ii) The proposed alternative use does not conflict with the policies and objectives of the plan.

(iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

The site forms part of an IBA, where industrial and storage uses are expected to locate. Furthermore, there are no changes proposed to the designation of this site within the emerging Hillingdon Local Plan. As such, it is considered that the principle of the demolition of two existing buildings and erection of the one main building and one smaller inspection bay building, for the purposes of Use Class B1c/B2/B8, is acceptable subject to other policy considerations.

Given the above considerations, the proposed development accords with policies LE1 and LE2.

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

The density of the proposed development is not applicable to the determination of this application.

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

The application site is not designated as or located near an Archaeological Priority Area, Conservation Area, Listed Building or Area of Special Local Character and is therefore not relevant to the determination of this application.

#### **7.04 Airport safeguarding**

The consideration of airport safeguarding is not applicable to the determination of this application as there is only a 1.5m increase in overall building heights.

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

The impact on the Green Belt is not applicable to the determination of 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) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the Local Planning Authority considers it desirable to retain or enhance.

Policy BE25 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states that the Local Planning Authority will seek to ensure modernisation and improvement of Industrial and Business Areas through careful attention to the design and landscaping of buildings and external spaces. Where appropriate it will seek improved vehicular and pedestrian access and circulation routes through the area, and environmental improvements.

The application site forms part of the Horton Road IBA. The character of the area is predominantly industrial, comprising single storey industrial warehousing units with two storey use class B1a offices and two storey use class B1 buildings. It is noted that residential properties are located immediately to the south of the site.

The proposed main building would replace two buildings of a similar business use class and would facilitate a motor workshop including a service centre, vehicle preparation facilities, MOT testing centre, smart repairs, bodyshop, parts and accessories sales distribution and store, administration offices, car parking and vehicle storage. The proposed development would maintain the same character that already exists at and around the application site.

The main building would measure approximately 8.5 metres in height, 42 metres in width

and 46 metres at its longest point. This would total 1,943 square metres internal floor space. It would be of a similar scale, design, construction and would utilise materials similar to surrounding commercial buildings. The proposal would therefore harmonise with the predominant character of the area.

The proposed inspection bay would measure approximately 5.98 metres in height, 12 metres in width and 9 metres in depth. This would be located to the north east section of the site and would not have an impact on the street scene.

It is acknowledged that the brick building to the west of the residential gardens on Horton Road would be demolished. This currently encloses the gardens of these properties and its removal is considered to complement local amenity and the character of the area. The corner plot adjoining Horton Road and Stone Close is to be utilised for car parking and soft landscaping only. This thereby maintains the openness of the corner plot.

Taking into account the above considerations, the proposed development is considered to harmonise with the street scene and complement the character of the area, in accordance with Policies BE13 and BE25.

## **7.08 Impact on neighbours**

The following policies are taken into consideration.

Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the local planning authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area.

Policy BE20 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded.

Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of the occupiers and their neighbours.

Paragraph 4.9 of the Hillingdon Design and Access Statement (HDAS) for Residential Layouts SPD requires that all developments should maintain a minimum distance of 15 metres from neighbouring residential properties in order to avoid overdomination. The HDAS further specifies that the distance between facing windows into adjoining/adjacent residential properties should not be less than 21 metres.

The proposed building would be located approximately 19 metres away from the closest residential properties to the south of the application site at nos.201 to 207 Horton Road and would be located over 21 metres away from nos. 209 to 239 Horton Road. The existing south building measures 7 metres in height and appears 8 metres in height from the residential properties due to the 1 metre level change between the two sites. The proposed main building would measure approximately 8.5 metres in height and would appear 9.5 metres in height from the residential properties. The proposed main building poses an additional impact equivalent to approximately 1.5 metres in additional building height. It also

noted that there are no proposed windows to face towards the residential properties.

Taking into account the separation distances, the proposed development is considered to be HDAS compliant and is not considered to result in an unacceptable additional impact on neighbouring residential amenity. It is also noted that the rear elevation wall would be screened in part by 2.2 metre high boundary hedging, in the form of *Ligustrum ovalifolium*, alongside the associated 2.4 metre high paladin pre-finished weldmesh security fencing. The south-facing metallic clad wall would also be banded with silver metallic, orion, slate grey and anthracite cladding, creating a wall which becomes lighter in appearance further up the height of the building. These measures are considered to improve the appearance of the building in order to mitigate visual impact on residential amenity.

It is considered that proposed main building and inspection building would not have an unacceptable impact on the levels of daylight and sunlight received by neighbouring properties. It is acknowledged that the brick building to the west of the garden of the westernmost property on Horton Road would be demolished. This currently encloses the gardens of these properties and its removal is considered to improve residential amenity.

Given the above considerations, the proposal is considered to complement residential amenity and the character of the area. The proposed development would not have an unacceptable impact on levels of light received by residential properties and the proposal would not result in an adverse impact upon the privacy of any neighbours. As such, the proposal is considered to accord with policies BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

The consideration of living conditions for future occupiers is not applicable to the consideration of this application.

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

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan 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) will be considered and requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards.

The submitted Transport Statement states that trip rates generated by the proposed development would be less than that which would be generated by the permitted operation of the existing site, if it were operational. The primary access into the site would be via a priority controlled junction located towards the south-west of the site and the secondary access along the northern site boundary. Servicing and delivery provision is to be carried out via the primary access point.

Regarding parking, 61 operational and 21 non-operational parking spaces are to be provided. Subject to condition, electrical charging points should be provided to serve 20% of the total parking provision with a further 10% of the spaces being made easily convertible should the demand arise. Cycle parking provision is to be based on the London Plan minimum standards, which is 2 short stay and 2 long stay cycle spaces.

Overall, the Highways Officer states no objection subject to car and cycle parking details, parking and manoeuvring details, a Construction and Logistics Plan and a Delivery and



Servicing Plan being submitted. A Section 278 agreement for highways works is also required as part of a Section 106 agreement.

Subject to conditions, the proposed development is considered to accord with Policy AM7 and AM14.

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

Urban design matters are considered in the 'Impact on the character & appearance of the area' section of the report.

#### **SECURITY**

The Metropolitan Police have stated no objection to the proposed development, subject to a condition requiring secure by design accreditation.

#### **7.12 Disabled access**

The Council's Access Officer has stated that there are no accessibility issues raised by the proposal. If recommended for approval, an informative will be added.

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

The provision of affordable and special needs housing is not applicable to the determination of this application.

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

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

This site is occupied by three buildings with associated parking, hard-standing and small areas of grass verge, within an industrial estate to the north of Horton Road. As stated by the Trees and Landscaping Officer, there are no trees or significant landscape features on the site and no TPO's or Conservation Area designations affecting the site. It is noted that no details of bird / bat boxes have been included and no details of hard landscaping have been provided. Thus, subject to a condition, the proposed development is not considered to be contrary to Policy BE38.

The Sustainability Officer has stated no objection to the proposed development with regard to ecology, subject to a condition requiring details of a scheme to protect and enhance the nature conservation interest of the site.

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

The Council's Waste Strategy Officer stated that access for waste services is acceptable and that there is suitable space available for storage of containers.

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

The Sustainability Officer has stated no objection to the proposed development with regard to energy and contamination, subject to conditions. Such conditions require details of the low and zero carbon technology required to meet the CO2 reductions and a scheme to address contamination issues.

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

The application site is in a Critical Drainage Area and the proposals need to reduce run off from the site to greenfield run off rates. It is noted that the details such as infiltration have yet to be confirmed and the methods of holding water within the site proposed are limited to

permeable paving and soakaways. Based on the Council's Flooding and Water Management Officer's comments, the proposal is generally permissible subject to a condition.

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

### **NOISE**

Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that planning permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally, because of:

"(i) The siting or appearance;  
(ii) The storage or display of vehicles, goods, equipment or other merchandise;  
(iii) Traffic generation and congestion;  
(iv) Noise and vibration or the emission of dust, smell or other pollutants, unless sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable."

The application site is designated as a Industrial and Business Area. The proposed development is, therefore, not considered to be detrimental to the character or amenities of surrounding properties or the area generally, because of siting, appearance, storage or display of vehicles, goods, equipment or other merchandise.

As stated by the Highways Officer, trip rates are anticipated to decrease and no objection was stated subject to conditions.

Policy OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that buildings or uses which have the potential to cause noise annoyance will only be permitted if the impact is mitigated within the acceptable levels by engineering, lay-out or administrative measures.

Policy OE5 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) states that proposals for the siting of noise sensitive developments such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources appropriate national and local standards. Account will be taken of any changes to occur in noise levels within 10-15 year period following the date of submission of any application for planning permission.

As stated by the Environmental Protection Unit Officer, the acoustic assessment sets out proposed noise mitigation but there are no specifics disclosed. No objection was stated, subject to conditions for a Construction Environmental Management Plan and external noise levels.

Given the above considerations, the proposed development is considered to accord with policies OE1, OE3 and OE5, subject to conditions.

### **AIR QUALITY**

The site forms part of an Industrial and Business Area (IBA) and an Air Quality

Management Area. The proposal is therefore required to demonstrate that it can be made to be air quality neutral and the mitigation measures required to safeguard air quality.

As stated by the Air Quality Officer, the air quality assessment indicates that there would be a reduction in vehicle trips from the existing use and that no specific mitigation measures are required. However, given the area is designated as an Air Quality Management Area, conditions relating to construction management and air quality have been requested. Occupier low emissions strategy travel plans are also required as part of a Section 106 agreement.

Subject to this information being secured by condition, the proposed development would be considered to comply with London Plan Policy 7.14 and Hillingdon Local Plan Part 1 Policy EM8.

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

Please see 'external consultees' section of this report.

#### **7.20 Planning obligations**

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

This application is subject to a Section 106 agreement which includes the following heads of terms:-

1. Highway Works: S278/S38 for required Highways Works
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs or an in kind scheme to be provided.
3. Travel Plan to include £20,000 Bond; Low Emission Strategy Travel Plan to include, but not be limited to:
  - a) Setting targets for the increased use of low/zero emission vehicles technologies for the servicing and delivery vehicles;
  - b) Active promotion of cleaner vehicle technologies for all users of the development with targets set for increased trips by zero emission vehicles;
  - c) Active promotion and enforcement of no idling on site
- 4) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

The proposed development is liable to Mayoral and LBH CIL charges and, as such, a CIL Liability Notice will be issued in order to secure the relevant contributions.

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

Not applicable to this application.

#### **7.22 Other Issues**

##### **EXTERNAL LIGHTING**

The operational external lighting design criteria, disclosed in the 'External Lighting and CCTV Assessment Issue 3 (May 2018)', is met in each separate functional area of the site. The proposed luminaires have no upward light output. The light spill to the adjacent dwelling rear garden will be minimised by the timeclock controls to the external lighting installation. There is no increase in lighting levels in the adjacent Stone Close or Horton Road from the proposed lighting to the industrial development area of the site. The scheme complies with the ILP Guidance for Environmental Zone E3.

The Environmental Protection Unit Officer has stated no objection subject to a compliance condition limiting lighting levels.

## **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**

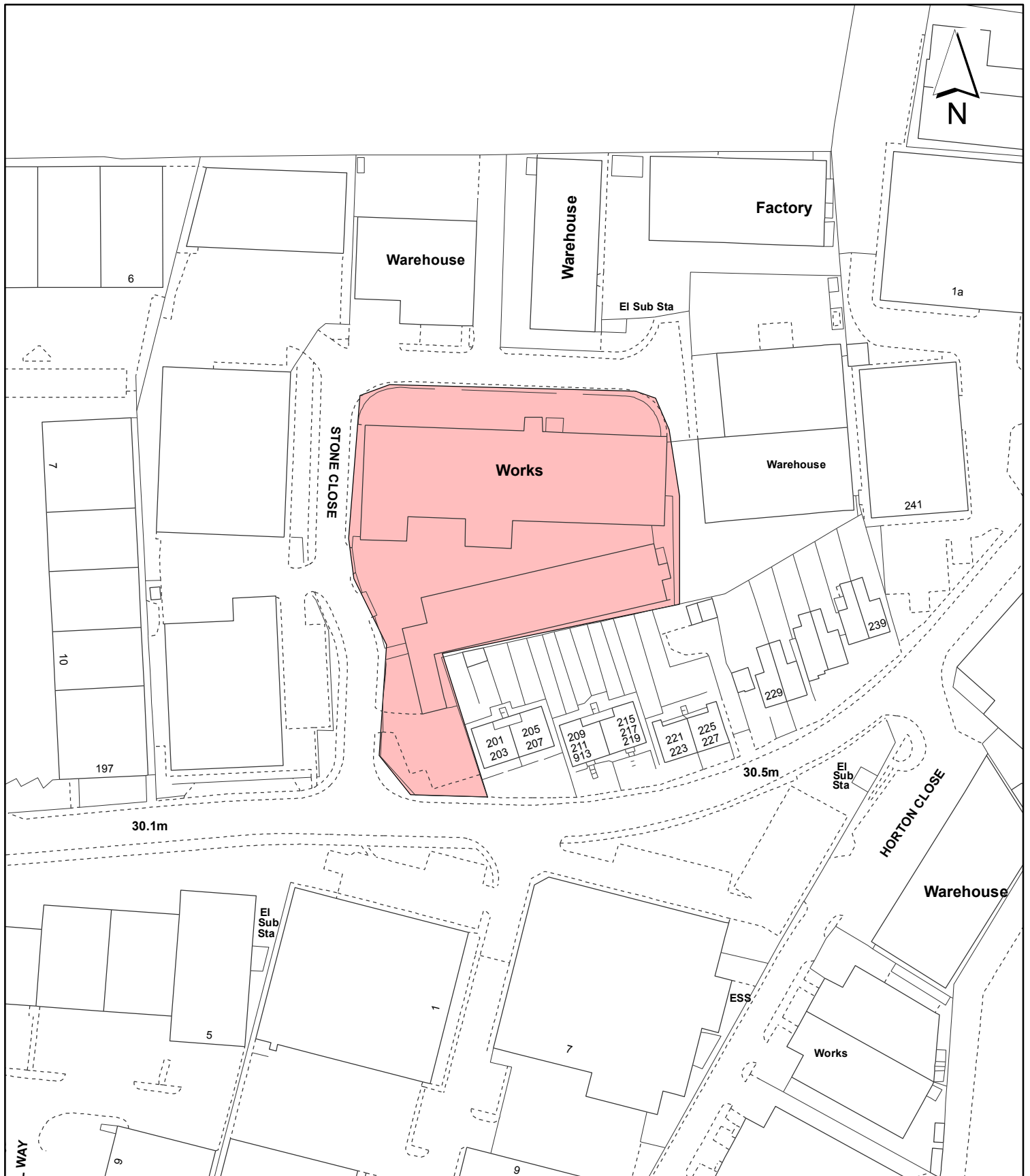
In conclusion, this application seeks permission for demolition of two existing and vacant buildings for the erection of one mixed use class B1, B2 or B8 unit and one inspection bay building with associated works. Subject to conditions and a Section 106 agreement, the proposed development is considered to be acceptable with regard to principle, design, amenity, highways, air quality, noise, lighting, flooding, energy, accessibility, waste and security.

**11. Reference Documents**

National Planning Policy Framework  
The London Plan (2016)  
Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Saved UDP Policies (September 2007)  
Hillingdon Design and Accessibility Statement: Residential Layouts  
Hillingdon Design and Accessibility Statement: Accessible Hillingdon  
Planning Obligations Supplementary Planning Document (July 2014)

**Contact Officer:** Michael Briginshaw

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**501 and 504 Stone Close  
 Yiewsley**

Planning Application Ref:

**73585/APP/2018/2484**

Planning Committee:

**Major**

Scale:

**1:1,250**

Date:

**November 2018**

**LONDON BOROUGH  
 OF HILLINGDON**  
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 Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW  
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**HILLINGDON**  
 LONDON