

Report of the Head of Planning, Transportation and Regeneration

Address	PRODUCTION FACILITY STONEFIELD CLOSE RUISLIP
Development:	Redevelopment of the existing site including the demolition of the existing building and the erection of 7 new commercial units across two separate buildings (Use Class B1(c)/B2/B8 at Units 1,2,3 6 and 7 and Use Class B1(c)/B2/B8 and Sui Generis at Units 4 and 5) including ancillary office space at first floor level at Units 01-03 (Use Class B1a) with associated car parking, landscaping and associated works (re-consultation on the amended description of development).
LBH Ref Nos:	1660/APP/2019/1018
Drawing Nos:	Indicative External Lighting Layout External Lighting Assessment Report Planning Statement R013/3017 Rev. pl2 R013/ 3018 Rev. pl2 R013/3020 Rev. pl2 R013/3019 Rev. pl2 R013/3004 Rev. pl3 Sheet 2 R013/3003 Rev. pl3 Sheet 1 Statutory Services Overview Design and Access Statement R013 EFS 001 External Finishes Schedule R013/3001 Rev. pl1 R013/3007 Rev. pl1 R013/3006 Rev. pl1 R013/3009 Rev. pl1 R013/3008 Rev. pl1 R013/3011 Rev. pl1 R013/3012 Rev. pl1 R013/3010 Rev. pl1 R013/3013 Rev. pl1 R013/3014 Rev. pl1 R013/3015 Rev. pl1 R013/3016 Rev. pl1 R013/3021 Rev. pl1 R013/3023 Rev. pl1 R013/3024 Rev. pl1 R013/3022 Rev. pl1 R013/3000 Rev. pl1 10065 TCP 01 BREEAM Preliminary Assessment Energy Strategy BRUKL Output Document Transport Statement Framework Travel Plan Site Specific Flood Risk Assessment Air Quality Impact Assessment Ecology Survey Technical Note

Ground Gas Risk Assessment
Supplementary Groundwater Risk Assessment
Waste Classification Assessment
10065 TPP 01 Rev. A
Transport Note
Addendum (greenfield run off rates calculator)
R013/3002 Rev. pl3

Date Plans Received:	25/03/2019	Date(s) of Amendment(s):	25/03/2019
Date Application Valid:	25/03/2019		26/03/2019
			24/05/2019
			20/06/2019

1. SUMMARY

This proposal is for the redevelopment of the existing site including the demolition of the existing building and the erection of 7 new commercial units across two separate buildings (Use Class B1(c)/B2/B8 at Units 1,2,3 6 and 7 and Use Class B1(c)/B2/B8 and Sui Generis at Units 4 and 5. Ancillary office space at first floor level is proposed to be provided at Units 01-03 (Use Class B1a) with associated car parking, landscaping.

The site forms part of the Stonefield Way Industrial Business Area (IBA) and therefore the principle of the development is acceptable. The proposed industrial buildings and landscaping works are considered to be of an acceptable design. Subject to appropriate conditions and a S106 agreement the development is considered to accord with the relevant policies and guidance contained within the Hillingdon Local Plan (November 2012) and the London Plan (March 2016) and is recommended for approval.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission subject to:

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

i. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status.

ii) Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided. (if applicable in line with the terms set out in the Planning Obligations SPD)

iii) £10,000 towards Yeading Brook green infrastructure scheme

iv) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements 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 by the 30/09/2019, or any other period deemed appropriate by the Head of Planning, Transportation and Regeneration, that delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

'The applicant has failed to ensure that the necessary Highway Contribution, Construction Training, Travel Plan and Project Management & Monitoring Fee would be undertaken/prepared in a timely manner and to an appropriate standard. The scheme therefore conflicts with Policies R17, AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's Planning Obligations SPG.'

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 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 imposed subject to changes negotiated by the Head of Planning, Transportation and Regeneration prior to issuing the decision:

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:

R013/3002 Rev. pl3
R013/3017 Rev. pl2
R013/ 3018 Rev. pl2
R013/3020 Rev. pl2
R013/3019 Rev. pl2
R013/3001 Rev. pl1
R013/3007 Rev. pl1
R013/3006 Rev. pl1
R013/3009 Rev. pl1
R013/3008 Rev. pl1
R013/3011 Rev. pl1
R013/3012 Rev. pl1
R013/3010 Rev. pl1
R013/3013 Rev. pl1
R013/3014 Rev. pl1
R013/3015 Rev. pl1

R013/3016 Rev. pl1

R013/3021 Rev. pl1

R013/3023 Rev. pl1

R013/3024 Rev. pl1

R013/3022 Rev. pl1

R013/3000 Rev. pl1

10065 TCP 01

10065 TPP 01 Rev. A

R013/3004 Rev. pl3 Sheet 2

R013/3003 Rev. pl3 Sheet 1

R013 EFS 001 External Finishes Schedule 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 plans and/or documents:

Indicative External Lighting Layout

External Lighting Assessment Report

Planning Statement

Statutory Services Overview

Design and Access Statement

R013 EFS 001 External Finishes Schedule

BREEAM Preliminary Assessment

Energy Strategy

BRUKL Output Document

Transport Statement

Framework Travel Plan

Site Specific Flood Risk Assessment

Air Quality Impact Assessment

Ecology Survey Technical Note

Ground Gas Risk Assessment

Supplementary Groundwater Risk Assessment

Waste Classification Assessment

10065 TPP 01 Rev. A

Transport Note

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

REASON

To ensure that the development complies with the objectives of Policies 5.2, 5.12, 6.3, 7.2, 7.13, 7.14, 7.15 of the London Plan (March 2016), Policies PT1.EM1 and PT1.EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE13 and AM2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

Prior to above ground works a landscape shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Hard Landscaping

- 1.a Secure cycle storage for 28 cycle parking spaces
- 1.b Means of enclosure/secure bin storage/ boundary treatments
- 1.c Car Parking Layouts for 41 car parking spaces and 7 accessible built in accordance with BS 8300:2018 car parking spaces (and details of 7 active and 7 passive electrical charging points)
- 1.d Hard Surfacing Materials

2. Details of Landscape Maintenance

- 2.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 2.b Proposals for the replacement of any pollution absorbing 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.

3. Schedule for Implementation

4. Other

- 4.a Existing and proposed functional services above and below ground

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

REASON

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

5 NONSC Energy

Prior to above ground works, full details of the efficiency measures and low and zero carbon technology shall be submitted to and approved in writing by the Local Planning Authority. The details shall reflect the following requirements and must demonstrate compliance with the CO2 reductions identified in the Sustainability and Energy Statement (MBA - 18-108) and include:

- Details of the efficiency savings, including BRUKL output reports, and how they relate to the baseline development with demonstrable CO2 savings properly evidenced.
- Details of the PVs, including fixing mechanisms, pitch, orientation and plans (roof and elevations) shall also be included.
- Details of the annual monitoring and reporting to the Local Planning Authority regarding the operational performance of the completed development.

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 the development delivers the CO2 savings as set out in the energy strategy and in accordance with the London Plan Policy 5.2 (2016).

6 COM26 Ecology

Prior to the above ground works, an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include plans

and specifications that demonstrate the incorporation of measures and features within the landscaping and the fabric of the building that support a range of habitats and species, as a minimum it is recommended that living walls/screens, green roofs, bat and bird boxes and artificial refugia will be included.

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 the development contributes to the protection and enhancement of the natural environment in accordance with Policy EM7 of the Local Plan Part 1.

7 NONSC Restriction of Trade Counter Use

Unit 01, 02, 03, 06 and 07 shall be used as a warehouse supplying the building trade or any other use within Use Class B1(c), B2 or B8 and shall not be used for retail sales to the general public and only upto 10% of the overall floorspace at Units 04-05 may be used for a sales floor/showroom or a trade counter.

REASON

To comply with the terms of the application and to ensure the site is used Class B8 purposes, in compliance with Policies LE2, AM7, AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 4.4 of the London Plan (2016).

8 NONSC Sustainable Urban Drainage Scheme

Prior to commencement, (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in the 'Flood Risk Assessment' produced by MLM Consulting dated December 2018 and supplementary information confirmed in a letter (MLM Consulting reference 6600148-MLM-ZZ-XX-CO-C-0001 dated May 2019).

The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage:

i. Runoff rates - surface water discharge from the site must be no greater than greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.

ii. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event.

b) Long-term management and maintenance of the drainage system.

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes, maintenance frequencies and responsible authority (Private Management Company, homeowner, etc.).

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.

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 DMEI 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 (July 2011), and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). 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).

9 COM31 Secured by Design

The site (buildings and areas of car parking) 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.

10 NONSC Low Emissions Strategy

The development shall not be occupied until a low emissions strategy has been submitted to and approved in writing by the LPA. The low emission strategy shall, as a minimum, address:

1. Fleet composition - to include a quantified baseline for the current fleet, with targets set for the continued use of lower emission vehicles. This should be reviewed on annual basis to demonstrate continual improvement from this source of emissions, with a target to move towards a Euro VI fleet as soon as practicable;
2. Traffic management schemes - to include the enforcement of no-idling practices;
3. Emissions from energy plant - to include the use of low NOx boilers.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

11 NONSC Non Road Mobile Machinery

All Non Road Mobile Machinery (NRMM) used on major development sites within the London Borough of Hillingdon are required to meet Stage IIIA of EU Directive 97/68/EC and the development site must be registered online on the NRMM website at <http://nrmm.london/>. Confirmation of registration shall be submitted to the Local Planning Authority before work commences.

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

12 NONSC Construction Management Plan

Prior to development commencing, the applicant shall submit a construction management plan to the Local Planning Authority in consultation with the Ministry of Defence for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vi) The storage of demolition/construction materials on site.
- vii) Details of cranes and other tall construction equipment (including the details of obstacle lighting).

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation, surveillance and communication aids and to safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Delivery and Servicing Plan

Prior to occupation of development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. The approved strategy shall be implemented as soon as the development is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority

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 (November 2012).

14 NONSC Restriction of Size of Deliveries

Unit 03 hereby approved shall only receive servicing and delivery vehicles upto 12m and Units 04-07 shall only receive servicing and delivery vehicles upto 10m in length.

REASON

To comply with the terms of the application and does not result in conflict with other road users, pedestrians and cyclist in accordance with Policies AM7 of the Hillingdon Local

Plan: Part Two Saved UDP Policies (November 2012).

15 COM13 Restrictions - Enlargement of Industrial/Warehouse Buildings

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies AM7, AM14 and OL4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 COM14 No additional internal floorspace

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy [specify] Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

17 NONSC Contaminated Land

(i) Prior to commencement, other than demolition a scheme to deal with contamination shall be submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A further programme of targeted soil and groundwater sampling, monitoring and testing, together with reporting of the results of analysis and Detailed Quantitative 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; and

(b) 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 of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged

until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the users of the development are not subject to any risks from soil contamination in the landscaped areas in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved 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 (2016) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
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.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas

LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
LPP 4.1	(2016) Developing London's economy
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
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 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF7	NPPF - Requiring good design
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

3

1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct 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.

2. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

3. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

4. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to

ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

4 115 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

5 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

6

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 2012, 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 site is currently occupied by an interconnected group of industrial / warehouse

buildings arranged in an L-shape along Stonefield Close and then extending back towards Stonefield Way. The combined footprint of the buildings is approximately 4,377 sq.m. The main building has a ground and first floor as well as mezzanine floor space and a basement area whilst the projecting building has a ground and first floor.

Adjacent to the rear projection of the building are two large water cylinder tanks which feed the sprinkler system for the buildings. There is also a hard surfaced car parking area. The site is served by three dropped kerb access points on Stonefield Way, one of which has been fenced off. Two access points have also been fenced off on Stonefield Close, as have a number of marked out parking bays along the building frontage. There is a modest strip of soft landscaping along the western site boundary.

The site is located within an established industrial estate which is designated by the Local Plan as an Industrial and Business Area (IBA). The IBA is characterised by commercial buildings of a mixture of designs and scales, including large warehouses / factories, offices and buildings that have been subdivided into small business uses and workshops and car showrooms. A number of sites, particularly those more recently developed, include tree planting and other soft landscaping adjacent to site boundaries.

Approximately 175 metres to the north of the site Stonefield Way meets Victoria Road which is flanked on the southern side by a number of retail parks. The nearest residential dwellings are on Diamond Road approximately 200 metres to the north, Rabournmead Drive, approximately 200 metres to the south, with a railway line providing a buffer between the dwellings and the industrial estate, and on Field End Road approximately 300 metres to the east.

The eastern edge of the site falls within Flood Zone 2 on account of proximity to Yeading Brook / The Roxbourne which is culverted along the course of Victoria Road to the north of the site. A small part of the hardstanding adjacent to the existing water tanks is also identified as having surface water drainage issues.

3.2 Proposed Scheme

The proposal seeks planning permission for the demolition of the existing building and erection of 7 new commercial units across two separate buildings. Use Class B1(c)/B2/B8 on Units 1, 2, 3, 6 and 7 and Use Class B1(c)/B2/B8 and Sui Generis is sought on Units 04 and 05. Ancillary office space will be provided at first floor level in Units 01-02.

Overall, the proposal would provide 4,111 sq.m Gross Internal Area (GIA) employment space comprising 3,825 sq.m GIA at ground floor with 286 sq.m GIA ancillary office floorspace at first floor level. At its highest, Units 01 and 02 would be 13.5m and units 03-07 would be 10.5m.

Each of the new units benefit from their own individual parking and service yard arrangements. Units 01 and 02 are accessed solely from Stonefield Way, while Units 03 - 07 are accessed via Stonefield Close. Access to Units 01 and 02 are managed by their own respective security/access gate. Parking arrangements on site include: disabled, cycle and electric charging spaces. Overall, 41 car parking spaces are being provided.

3.3 Relevant Planning History

1660/APP/2006/1853 Coca Cola Ltd Stonefield Close Ruislip
INSTALLATION OF 2 FIRE PROTECTION WATER TANKS AND ERECTION OF A SINGLE

STOREY CONTROL ROOM TO REAR OF UNIT 18 STONEFIELD WAY.

Decision: 18-08-2006 Approved

1660/APP/2006/3256 Coca Cola Ltd Stonefield Close Ruislip

MINOR AMENDMENT TO PLANNING PERMISSION 1660/APP/2006/1853, DATED 18-08-200 TO ALLOW FOR INCREASE IN DIMENSIONS OF APPROVED SINGLE-STOREY CONTROL ROOM (INSTALLATION OF 2 FIRE PROTECTION WATER TANKS AND ERECTION OF A SINGLE-STOREY CONTROL ROOM TO REAR OF UNIT 18 STONEFIELD WAY)

Decision: 11-01-2007 Approved

1660/APP/2013/1953 Coca Cola Ltd Stonefield Close Ruislip

Installation of new tanker parking area, temporary hardstanding for staff car parking, installation new pedestrian and fork lift access and other external alterations (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 20-09-2013 Approved

1660/APP/2013/2764 Coca Cola Ltd Stonefield Close Ruislip

Installation of security fence to north and west involving 3 gates and alterations to landscaping, involving removal of existing barriers

Decision: 21-11-2013 Approved

1660/PRC/2018/32 Production Facility Stonefield Close Ruislip

Demolition of existing industrial/commercial buildings and associated infrastructure and provision of 7 industrial/commercial units within use classes B1/B2/B8

Decision: 15-05-2018 Approved

Comment on Relevant Planning History

The site has an extensive planning history. That most relevant to this application is summarised above.

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.E6 (2012) Small and Medium-Sized Enterprises (SME)

PT1.EM11 (2012) Sustainable Waste Management

PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

BE18 Design considerations - pedestrian security and safety

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE22 Residential extensions/buildings of two or more storeys.

BE23 Requires the provision of adequate amenity space.

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.

LE1 Proposals for industry, warehousing and business development

LE2 Development in designated Industrial and Business Areas

LE3 Provision of small units in designated Industrial and Business Areas

LE4 Loss of existing industrial floorspace or land outside designated Industrial and Business Areas

LE7 Provision of planning benefits from industry, warehousing and business development

OE1 Protection of the character and amenities of surrounding properties and the local area

OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures

OE3 Buildings or uses likely to cause noise annoyance - mitigation measures

OE7 Development in areas likely to flooding - requirement for flood protection measures

OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

LPP 4.1 (2016) Developing London's economy

LPP 4.4 (2016) Managing Industrial Land and Premises

LPP 5.10 (2016) Urban Greening

LPP 5.12 (2016) Flood risk management

LPP 5.13 (2016) Sustainable drainage

LPP 5.2 (2016) Minimising Carbon Dioxide Emissions

Major Applications Planning Committee - 17th July 2019

PART 1 - MEMBERS, PUBLIC & PRESS

LPP 5.21	(2016) Contaminated land
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
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 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF7	NPPF - Requiring good design
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:- **27th April 2019**

5.2 Site Notice Expiry Date:- **27th April 2019**

6. Consultations

External Consultees

This application was consulted on between 04-04-19 and 27-04-19. A further consultation was undertaken between 06-06-2019 and 19-06-2019. Any comments or objections received to the subsequent consultation will be reported within an addendum.

1 objections was received from a neighbouring property.

The development of the site is too intensive. There is insufficient space for car parking and for delivery vehicle access. The Stonefield Way industrial estate at present offers inadequate parking potential for existing business. A redevelopment of this site needs to include more car parking space within the site.

Officer response: The matters raised are addressed in the main body of the report.

STATUTORY CONSULTEE

Metropolitan Police - Secured By Design Officer

The applicant met the SBD Officer in October 2018. They have incorporated the points raised in the Design and Access statement (page 14). This details what they need to do to achieve SBD accreditation.

There are no objections to this proposal. A condition is requested which requires the site to achieve Secured By Design accreditation, this will ensure that they incorporate the security in their Design and Access statement which would provide this site with the minimum recommended security that police would advise for this site. This advice is based on the crime types that a site such as this can be expected to face.

Officer response: A secured by design condition is included within the conditions list

Ministry of Defence

The application site occupies the statutory safeguarding zones surrounding RAF Northolt. MoD has reviewed the proposal and can confirm there are no safeguarding objections to this application. Although there are no objections to the application itself, cranes could be used during construction of the development.. Cranes can present a serious hazard to aviation as they can create an obstacle to aircraft and also interfere with navigation and communication aids. The MoD has therefore requested a condition.

Officer comment: A construction management plan condition is proposed and the Ministry of Defence will be consulted when details are received.

Internal Consultees

Trees and Landscaping Officer

This site is occupied by a complex of industrial buildings in the south-west corner of Stonefield Way, from which units 01 and 02 are accessed. The smaller units; 03-07 are arranged along the north boundary and are accessed from Stonefield Close.

There are a number of trees located near unit 07 and along the site frontage of units 01 and 02, which have been planted as part of previously approved applications. There are no TPO's or Conservation Area designations.

COMMENT: A tree survey and analysis, by Aspect, has identified and assessed three trees and a hedge, all of which are 'C' grade - whose poor quality and value indicate that they would not normally be considered a constraint on development. T3, a purple Norway maple, close to unit 07 will be protected and retained as part of the development. T1, T2 and H1 will be removed from the front of units 01 and 02 and replaced with 4No. purple Norway maples set amongst dense ground cover planting, as specified on Aspect drawing 6752/ASP.PP.1.0 Rev A.

The planting plan includes a specification of work and a planting schedule. It does not include a management / maintenance specification and commitment to replacing failed, or missing plants.

RECOMMENDATION: No objection subject to conditions COM9 (part 4).

Officer comment: A condition is attached to the draft decision.

Waste Strategy Officer:

Refuse and recycling provisions are not visible for Unit 07 and all other units are suitable for waste and recycling requirements.

Officer comment: The applicant has amended plans relating to refuse storage which now proposed to locate the bins of Units 03-07 within the building.

Highways Officer:

It is apparent that the total on plot parking provision broadly aligns with Hillingdon's Saved UDP (commercial and disabled) parking standards. As a consequence, any potential parking impacts on the immediate adopted highway network resulting from the proposal do not raise specific concerns as most of the public highway in the area is covered by waiting restrictions and any available unrestricted parking is used on a 'first come first served' basis. This in itself imposes a deterrent factor to using a private motor vehicle as limited on-site and on-street parking availability may therefore encourage some individuals to rethink their travel patterns and utilise sustainable modes to travel to and from the site thus lessening general parking demand in the area.

An overarching parking management strategy (PMS) throughout the site may also better balance provisions as it would allow for possible reassignment of parking provisions if so required owing to fluctuation in parking demand associated with the neighbouring units. A PMS would therefore normally be recommended however as a result of dialogue at a pre-application meeting with the applicant, it has been highlighted that the individual units are likely to be of a separate tenure hence a PMS is unlikely to be achievable in practice. It is therefore encouraged that each tenure manage and control their on-plot parking activities accordingly. In summary, as the total quantum of 48 on-plot spaces is considered satisfactory supplemented by an appropriate individual site management parking regime.

Within the overall proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) in line with London Plan 2016 (LP 2016) standards for the proposed uses. 2 'active' and 'passive' spaces are proposed for each unit.

However with the relatively small overall parking numbers per unit it would be considered onerous to pursue the provision of the 'active' spaces as it can be reasonably argued that this would reduce 'real world' on-plot parking provision as, in overall vehicle percentage terms, there are still far fewer electric/hybrid cars as compared to vehicles propelled by other fuels. This could in theory restrict/prevent the use of the 'active' bays for 'non-electrified' cars and more crucially would, in reality, lower the secured level of usable parking provision which should be avoided as it could lead to injudicious on-street parking.

Nevertheless as there is a strong move toward hybrid and fully electrified vehicles which will only increase in time, it is considered more appropriate to encourage a 'two passive only space' provision for each of the 7 units. This aspect should be secured via planning condition and 'active' provision would then evolve on a demand led basis.

In accord with London Plan (LP) standards, the total requirement for the B1(c)/B2/B8 use classes would equate to approximately 26 spaces plus 10 allocated for visitors in a secure and accessible manner. The applicant proposes a total of 28 spaces which are anticipated to be used predominantly by some staff (estimated at 46) given the nature of the use class profile which encourages patronage more so via motor vehicle in lieu of pedal cycle. Such reasoning is considered acceptable and is further supported by the quantum broadly conforming to the LP standard.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP policy considers whether the traffic generated by the proposed development is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The TRICS database of trip generation for different land uses has been applied by the applicant in order to determine the likely traffic generated by the proposal. It is anticipated that the proposal would effectively reduce overall 'two-way' vehicular movements at peak morning and afternoon traffic periods that are associated with the current commercial usage.

The applicant's trip methodology and findings are considered reflective of the levels of proposed

commercial activity that may be expected from a 'land use' database and the level of on-plot parking provisions and hence are considered acceptable.

Access to each of the two new units would be facilitated by separate and existing dropped kerb arrangements on Stonefield Way which would allow access to each service yard and corresponding on-plot parking areas. It is envisaged that sizable articulated lorries (16.5m in length) would serve Units 01-02.

All 3 existing access points (carriageway crossings) on Stonefield Way would require alteration i.e. adjustment/widening with the possibility of introducing a 4th crossing in order to facilitate the proposed design. Subject to submitted detail post-permission, this arrangement is considered acceptable in principle.

Access to each of the five new units would occur directly from Stonefield Close again via an extensive i.e. lengthy and existing dropped kerb arrangement. The unit 3 frontage would be restricted to accommodating a 12m rigid truck whilst units 4 to 7 frontages can accommodate vehicles of up to 10m in length. As above, the principle of crossing arrangement is considered acceptable however the extensive 'dropped kerb' arrangement on Stonefield Close would require alteration consisting of footway re-provision which is absent at present with formalisation of crossing positions in order to facilitate the 5 separate crossings to each of the five units.

The applicant has also demonstrated that the required swept path manoeuvres for each unit for delivery/servicing purposes can be undertaken satisfactorily via all of the existing (or amended) access/egress points on both roads without discernible detriment to the site envelope or the surrounding public highway.

Final crossing designs would be arranged post-permission with any crossing realignment/ new provision or extinguishing of old (e.g. footway reinstatement) being undertaken to an appropriate Council standard under a S278 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's expense.

A full and detailed CLP and SDP will be a requirement to be secured given the constraints and sensitivities of the local road network. The SDP is required to accord with TfL's delivery and service planning guidance. Both plans will need to be secured under planning condition in order to avoid/minimise potential detriment to the public realm.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

Officer comment: The recommended conditions have been secured within the report.

Contaminated Land Officer

Submitted reports indicate chemical testing of Made Ground and Groundwater have identified concentrations of various substances including metals, asbestos, hydrocarbons (including PAH, VOC, SVOC). Some recorded concentrations are reported to exceed authoritative assessment criteria and standards and therefore require further investigation.

Officer comment: An appropriately worded condition is included within the conditions list.

Flood Water Management Officer

Initial comments

Flood Risk Assessment has been submitted to accompany the application, it does not provide sufficient information to demonstrate that the proposed drainage strategy meets local and regional planning policy. Specifically, the drainage strategy does not quantify the existing runoff rate from the site or equivalent greenfield runoff rates. The London Borough of Hillingdon has a proforma that should be submitted with applications to provide the sufficient level of information. It

is noted that runoff should be restricted to greenfield rates where possible, or 2l/s where greenfield rates are low.

Any increase above these rates should be justified and the Council is likely to seek additional developer contributions.

Revised comments

The applicant responded to the officer's initial objection with further details. I am now able to remove my objection to the proposed development following receipt of supplementary drainage calculations and an addendum letter (MLM

Consulting reference 6600148-MLM-ZZ-XX-CO-C-0001 dated May 2019) confirming that runoff rates will be reduced to the equivalent greenfield rates from the development.

As previously set out, site restrictions reduce the ability for green infrastructure within the drainage strategy to improve water quality. While petrol interceptors will be incorporated, there are no further elements to increase the quality of surface water runoff. The site drains to the Yeading Brook, which flows in culvert adjacent to Victoria Road. In line with Policy EM8 of Hillingdon Local Plan, the Council will seek to improve the water quality in the Yeading Brook. The Council has a project to reduce surface water flood risk and improve the water quality in the Yeading Brook by implementing green infrastructure and sustainable drainage along Victoria Road. A developer contribution of £10,000 is therefore sought, which has been reduced since the runoff rates have been revised, for the sustainable drainage and green infrastructure project in Victoria Road.

There are details of the drainage strategy that can be secured after planning permission is granted and a condition is therefore proposed.

Officer comment: A drainage strategy has been secured by way of a condition and the applicant has agreed to a contribution of £10,000 towards Yeading Brook.

Sustainability Officer

I have no objections to the proposed development subject to the inclusion of the following in approved:

Energy

The energy strategy (MBA,18-108) sets out a development that is policy compliance and meets the 35% CO2 London Plan reduction target.

However, the majority of the savings are based on energy efficiency measures that have not adequately been evidenced. The remaining savings come in the form of PVs.

I have no objection to this approach in theory, but more detail is necessary. The following condition is required:

Condition:

Prior to above ground works, full details of the efficiency measures and low and zero carbon technology shall be submitted to and approved in writing by the Local Planning Authority. The details shall reflect the following requirements and must demonstrate compliance with the CO2 reductions identified in the Sustainability and Energy Statement (MBA - 18-108) and include:

- 1 - Details of the efficiency savings, including BRUKL output reports, and how they relate to the baseline development with demonstrable CO2 savings properly evidenced.
- 2 - Details of the PVs, including fixing mechanisms, pitch, orientation and plans (roof and elevations) shall also be included
- 3 - Details of the annual monitoring and reporting to the Local Planning Authority regarding the operational performance of the completed development.

Ecology Officer

The site has little to no ecological value. No objections or comments. The standard ecological enhancement condition should be appended to any subsequent approval.

Condition

Prior to the above ground works, an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include plans and specifications that demonstrate the incorporation of measures and features within the landscaping and the fabric of the building that support a range of habitats and species, as a minimum it is expected living walls/screens, green roofs, bat and bird boxes and artificial refugia will be included.

The development must proceed in accordance with the approved plans.

Reason

To ensure the development contributes to the protection and enhancement of the natural environment in accordance with Policy EM7 of the Local Plan Part 1.

Officer comment: the relevant conditions relating to energy and ecology have been secured.

EPU Officer

No response received.

Access Officer

I have reviewed this application and, aside a suitable planning condition requiring for fully accessible parking spaces in accordance with BS 8300:2018, I have no comments to make.

Air Quality Officer (Summary)

Given the application to change to uses B1; B8. B8 (Storage and Distribution), whereas the assessment indicates a reduction in vehicle movements in relation to the extant use, due to different traffic distribution patterns, the proposed development may have a higher impact within the Focus Areas nearby than the previous use bringing traffic emissions into these areas.

A section 106 agreement with the LAP of £18,285 is recommended be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network

affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

Air Quality Officer (Updated/Further Comments)

The applicant provided further clarification on the proposed development and their low emission strategy which predicts a 45% decrease in NNUI emissions compared to the existing situation.

If the use of the application remains the same, no contribution to air quality is required. The reason for the recommendation is that B8 usually brings higher %of HGVs into the network which, and although a small reduction in total net traffic is claimed by the applicant, emissions may be higher.

Officer comment: Given the proposal does not seek a change of use, and the proposal seeks to reduce the emissions compared with the existing use, a Section 106 contribution could not be justified. However, a condition is attached requiring further details of the the applicant's low emissions strategy.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy 4.4 of the London Plan (2016) requires a rigorous approach to industrial land management to ensure a sufficient stock of land and premises are provided to meet future needs of different industrial and related uses across London. The site is allocated as a Strategic Industrial Location (SIL) under this policy with a sub categorisation of preferred Industrial Location (PIL).

Policy E1 of the Local Plan: Part One (November 2012) states that the Council will accommodate growth by protecting Strategic Industrial Locations and designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL). Under Policy E2 the Council are also seeking to accommodate 9,000 new jobs over the plan period. Most of this will be directed towards such strategic sites. The development is located on a Locally Significant Industrial Site this is a local plan designation.

Policy E6 of the Local Plan: Part One (November 2012) encourages the development of affordable accommodation for small and medium-sized businesses in appropriate locations.

Policy BE25 of the Local Plan: Part Two (November 2012) seeks to modernise and improve industrial and business areas.

Policy DME 1 of the emerging Local Plan: Part Two (March 2019) notes:

A) The Council will support employment proposals in Strategic Industrial Locations (SILs) - Preferred Industrial Locations (PIL) or Industrial Business Parks (IBP) - in accordance with relevant policies in the London Plan.

B) The Council will support industrial and warehousing uses (Use Classes B1 (c), B2 and B8) and Sui Generis uses that are appropriate in an industrial area within Locally Significant Industrial Sites (LSIS).

C) The Council will support light industrial, office and research & development roles activities (B1 (a) (b) (c) Use Classes) within Locally significant Employment Locations (LSEs).

The application site comprises commercial and industrial units. The surrounding area

comprises a range of industrial, commercial and trade counter uses. As such the principle of commercial development on this site is considered to have be acceptable and in accordance with Policies E1 and E6 of the Local Plan: Part One (November 2012).

The Hillingdon Local Plan: Part 2 - Saved UDP Policies identifies the site as an Industrial and Business Area (IBA). Policy LE 2 of the states that IBA's are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui Generis uses appropriate in this allocated industrial area.

The existing site is vacant. The proposed development will bring a currently under-utilised into full use through the demolition of the existing buildings and ancillary structures and erection of two new buildings comprising 7 smaller units which will provide a more efficient use of the site to provide new employment opportunities in accordance with national and local planning policy objectives.

The application proposes to provide trade counters within Units 04-05. Trade counter uses are Sui Generis and the applicant seeks only small part of the overall site is to be used for trade counters. A condition limiting the use of the trade counters to 10% of the overall floorspace is therefore proposed. On this basis, the proposal is considered to comply with the requirements of Policy E1 and E6 of the Local Plan: Part One (November 2012) and Policy BE25 of the Local Plan: Part Two (Saved UDP Policies) (November 2012), Policy DME1 of the emerging Local Plan: Part Two (March 2019) and Policy 4.4 of the London Plan (2016).

7.02 Density of the proposed development

The application relates to a commercial development with no residential properties proposed. Considerations in relation to residential density are not therefore relevant to the application.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area, and there are no Listed Buildings on the site. As such, it is considered that the scheme would not impact on the heritage of the borough.

7.04 Airport safeguarding

The proposed development is not significantly greater in scale or height than the existing height on the site or surrounding industrial and retail buildings. The Ministry of Defence raised no safeguarding objections to this application. As such the development is not considered to create any airport safeguarding concerns. A condition has been requested dealing with the potential use of cranes during the construction process.

7.05 Impact on the green belt

The site is not located within or close to the Green Belt, as such there are no Green Belt issues relating to this application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that all new developments should achieve a high quality of design in all new buildings. Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the layout and appearance of new development should harmonise with the existing street scene or other features of the area.

Policy BE25 of the Local Plan: Part Two (November 2012) seeks to modernise and improve industrial and business areas.

The site forms part of an IBA and the proposed buildings are considered to be of an appropriate scale and design to harmonise with their industrial/commercial surroundings. The external materials proposed to be used in the construction of the development are industrial in nature and are deemed appropriate in this location. The overall height of the building is proposed to be between 10.5m and 13.5m at its highest. The proposed height is similar to existing units dispersed across the site.

The proposed units are set back from the road compared to the existing building line especially along Stonefield Close to allow a forecourt and car parking for each unit. The most significant change is to the south where Unit 02 is being introduced in the what was formerly a forecourt. Given the industrial nature of the wider site, the building lines are inconsistent and in this context the proposed footprint is considered acceptable.

Rising bollards are proposed to manage access and security to each forecourt which is considered acceptable. There is limited opportunity on the site to introduce soft landscaping, tree planting to mark the entrances of Units 01 and 02 is proposed which is considered acceptable. Soft landscaping is also proposed on the north western boundary of the site which is acceptable.

Overall, the proposal is considered to accord with Policies BE1 of the Local Plan: Part One (November 2012) and Policies BE13 and BE25 of the Local Plan: Part Two (Saved UDP) (November 2012) and Policy DMHB 11 of the emerging Local Plan:Part Two (March 2019).

7.08 Impact on neighbours

Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required, although this distance will be dependent on the extent and bulk of the buildings. The Council's HDAS further provides guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21 metres. In this regard, the proposed unit windows are separated from other dwelling windows by more than 21 metres, which is consistent with the Council's Supplementary Planning Guidance.

The nearest residential house is situated approximately 239 m to the south of the site, 330 m to the east and 250m to the north. The site lies within an allocated industrial business area where the majority of the buildings are commercial units and as such, the proposal would not result in harm to the amenities of surrounding properties.

7.09 Living conditions for future occupiers

The application relates to a commercial development with no residential properties proposed. Considerations in relation to residential amenity for future occupiers are not therefore relevant to the application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy 6.10 of the London Plan (2016) notes that development should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space and Policy 6.11 seeks to maintain an efficient road network for movement and access.

Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority will not grant permission for developments whose traffic generation is likely to prejudice the conditions of general highway or pedestrian safety. Policy AM14 states that new

development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

Access to Units 03-07 would occur directly from Stonefield Close whereas access to Units 01 and 02 would be taken from Stonefield Road utilising the existing crossovers. Unit 03 would be restricted to accommodating a 12m rigid truck whilst units 04 to 07 will be restricted to deliveries and servicing by vehicles of up to 10m in length through a condition. Units 01 and 02 can accommodate larger trucks and would not need to be restricted.

The principle of crossing arrangement is considered acceptable however the extensive 'dropped kerb' arrangement on Stonefield Close would require alterations to the existing footway and formalisation of crossing positions in order to facilitate the 5 separate crossings to each of the five units. Final crossing designs would be arranged post-permission with any crossing realignment/ new provision or extinguishing of old (e.g. footway reinstatement) being undertaken to an appropriate Council standard under a Section 278 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's expense. The layout and crossing points on Stonefield Way and Stonefield Close are in all other respects acceptable.

The development provides 41 parking spaces, including 7 disabled bays and 7 loading docks to the front of the units. A swept path analysis has been undertaken to demonstrate that the car park can accommodate both an articulated lorry, large car and a transit van using each of the entrance points to the seven units. The development provides 2 electric charging points per unit. This provision would accord with the London Plan (2016). 28 cycle parking spaces are proposed to be provided. The highways officer has raised no objection to the car parking provision or highways safety matters.

The proposal provides sufficient car parking and would not cause harm to the local highway network in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

7.11 Urban design, access and security

Design is discussed in Section 07.07 of this report. A secured by design condition has been attached to the draft decision notice.

7.12 Disabled access

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design which seek to ensure that developments:

- a can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances
- b are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment
- c are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- d are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.

The Council's Access Officer has reviewed the details submitted with the application and has raised no objection to the development proposed subject to accessible car parking spaces meeting the relevant British standards. As such the proposed scheme is considered to be acceptable with regards to accessibility.

7.13 Provision of affordable & special needs housing

The application relates to a commercial development with no residential properties proposed. Considerations in relation to affordable housing provision are not therefore relevant to the application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: 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.

The application has been supported by a tree survey and analysis which has identified and assessed three trees and a hedge, all of which are 'C' grade - whose poor quality and value indicate that they would not normally be considered a constraint on development. T3, a purple Norway maple, close to unit 07 will be protected and retained as part of the development. 3 existing trees (T1, T2 and H1) will be removed from the front of units 01 and 02 and replaced with 4 purple Norway maples. The replacement trees would be set amongst dense ground cover planting, as specified on drawing 6752/ASP.PP.1.0 Rev A.

The planting plan includes a specification of work and a planting schedule. It does not include a management / maintenance specification and commitment to replacing any failed, or missing, plants. The trees and landscaping officer has raised no objections to the planning application subject to condition regarding management and maintenance which has been attached to the draft decision.

7.15 Sustainable waste management

Policy EM11 of the Local Plan: Part One (November 2012) requires proposed development to address waste management at all stages of a development life. London Plan Policy 5.17 requires suitable waste and recycling facilities in all new developments. HDAS - New Residential Layouts provides further details on waste management to guide development proposals. Waste storage is located to the front of Units 01, 02 and 03 and within the building at Units 04-07. The proposed waste storage is considered acceptable and complies with Policy EM11 of the Local Plan: Part One (November 2012).

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

The supporting information has been reviewed by the sustainability officer who notes the energy strategy (MBA,18-108) sets out a development that is policy compliance and meets the 35% CO2 London Plan reduction target. However, the majority of the savings are based on energy efficiency measures that have not adequately been evidenced. The remaining savings come in the form of PVs.

There is no objection to this approach in principle, but further details are required by way of a condition which has been attached to the draft decision notice.

7.17 Flooding or Drainage Issues

Policy DME1 10 of the emerging Local Plan: Part Two (March 2019) requires all major developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus 30% allowance for

climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within flood zone 1 on the Environment Agency maps. A flood risk assessment has been submitted with the application. The scheme would need to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF (2019).

The flood water management officer has reviewed the submitted supporting information. Following the receipt of following the receipt of supplementary drainage calculations and an addendum letter (MLM Consulting reference 6600148-MLM-ZZ-XX-CO-C-0001 dated May 2019) confirming that runoff rates will be reduced to the equivalent greenfield rates from the development.

The site constraints reduce the scope to provide green infrastructure within the drainage strategy to improve water quality. While petrol interceptors will be incorporated, there are no further elements to increase the quality of surface water runoff. The site drains to the Yeading Brook, which flows in culvert adjacent to Victoria Road. As a result of this proposal draining directly into Yeading Brook.

The flood water management officer seeks to improve the water quality in the Yeading Brook in line with Policy EM8 of Hillingdon Local Plan: Part One (November 2012). The Council has a project to reduce surface water flood risk and improve the water quality in the Yeading Brook by implementing green infrastructure and sustainable drainage along Victoria Road. A developer contribution of £10,000 is therefore sought through a Section 106 legal agreement. The applicant has agreed to the contributions towards Yeading Brook.

7.18 Noise or Air Quality Issues

Noise

The National Planning Policy Framework (NPPF) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan (2016) seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals.

The proposal does not seek any restriction of the operational hours of this development. Given the site's location within an industrial business area, the use of the units 24 hours is unlikely to result in harm to the amenities of neighbouring properties by way of noise.

Air Quality

Policy 7.14 of the London Plan (2016) requires developments to at least be Air Quality Neutral and not lead to further deterioration of existing poor air quality, particularly in Air Quality Management Areas.

The air quality officer has commented on the application noting a low emission strategy is

required by this development. The condition is required because although a small reduction in total traffic is predicted by the applicant, the proposed emissions may be higher. An appropriately worded condition has been secured to mitigate against the impact of the development is attached to the draft decision notice.

7.19 Comments on Public Consultations

The main issues raised in the objections are summarised in the 'External Consultee' section of this report. The issues raised are noted and have been addressed in the relevant sections of this committee report.

7.20 Planning obligations

Policy R17 of the Hillingdon UDP is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development. The obligations sought are as follows:

- i. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status.
- ii) Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided. (if applicable in line with the terms set out in the Planning Obligations SPD)
- iii) £10,000 towards Yeading Brook green infrastructure scheme
- iv) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

In addition to S106 contributions the Council has a Community Infrastructure Levy (CIL) charge of £5 per square metre of gross internal floor area.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system to be paid to the GLA to go towards the funding of Crossrail.

7.21 Expediency of enforcement action

There are no enforcement issues relating to this site.

7.22 Other Issues

There are no other issues related to this site.

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

This proposal is for the redevelopment of the existing site including the demolition of the existing building and the erection of 7 new commercial units across two separate buildings. Use Class B1(c)/B2/B8 on Units 01, 02, 03, 06 and 07 and Use Class B1(c)/B2/B8 and Sui Generis is being sought on Units 04 and 05. Ancillary office space will be provided at

first floor level in Units 01-03.

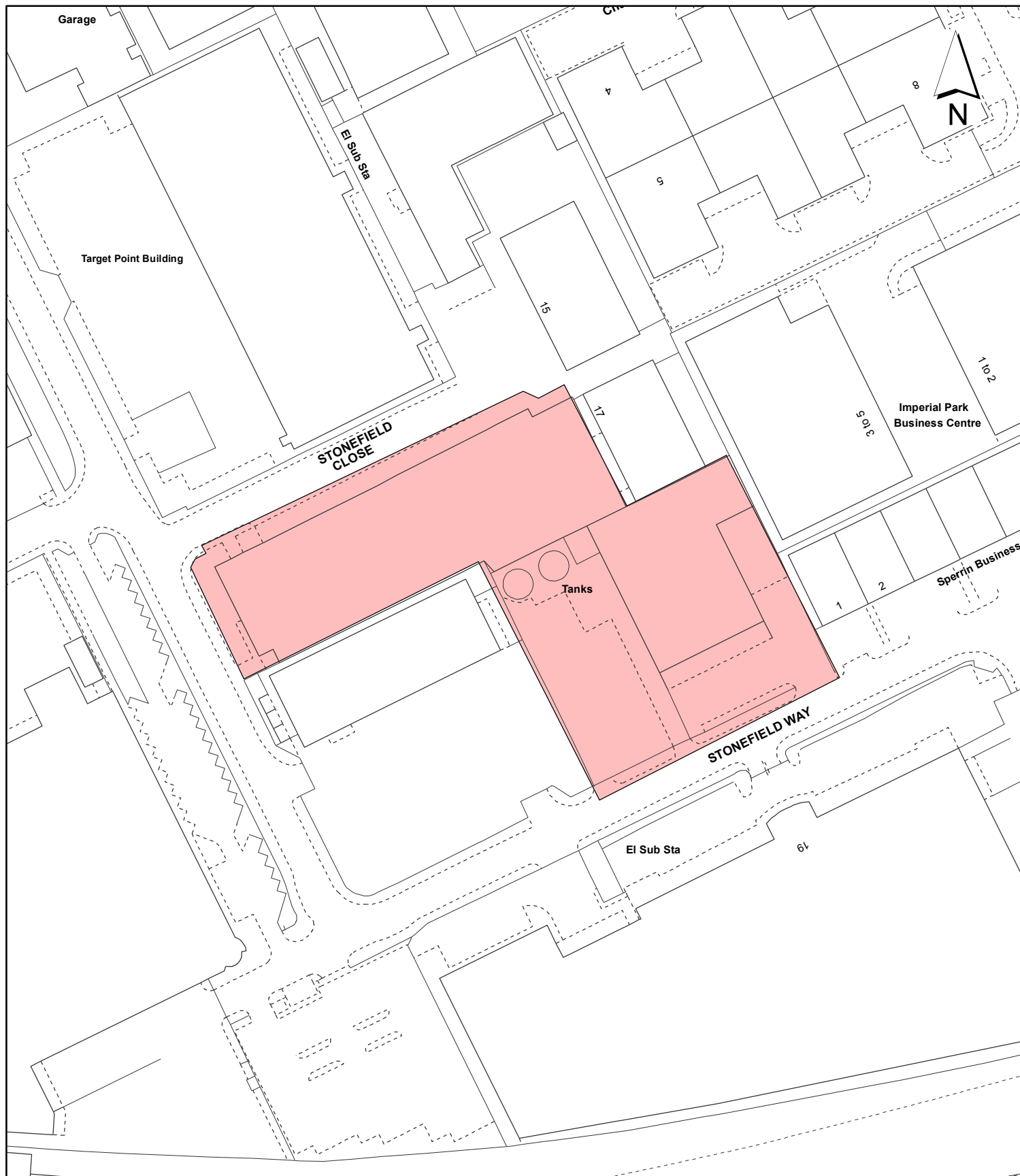
The site forms part of the Stonefield Way Industrial Business Area (IBA) and therefore the principle of the development is appropriate. The proposed industrial buildings and landscaping works are considered to be of an acceptable design. Subject to appropriate conditions and a S106 agreement the development is considered to accord with the relevant policies and guidance contained within the Hillingdon Local Plan (November 2012) and the London Plan (March 2016) and is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Emerging Hillingdon Local Plan: Part 2 Site Allocations and Designations
Emerging Hillingdon Local Plan: Part 2 Development Management Policies
Emerging Hillingdon Local Plan: Part 2 Policies Map
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination
Accessible Hillingdon Supplementary Planning Document (2017)

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Notes:

 Site boundary

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Site Address:

Stonefield Close

Planning Application Ref:

1660/APP/2019/1018

Planning Committee:

Major

Scale:

1:1,250

Date:

July 2019

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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