

## Report of the Head of Planning & Enforcement

**Address** BUCON HOUSE STONEFIELD WAY RUISLIP

**Development:** New single storey warehouse, incorporating site re-levelling, re-using and improving existing road access point with associated parking, 2 lorry servicing bays and covered cycle facilities, including demolition of existing single storey warehouse with ancillary two storey offices and surrounding outbuildings.

**LBH Ref Nos:** 63619/APP/2010/381

**Drawing Nos:** 14000 OGL Rev. A  
1271.1  
9722/TP/01 Rev. A  
9722/TP/02  
9722/TP/03  
9722/LP/01  
Planning Statement Rev. A  
Protected Species Biodiversity Survey  
RENEWABLES ASSESSMENT REV. B  
Transport Statement Rev. A  
Noise Impact Assessment (February 2010)  
Air Quality Statement  
Light Pollution Statement  
Waste Statement  
Report entitled Carbon Emission Reduction  
Landscape Establishment and Maintenance  
Phase 1 Environmental Assessment (07-3036.01)

**Date Plans Received:** 23/02/2010                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 26/03/2010

### 1. SUMMARY

Planning permission is sought for the erection of an industrial building on the site, to provide an extension to an adjoining warehouse building. The proposal would provide 2,210m<sup>2</sup> warehousing floor space, which would directly replace a total of 2,100m<sup>2</sup> of industrial floor space.

It is considered that the proposal is acceptable in principle, as it is located in an Industrial & Business Area. The proposed design would relate satisfactorily with the adjoining building and the immediate townscape. Highway and ecological issues have been satisfactorily addressed. Approval is recommended accordingly.

### 2. RECOMMENDATION

**APPROVAL subject to the following:**

**1 T8 Time Limit - full planning application 3 years**

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 M1 Details/Samples to be Submitted**

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**3 M3 Boundary treatment - details**

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied or in accordance with a timetable agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**REASON**

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**4 OM2 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor level of the proposed building have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

**REASON**

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 OM13 Demolition Protocols**

The applicant is to prepare a selective programme (or demolition protocol) to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed from the site safely and intact for later re-use or processing, which is to be submitted to the Local Planning Authority prior to the commencement of demolition work.

**REASON**

To establish an 'audit trail' for demolition materials based on an established Demolition Protocol which will encourage more effective resource management in demolition and new builds, in accordance with London Plan (February 2008) Policies 4A.30 and 4A.31.

**6 OM19 Construction Management Plan**

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works

- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) 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).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

#### REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

### **7            0M11            Floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

#### REASON

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan and/or in the interests of highway and railway safety.

### **8            DIS1            Facilities for People with Disabilities**

All the facilities designed specifically to meet the needs of people with disabilities, including the provision of one disabled parking bay, that are shown on the approved plans, shall be provided prior to the occupation of the development and thereafter permanently retained.

#### REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13, AM15 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

### **9            H1            Traffic Arrangements - submission of details**

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas (where appropriate)

must be permanently retained and used for no other purpose at any time. The disabled parking bay shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

**REASON**

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan . (February 2008).

**10 H13 Installation of gates onto a highway**

No gates shall be installed which open outwards over the highway/footway.

**REASON**

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**11 H9 Roads/Parking/Sight Lines - construction**

The roads, sight lines at road junctions and parking areas (including where appropriate the marking out of parking spaces) shown on the approved plans shall be constructed prior to occupation of the development, and thereafter permanently retained and used for no other purpose.

**REASON**

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**12 NONSC Non Standard Condition**

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage for 9 cycles in total, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

**REASON**

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

**13 NONSC Non Standard Condition**

The access for the proposed development shall be provided with 2.4m x 2.4m pedestrian visibility splays in both directions and the visibility splays shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

**REASON**

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

**14 NONSC Non Standard Condition**

Prior to the commencement of development a scheme for the provision of wildlife enhancements shall be submitted to and approved by the Local Planning Authority. The scheme shall be appropriate to the scale and nature of the development and demonstrate the inclusion of wildlife enhancement (e.g. bird/bat boxes) within the design of the development.

**REASON**

To promote and encourage biodiversity enhancements within the development in accordance with Policy 3D.14 of the London Plan and the principles of PPS9.

**15 MCD11 Storage in Defined Areas**

No raw materials, finished or unfinished products, parts, crates, packing materials or waste shall be kept on the site except within the buildings or storage areas specified on the approved plans.

**REASON**

In order to safeguard the amenities of the area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

**16 OM1 Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

**REASON**

To ensure that the external appearance of the development is satisfactory and complies with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**17 OM7 Refuse and Open-Air Storage**

Prior to development commencing, the applicant shall submit a refuse management plan to the Local Planning Authority for its approval. The plan shall detail how the refuse and recycling for the extension shall be integrated into the existing Crown Worldwide Waste Strategy and shall include details of the on-site refuse storage for waste material awaiting disposal, shown on the approved plans. The approved measures shall be implemented and maintained for so long as the development remains in existence.

**REASON**

To safeguard the amenity of surrounding areas and in the interests of highway and pedestrian safety, in accordance with Policies OE1 and AM7 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

**18 RCU4 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 AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**19 OM14 Secured by Design**

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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).

**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 policies 4B.1 and 4B.6 of the London Plan.

**20 NONSC Land Contamination**

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works, which form part of this remediation scheme, shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works. Any imported material for landscaping purposes ie. soil shall be tested for contamination levels therein to the satisfaction of the Council.

**REASON**

To ensure that risks from land contamination to the future users of the warehouse site and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**21 SUS1 Energy Efficiency Major Applications (full)**

The measures to reduce the energy demand and carbon dioxide emissions of the development and to provide 20% of the sites energy needs through renewable energy generation contained within the submitted reports entitled Renewables Assessment and Carbon Reduction Statement, shall be integrated into the development and thereafter permanently retained and maintained.

**REASON**

To ensure that the development incorporates appropriate energy efficiency measures in

accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London Plan (February 2008).

**22 SUS5 Sustainable Urban Drainage**

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

**REASON**

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

**23 SUS6 Green Travel Plan**

Prior to the commencement of the development hereby permitted a ten year Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) Targets for sustainable travel arrangements
- (2) Effective measures for the ongoing monitoring of the Travel Plan;
- (3) A commitment to delivering the Travel Plan objectives; and
- (4) Effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.
- (5) Details of how the measures in (4) above can be incorporated into the existing Crown Worldwide's existing Travel Plan.

The development shall be implemented only in accordance with the approved Travel Plan.

**REASON**

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies 3C.1, 3C.2 and 3C.3 of the London Plan (February 2008).

**24 SUS8 Electric Charging Points**

Before development commences, plans and details of one electric vehicle charging point(s), serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

**REASON**

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

**25 RPD11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)**

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building shall be used only for purposes within Use Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

## REASON

In order to retain industrial and warehousing floorspace in an Industrial and Business Area and to comply with Policy LE2 of the Unitary Development Plan Saved Policies (September 2007).

## INFORMATIVES

### 1

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

### 2

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains on the adjoining railway line. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. You are advised to seek Network Rail's approval of your detailed proposals regarding lighting. Following occupation of the development, if within three months Network Rail or a Train Operating Company has identified that lighting from the development is interfering with driver's vision, signal sighting, alteration/mitigation may be required to remove the conflict at the developer's expense.

### 3

I13

#### **Asbestos Removal**

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

### 4

I14

#### **Installation of Plant and Machinery**

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

### 5

I14C

#### **Compliance with Building Regulations Access to and use of**

You are advised that the scheme is required to comply with either:-

· The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with



- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice.  
AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

## **6            115            Control of Environmental Nuisance from Construction Work**

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

- A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.
- B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.
- C) The elimination of the release of dust or odours that could create a public health nuisance.
- D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

**7**            I18                    **Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

**8**            I2                            **Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

**9**            I24                        **Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

**10**           I25                        **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 - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

**11**           I3                            **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

**12**           I45                        **Discharge of Conditions**

Your attention is drawn to condition(s) 2, 3, 4, 5, 6, 9, 12, 14, 17, 19, 20, 22, 23 and 24 which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of

this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

### **13            I47                    Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

### **14            I5                            Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

### **15            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).

### **16            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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of

EC1	new planting and landscaping in development proposals. Protection of sites of special scientific interest, nature conservation importance and nature reserves
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
LE2	Development in designated Industrial and Business Areas
POBS	Planning Obligations Supplementary Planning Document, July 2008
PPG13	Transport
PPG24	Planning and Noise
PPS1	Delivering Sustainable Development
PPS4	Planning for Sustainable Economic Growth
PPS9	Biodiversity and Geological Conservation

## **17 I58 Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please refer to the enclosed leaflet and contact Peter Sale, Hillingdon Education and Business Partnership Manager: contact details - c/o British Airways Community Learning Centre, Accommodation Lane, Harmondsworth, UB7 0PD. Tel: 020 8897 7633. Fax: 020 897 7644. email: p.sale@btconnect.com .

## **18 I6 Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

## **19 I60 Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

## **20 I61 Lighting Near Aerodromes.**

The development is close to the aerodrome and the approach to the runway. The applicant is advised that there is a need to carefully design any lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

## **21**

The applicant is reminded of the duties set out in the Disability Discrimination Act 1995, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the

responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments. The following points should be noted:

1. Accessible car-parking bays should be sited within 50m of the entrance. They should be 4.8m x 2.4m, with an adjoining 1.2 m transfer area (not 4.8 x 3.6 as stated in the Design & Access Statement) and marked and signed in accordance with BS 8300.

2. Internal door widths should provide a minimum clear opening width of 800mm to facilitate adequate access for wheelchair users. Internal doors should also have 300mm unobstructed space to the side of the leading edge.

3. It is noted that there is no intention to install a toilet block as part of the new building. This should be discouraged or disallowed, if from the furthest point in the new building to the nearest accessible WC in the adjoining building exceeds 100 m. Given the scale of the proposed development, and the Disability Discrimination Act duties on service providers to make reasonable adjustments, an accessible toilet in accordance with best practice must be provided within the development as a whole.

4. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004.

5. The accessible toilet should be signed either Accessible WC or Unisex. Alternatively, the use of the wheelchair symbol and the words Ladies and Gentlemen or Unisex would be acceptable.

6. Alarm systems should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system.)

7. Fire exits should incorporate a suitably level threshold and should open onto a suitably level area.

8. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The site is located at the rear of the long established Stonefield Way Industrial Estate and backs onto an elevated railway line (Chiltern Line). The railway embankment is some 8m higher than the Bucon House site and some 9m higher than the existing Crown site. The site is 3,140m<sup>2</sup> (0.314 hectares) in extent and is predominantly flat, but at a higher level than the adjoining Crown site. The site consists of a large single storey warehouse building with 2-storey brick clad offices to the Stonefield Way frontage and a series of small outbuildings at the rear, all totalling 2,100m<sup>2</sup>. The site is used as furniture manufacturing and assembly facility with ancillary offices. A small paint spray facility exists within the factory.

To the east, the site is bounded by the existing Crown building, consisting of 4 floors of offices at the front and a warehouse at the rear, with an associated service yard. The offices have a total height of 16 metres, with a central feature being 18.7 metres high. The warehouse space has a maximum height of 17 metres. The adjoining site is fenced to the side and rear boundaries with Palisade fencing. The Stonefield Way boundary is fenced with a combination of brick piers/dwarf wall and metal railings. Security gates control service yard and car parking areas.

Two railway lines run along the railway embankment at the rear of the site, the first being 30m away and second some 95m away. The area between the railway lines is part of the Ruilsp Municipal Solid Waste Transfer station. Behind a second railway line is a residential area with the nearest property some 160m away. The residential area is separated from the second railway line with a dense planting zone, some 30m wide. (Note: this vegetation has now been partially cleared in order to facilitate railway improvements on the Chiltern Line and is subject to a separate planning application).

The site is accessed via Stonefield Way, which is a one-way road, with access and egress onto Victoria Road. The carriageway width is 7.3m, with pavements to both sides of the road. Some parking restrictions exist on the road. The site has one vehicular access to Stonefield Way.

### **3.2 Proposed Scheme**

Planning permission is sought for the redevelopment of the Bucon House site to provide for a 2,210m<sup>2</sup> Class B8 single storey warehouse linked to the existing Crown Worldwide warehouse at the adjoining site (known as 19 Stonefield Way), to form a single unit. The proposal will involve the demolition of the existing structures which comprise old industrial single storey buildings, with ancillary 2-storey offices, totalling 2,100m<sup>2</sup>. The proposed extension would link fully to the existing west elevation of the Crown building so that operationally, one building can be created.

The proposed building would be 47 metres wide by between 42 to 48 metres deep. The rear of the building would be angled to follow the line of the rear boundary, leaving a gap of 3 metres between the building and the boundary. The front elevation would be recessed to allow for two loading bays for articulated lorries at the front, but the extension would generally follow the forward building line of the adjoining Crown building.

The proposed extension needs to accommodate document storage which utilizes a racking system at 3m increments and will be operated to 6 levels, therefore requiring an internal clear height of 18m. Externally, the extension would be approximately 22 metres high. The site levels at 38.27 would be reduced to levels of the existing Crown site (37.76 AOD).

The external materials would be metallic silver cladding and composite panels, to match the existing Crown building. The extension would also feature a blue painted plinth and projecting horizontal brise-soleil, also to match the existing building.

The proposal will include parking for 13 cars (including one disabled space), together with 9 covered cycle spaces and 1 motorcycle space. Loading areas, with 2 loading doors would be provided at the front of the proposed building.

Access to the proposed extension will utilise the existing road access but will require minor modifications. The site frontage to Stonefield Way would be designed to replicate Crown's brick piers/dwarf wall and metal railing fence. Side and rear elevations would

have 2.4m high Palisade fence. CCTV will be installed to increase security and will be linked to Crown's existing CCTV installation.

The site will be gated for security purposes and the frontage will be landscaped to continue a theme already established at Crown's existing site.

The applicants have submitted a number of supporting documents that describe the development and assess the impact of the proposal, together with mitigation measures. These are briefly summarised below:

#### PLANNING STATEMENT

The statement describes the development and provides a policy context and planning assessment for the proposal. The statement concludes that the proposal will reuse the site to create purpose built modern accommodation, will contribute towards the regeneration of the area, will generally enhance the appearance of the area, will not impact on surrounding land uses and is acceptable in highway terms.

#### AIR QUALITY STATEMENT

The proposed development is for a B8 warehouse type facility. The goods to be stored will not have any impact on air quality. The traffic flows will be comparable to the existing uses of the site. The proposed development will therefore not have any adverse effect on existing air quality. The existing Bucon House factory with its spraying facility and its car movements has worse air quality characteristic than the proposed B8 building.

#### DRAINAGE AND UTILITIES STATEMENT

The statements includes details of existing and proposed British telecom, electricity, gas supplies. There is no requirement for any off-site reinforcement works to the surrounding services infrastructure, which will minimize the development's impact on the services to the neighbouring occupiers.

#### FLOOD RISK STATEMENT

The site is within Stonefield Way industrial estate. Flood zone maps show that the area is outside flood zones.

#### LIGHT POLLUTION STATEMENT

The external lighting to the development has been designed to avoid nuisance to the accommodation in close proximity to the development and to reduce as much as is practical the overspill illumination.

#### NOISE IMPACT STATEMENT

The statement concludes that as the proposed development is for a B8 warehouse type facility, involving the storage and distribution of goods, there will be no processes involving noise creation apart from the movement of vehicles. The proposed development will not have any adverse effect on existing noise in the area. The existing Bucon House factory with its production facility and its car movements has comparable noise quality characteristics.

#### TRANSPORT STATEMENT

The layout allows for the servicing needs of the unit, allowing for dedicated delivery areas. The statement concludes that that there will not be a significant impact on the operation of the local highway network due to the proposal and that this application raises no traffic or transport related concerns.

## WASTE STATEMENT

The proposed development has designated spaces for refuse and recyclable waste but Crown Worldwide already has a waste strategy in place. The proposed extension will use their existing facilities. Crown Worldwide currently have a skip for timber waste, which is crushed and collected when the container is full. It is all recycled. Cardboard is bailed and collected from site once a full load is available. Office paper is all recycled via collection points, as are all plastics, glass, toner cartridges etc. WEEE directive waste is collected by the same company that collect the Office waste.

## PROTECTED SPECIES BIODIVERSITY SURVEY

The report concludes that on the basis of evidence obtained from the protected species biodiversity survey work and with the implementation of the recommendations set out in this report, there is no reason to suggest that any protected species will be adversely affected by the proposals.

## PHASE I ENVIRONMENTAL ASSESSMENT

The assessment undertakes an appraisal of the potential for soil and groundwater contamination issues at the site. The report concludes that the site represents a low to medium overall contamination risk status, with regard to the potential for soil and groundwater contamination, and land gas, at the site. However, there is the potential that an intrusive investigation, and limited remediation, may be required under the planning process.

## RENEWABLES ASSESSMENT AND CARBON EMISSION REDUCTION STATEMENT

It is proposed to use renewable energy air to air heat pumps with destratification fans as the heat source and main method of reducing carbon emissions by 20% together with photovoltaic cells to generate some of the site electricity demand. Further carbon emission reduction will be by increasing the level of building insulation, reducing permeability to air and to the use of photovoltaic cells.

### 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:

Part 2 Policies:

- |      |   |
|------|---|
| AM14 | New development and car parking standards.  |
| AM15 | Provision of reserved parking spaces for disabled persons   |
| AM2  | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |
| AM7  | Consideration of traffic generated by proposed developments.  |
| AM9  | Provision of cycle routes, consideration of cyclists' needs in design of highway  |



	improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
LE2	Development in designated Industrial and Business Areas
POBS	Planning Obligations Supplementary Planning Document, July 2008
PPG13	Transport
PPG24	Planning and Noise
PPS1	Delivering Sustainable Development
PPS4	Planning for Sustainable Economic Growth
PPS9	Biodiversity and Geological Conservation

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **20th April 2010**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

The application was advertised under Article 8 of the Town and Country Planning Act (1990) as major development. A site notice was erected on the site and a public notice was placed in a local paper. 54 adjoining businesses were directly notified via letter. No letters have been received from adjoining occupiers.

### NETWORK RAIL

We have no objection in principle to the development, however due to its close proximity to the operational railway, we would request that the following points below are taken into account if granting the application.

No water or effluent should be discharged from the site or operations on the site into the railway undertaker's culverts or drains, without Network Rail approval. Soakaways should not discharge towards and/or within 10m of railway infrastructure. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicant's expense.

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

If not already in place, the developer must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future

maintenance and renewal. Network Rail's existing fencing/wall must not be removed or damaged including any foundations. Should the works impact in any way on the embankment then the developer will need to contact the Asset Protection Engineer with any plans and method statements to ensure no damage will occur to the embankment. (Contact AssetProtectionLNWSouth@networkrail.co.uk)

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus avoiding provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's approval of their detailed proposals regarding lighting. Following occupation of the development, if within three months Network Rail or a Train Operating Company has identified that lighting from the development is interfering with driver's vision, signal sighting, alteration/mitigation will be required to remove the conflict at the applicant's expense.

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

#### **THAMES WATER**

##### **Waste Comments**

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

##### **Water Comments**

With regard to water supply, this comes within the area covered by the Veolia Water Company. For your information the address to write to is - Veolia Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

**SOUTH RUISLIP RESIDENTS' ASSOCIATION - No response.**

#### **Internal Consultees**

##### **POLICY AND ENVIRONMENTAL PLANNING**

##### **Biodiversity**

The biodiversity information submitted with the application is appropriate to the scale and nature of

the development. I accept that the impacts on biodiversity are minimal. I also accept that there is minimal opportunity for enhancement measures within the small boundary of the development, however there are opportunities within the fabric of the building. Policy 3D.14 of the London Plan states:

The planning of new development and regeneration should have regard to nature conservation and biodiversity and opportunities should be taken to achieve positive gains for conservation through the form and design of development.

The following condition should be applied:

#### CONDITION

Prior to the commencement of development a scheme for the provision of wildlife enhancements should be submitted to and approved by the Local Planning Authority. The scheme shall be appropriate to the scale and nature of the development and demonstrate the inclusion of wildlife enhancement (e.g. bird/bat boxes) within the design of the development.

#### REASON

To promote and encourage biodiversity enhancements within the development in accordance with Policy 3D.14 of the London Plan and the principles of PPS9.

#### Energy

The original Renewables Energy statement submitted with the application is inadequate. It does not include a clear baseline or a thorough assessment of the chosen technology. With regard to the supplementary information submitted to address this issue, a condition requiring the use of photovoltaics as set out in the conclusions section is recommended.

#### S106 OFFICER

Proposed Heads of Terms:

1. Transport: in line with the SPD on Planning Obligations there may be the need for some transport improvements as a result of this proposal. There may be some public transport needs. However, this will depend upon TfL and our transport colleagues.

2. Construction Training: in line with the SPD a contribution equal to £2,500 for every £1m build cost or an in kind scheme demonstrating how construction training will be delivered on site will be required as a result of this proposal.

3. Project Management and Monitoring: in line with the SPD if a s106 agreement is entered into then a cash contribution equal to 5% of the total cash contributions secured in the agreement will be sought to enable the project management and monitoring of the agreement.

#### ENVIRONMENTAL PROTECTION UNIT (EPU)

#### Noise

The Noise Impact Statement states that there will be no processes involving noise creation apart from the movement of vehicles and that the existing production facility with its car movements has comparable noise quality characteristics. The submitted statement maintains that the development will not have any adverse noise effect.

The interior of the proposed building is to be used to house document management operations. Such operations are unlikely to generate significant noise levels. Vehicle access to the site is at the north of the site off Stonefield Way. Car parking spaces and two HGV loading bays are provided at the north side of the proposed building. The proposed building will screen noise from activities at the site involving vehicles in relation to the nearest residential properties to the south. In addition, the site is around 150m from those residential properties and there is an 8m high railway embankment between the site and the residential properties. In view of these factors, it is unlikely that noise associated with use of the proposed development will be a problem. It is therefore considered that conditions controlling noise impact are not necessary. In particular, restrictions on the requested 24 hour and 7 days per week use are not justified.

#### Light Pollution

The Light Pollution Statement states that lighting at the development has been designed to avoid nuisance to accommodation in close proximity to the development, and to reduce as much as practical, overspill illumination.

#### Construction Activities

In order to advise on measures to avoid environmental nuisance during demolition and construction, the standard Nuisance from Demolition and Construction informative be attached to any planning permission. Subject to application of this informative, no objections are raised to the application on noise or light pollution grounds.

#### Land Contamination

This site is industrial and the proposed use is also industrial. Contaminates may be present in the soil, water (ground/surface) and gas within the land or exist on the surface of the land. Since there was at least an electronics factory at this location, EPU would advise a condition so that a contaminated land assessment is included in the geotechnical investigation for the new building. The Environmental Protection Unit should be consulted when using this condition.

#### WASTE MANAGER

- a) The planning submission states that waste re-use and recycling will be incorporated in the new operation and space needs to be allocated for this.
- b) The walls and floor of the waste storage area should have a surface that is smooth and can be washed down, and the floor should be 100 mm thick to withstand the weight of the bins. The walls of the chamber should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.
- c) The bin chamber door/gate needs to be made of either metal, hardwood, or metal clad softwood and to have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.
- d) The collectors should not have to cart the bulked bin (if these are being used for waste and recycling storage) more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).
- e) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20.
- f) The value of the construction project will be in excess of £300,000 so the Site Waste Management

Plans Regulations apply. This requires a document to be produced which explains how waste arising

from the building works will be reused, recycled or otherwise handled. This document needs to be prepared before the building works begin.

g) The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

## URBAN DESIGN OFFICER

The proposed scheme is for the demolition of the existing single storey warehouse and the erection of a new single storey warehouse, incorporating site re-levelling, re-using and improving existing road access point with associated parking, 2 lorry servicing bays and covered cycle facilities.

The application site is located at the rear of the South Ruislip established industrial estate. The existing buildings date from early 1960s. The surrounding land uses are all of the same type, industrial or office uses. At the rear of the site is a railway embankment, elevated some 8 meters above the application site. The proposed development comprises a 2,210m<sup>2</sup> B8 single storey warehouse, linked to the existing Crown Worldwide warehouse site in Stonefield Way. The two buildings will function as one unit. The scheme also includes parking provision and a loading area with two loading doors. The proposed extension will be accessed from the north-east corner of the site. The proposed building design, which is developed to comply with part M of the building regulations and to be fully compliant with the requirement of the DDA, does provide strong internal flexibility. The proposed scheme, although higher than the existing Crown building, has been designed in the same ethos as the existing building. Apart from design features, the same colours, materials, and detailing, is continued throughout the new development, as for example the projecting solar shading.

From an urban design point of view, the proposed extension is considered to be clearly subordinate in terms of scale, position, articulation and overall appearance, compared to the existing main building along the Stonefield Way frontage. The set back of the building line, the compactness and overall proportions, the increase in height which combined with the minimized frontage creates a clear distinction to the main building in terms of character as well as function. Overall the scale, height, massing and general design concept is considered to match the existing main building, as well as being in keeping with the surrounding built context.

## Conditions

Samples of all building materials, fenestration and doors as well as a co-ordinated colour scheme to be submitted to the LPA and agreed in writing prior to the commencement of any works.

## HIGHWAY ENGINEER

The proposals are for B8 use consisting of space for storage purposes. The proposals are shown to operate ancillary to the adjacent B8 use with additional 4 staff, 13 car parking spaces (including 1 disabled space), 2 lorry loading/unloading areas, and 9 cycle parking spaces. The cycle parking area appears to be inadequate for 9 spaces. The cycle parking spaces should be secure and covered.

The site is located in a low PTAL area. The Council's car parking standards stipulate requirement of maximum 21-22 parking spaces for the proposed floor area, the parking provision is therefore less than the Council's maximum standards. However given that the site is proposed to be used ancillary to the adjacent B8 use and is proposing to employ only 4 additional staff, the parking provision is considered to be adequate and is also considered to cater for some of the shortfall of parking (if any) at the existing site.

The access would need to be constructed in accordance with the Council's requirements at the developer's expense, including tactile paving, visibility, material, and layout. The applicant would need to enter into a section 278 Agreement with the Council to carry out any works on the highway. This should be covered through a suitable planning informative. The applicant should also be informed to contact the Council's Highways Department to discuss the works on the Highway to be carried out through the Council at the developer's expense.

Suitable planning conditions should be applied for the site to be used ancillary to the adjacent B8 use, access details, car parking and cycle parking, pedestrian visibility splays, and no discharge of surface water from the private land onto the highway.

No objection subject to the above issues being covered through suitable conditions.

#### TREES AND LANDSCAPE OFFICER

There are no trees on or close to the site. The layout of the proposed extension reserves a strip of land at the front of the site, which will enable hard and soft landscaping and tree planting, similar to that on the main warehouse site.

The landscaping scheme includes piers and railings at the front of the site, with four Field Maple trees and shrubs in the planting strip behind them (see Planting Plan). The proposed landscaping will fit with the existing landscaping on the main site and others nearby.

The Planting Plan includes a note that the soft landscaping was designed without the benefit of services information. It is imperative that any services do not conflict with the proposed tree planting, so if the application is approved details should be submitted for approval before works commence on site.

The application does not include any information about the maintenance of the landscaping, but this matter can also be dealt with by condition.

Subject to conditions TL1 (services), TL6 and TL7, the scheme is acceptable in terms of Saved Policy BE38 of the UDP.

#### ACCESS OFFICER

The proposed facility will be subject to the Disability Discrimination Act 1995 because it is assumed that it will be providing a service to the public. It should be noted that reasonable adjustments to practices, policies and procedures, auxiliary aids, and physical features will need introducing to ensure that disabled people receive the same level of service.

The following observations are provided:

1. Accessible car-parking bays should be sited within 50m of the entrance. They should be 4.8m x 2.4m, with an adjoining 1.2 m transfer area (not 4.8 x 3.6 as stated in the Design & Access Statement) and marked and signed in accordance with BS 8300.
2. Internal door widths should provide a minimum clear opening width of 800mm to facilitate adequate access for wheelchair users. Internal doors should also have 300mm unobstructed space to the side of the leading edge.
3. It noted that there is no intention to install a toilet block as part of the new building. This should be discouraged or disallowed, if from the furthest point in the new building to the nearest accessible WC in the adjoining building exceeds 100 m. Given the scale of the proposed development, and

the Disability Discrimination Act duties on service providers to make reasonable adjustments, an accessible toilet in accordance with best practice must be provided within the development as a whole.

4. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004.

5. The accessible toilet should be signed either Accessible WC or Unisex . Alternatively, the use of the wheelchair symbol and the words Ladies and Gentlemen or Unisex would be acceptable.

6. Alarm systems should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system.)

7. Details should be requested to ensure that arrangements exist to provide adequate means of escape for all, including wheelchair users. Fire exits should incorporate a suitably level threshold and should open onto a suitably level area.

8. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage.

NB: The applicant is reminded of the duties set out in the Disability Discrimination Act 1995, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments.

(Officer comment: The issues raised above have all been addressed by the applicant. An informative re-inforcing the above guidance has been recommended).

## **7. MAIN PLANNING ISSUES**

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

The London Plan provides a strategic policy framework for the development within Greater London. The plan aims to set out an integral social, economic and environmental framework for the future development of London over the next 15-20 years. A key objective of the London Plan is to ensure that an adequate supply of employment land is retained over the Plan period.

At a national level the key government guidance relevant to this proposal is PPS4 (Planning for Sustainable Economic Development). This document reiterates the government's commitment to promoting economic development, albeit with a greater emphasis on ensuring that this is achieved in a sustainable way.

The site is identified in the Unitary Development Plan Saved Policies (September 2007) as falling within an Industrial Business Area (IBA), where employment development within classes B1, B2 and B8 are deemed acceptable. Saved Policy LE2 seeks to safeguard these areas from loss of employment development, unless an alternative proposal can satisfy certain criteria. Saved Policy LE1 states that proposals for industry warehousing and business uses will be assessed taking into account

- \* the LPA's overall objective of securing redevelopment or regeneration of an area,
- \* availability and capacity of public transport for employment intensive uses,

- \* the ability for road network to cope with traffic generation
- \* the provision of facilities for people with disabilities and
- \* whether the development will create unacceptable demands for other land to be developed.

The application proposes 2,210m<sup>2</sup> of Class B8 warehouse floor space, replacing 2,100m<sup>2</sup> of existing industrial floorspace. As a result of the redevelopment there will be no loss of space but a small gain. The applicants also point out that the new warehouse is to be purpose built for an identified occupier ensuring early delivery of the development.

The site has historically been used for industrial purposes and the application site lies within an IBA, which is considered to be the most appropriate location for accommodating employment-generating uses. The proposed redevelopment of the site provides traditional employment development and will make efficient and effective use of the site, proposes the redevelopment of an outdated site in a dense industrial location and will help to serve a local market. As such, it is considered to be in compliance with Policies LE1 and LE2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), the strategic objectives of the London Plan and in line with the objectives of PPS4. No objections are therefore raised to the principle of the redevelopment of the site for Class B8 uses.

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

Policy BE3 seeks to ensure that sites which may contain archaeology are investigated and any findings recorded before any development commences. The site is outside archaeological priority area, as identified in the UDP. In addition, a Phase I Environmental assessment undertaken concludes that the site is not of archaeological significance.

The site does not fall within an conservation area or area of special local character. The proposal will not affect any statutory or locally listed buildings.

#### **7.04 Airport safeguarding**

There are no airport safeguarding objections to the proposal.

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

The application site does not fall within or is adjacent to the Green Belt. As such no Green Belt issues are raised by this application.

#### **7.06 Environmental Impact**

##### **GROUND CONTAMINATION**

A Phase 1 Environmental Assessment has been submitted with this application. The assessment undertakes an appraisal of the potential for soil and groundwater contamination issues at the site prior to redevelopment of the site for a commercial end use. The report concludes that the site represents a low to medium overall contamination risk status, with regard to the potential for soil and groundwater contamination and land gas. However, there is the potential that an intrusive investigation, and limited remediation, may be required under the planning process. On the basis of this initial assessment, the report recommends the following measures:

- \* A hotspot protocol be drawn up and adhered to
- \* Appropriate hygiene practices and personal protective clothing should be in practice
- \* Appropriate Health and Safety practices be adhered to
- \* Appropriate asbestos survey be undertaken.

The Environmental Protection Unit recommends that a condition be imposed, requiring all relevant information to be submitted to ensure appropriate remediation proposals are carried out. Verification information will also need to be submitted, to demonstrate the



necessary remedial works have been carried out, in order to fully satisfy the condition.

Subject to this condition, it is considered that land contamination issues will be satisfactorily addressed, in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and relevant London Plan (February 2008) policies.

## LIGHT POLLUTION

The Light Pollution Statement submitted in support of this application states that lighting at the development has been designed to avoid nuisance to accommodation in close proximity to the development and to reduce, as much as practical, light spillage. The general car parking and yard lighting will be mounted on the building at the appropriate height. The light fittings will provide no upward light which enables them to be dark sky compliant. They also include internal shields to control stray light along property lines, provide reduced energy consumption and reduce glare. The lighting will be controlled from programmable time clocks, which will provide lighting to the occupied times required by the developer. The lighting will also be controlled via a photocell to save energy.

There are no residential properties in close proximity to the application site, which is surrounded on three sides by other industrial buildings. However, the site is located adjacent to an operational railway line. Network Rail have stated that any lighting associated with the development must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. It is noted that vehicle lights would be shielded from the railway line by the new building. Nevertheless, a condition is recommended requiring the submission and approval of an external lighting scheme. The applicants have been advised by way of an informative, to contact Network Rail, with regard to the detailed proposals for any external lighting, in order not to prejudice the safe operation of the adjoining railway. Subject to this condition, it is not considered that the development would interfere with train drivers' vision, or result in light pollution affecting the adjacent railway embankment, which also acts as a wildlife corridor, in compliance with Saved Policies OE1 and EC3.

### **7.07 Impact on the character & appearance of the area**

Saved Policy BE13 seeks to ensure high quality design in new development appropriate to their surroundings. Saved Policy BE25 seeks to achieve modernisation and improvement of industrial and business areas.

The proposed scheme involves the demolition of the existing single storey industrial building and the erection of a new single storey warehouse, incorporating site re-levelling, upgrading the existing vehicular access, with associated parking, 2 lorry servicing bays and covered cycle facilities. The site houses buildings built in the early 1960s that are now in poor condition and not suitable for modern business processes. In addition, the existing buildings are not considered to be of any particular architectural merit. As such the site is considered to present a real opportunity to provide high quality flexible space suitable for modern employment activities. The design approach has therefore sought to create a high quality functional building, that will provide flexible accommodation to suit the applicant's (Crown's) operational needs and enable that company's continuing presence in this area.

The layout of the proposal is determined by the applicants' need to link the proposed new extension to their current adjacent warehouse and by respecting the building line established by Crown's existing building. The two buildings will function as one unit. The siting of the extension is similar to the footprint of the existing buildings on the site, but set

back further from the road to follow the line of the existing Crown building. This also provides opportunity to continue landscaping treatment established at the Crown building.

In terms of materials, the new structure would be clad with profiled metal sheeting, to match the adjacent Crown building. The appearance of the building would therefore continue the design ethos and principles established by the Crown building, using quality materials appropriate for this type of development, which are also similar to materials used on other developments on this industrial estate.

With regard to the height of the proposed building, the applicant has submitted that Crown's expansion is very important for their operational needs, to ensure future growth of their specialist services, such as records management and storage. This requires space of an increased height within the building. As a result, the proposed building would measure approximately 22 metres high. Saved Policy BE35 of the UDP deals with developments of buildings of increased height. The site does not fall within an area sensitive to tall buildings (as defined in the UDP). It is also noted that the Solid Waste Transfer station located nearby is a tall structure and the proposed building will not exceed that height.

The views from the railway corridor at the rear of the site is also a material consideration. Policy BE35 requires developments adjacent to or visible from major rail connections to be of a high standard of design, layout and landscape, and that where the opportunity arises, important local landmarks are opened up from these transport corridors. The proposed building will not block important views, as there are no local landmarks in the vicinity, given that the site is surrounded by industrial and office uses. The facade of the new extension facing the railway will be composite panels, in common with the existing Crown building, and typical of industrial buildings in the area. The extension would be less than half the width of the existing crown building. Although the building will be 5 metres higher than the main bulk of the existing Crown building, it would be only 3.8 metres higher than the existing building's central feature and would be located some 34 metres away from the nearest railway track. Crucially, the railway embankment is elevated some 8 meters above the application site and views from the rail corridor would be further mitigated by embankment planting between the tracks and the extension.

The Urban Design Officer considers that the proposed extension, although higher than the existing Crown building, has been designed in the same ethos as the existing building. As well as design features such as the projecting solar shading, the scheme utilises the same colour scheme, materials and detailing as the adjoining Crown building. Subject to an external materials condition, it is considered that the design of the new extension would relate satisfactorily with the adjoining industrial building and would contribute to the modernisation and improvement of the industrial estate, in compliance with Saved Policies BE13 and BE25 of the UDP.

#### **7.08 Impact on neighbours**

Policy OE1 seeks to ensure that new development will not prove detrimental to the amenity of nearby properties by virtue of siting or appearance, the storage or display of vehicles, goods, equipment or other merchandise, traffic generation or congestion and noise vibration or the emission of other dust or other pollutants.

The proposed works would be approximately 150 metres away from the nearest residential properties. Given this distance away from residential properties, it is not considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, or that there would be a

material loss of privacy, daylight or sunlight to neighbouring properties, in compliance with Policies BE21, BE20 and BE24 of the UDP Saved Policies September 2007.

In terms of activity, the main impacts on surrounding residents as a result of the development during both the construction and operational phases are considered to be noise and vibration. These issues have been dealt with in detail at other sections of this report. Overall, it is not considered that proposed development would result in the occupiers of surrounding properties suffering any significant additional noise and disturbance or visual intrusion, in compliance with Policy OE1 of the UDP Saved Policies September 2007.

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

Not applicable to this application.

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

Policy AM2 provides the general assessment for transport impacts from new development. Policy AM9 seeks to ensure appropriate pedestrian and cycle facilities are incorporated in new development. Policies AM14 and AM15 require new development to provide adequate car parking and ensure appropriate provision for the disabled. The development incorporates good pedestrian access and on-site facilities for cyclists. The building will also have a dedicated service area suitable for goods vehicle deliveries.

The proposals are for B8 use consisting of space for storage purposes. The proposals are shown to operate ancillary to the adjacent B8 use with additional 4 staff, 13 car parking spaces (including 1 disabled space), 2 lorry loading/unloading areas, and 9 cycle parking spaces.

A Transport Statement has been submitted in support of the application. The statement outlines why the development would be acceptable in highway terms.

The site is located in a low PTAL area. The Council's car parking standards stipulate a requirement of maximum 21-22 parking spaces for the proposed floor area. The development will provide 13 parking spaces, which includes 1 disabled space. The Highway Engineer considers that although the parking provision is less than the Council's maximum standards, given that the site is proposed to be used as an extension to the adjacent use and only 4 additional staff are to be employed, the parking provision is adequate in this case, in compliance with saved Policies AM14 and AM15 of the UDP.

Although the site has a low PTAL score of 1B, the applicants contend that there are frequent bus services on Victoria Road, which link to the Underground Station and numerous other bus services, making the site readily accessible by public transport to employees/visitors. There is also a significant residential catchment within a reasonable walk or cycle distance. The applicants submit that Crown's existing Travel Plan will encompass the new extension. It is considered that a Travel Plan is required, including targets and monitoring. This matter is the subject of a recommended planning condition.

The Highway Engineer also considers that the development incorporates good pedestrian access and on-site facilities for cyclists, in compliance with Saved Policy AM9 of the UDP. The building will also have a dedicated service area suitable for goods vehicle deliveries. Overall the Highway Engineer raises no objections to the proposal, subject to conditions requiring the submission of details relating to access, retention of car parking spaces, cycle parking, pedestrian visibility splays, and no discharge of surface water from the private land onto the highway. Subject to these conditions, it is considered that the proposal would not have an adverse impact on traffic flows, congestion and traffic safety

along Civic Way and the wider highway network, in compliance with Policies AM2 and AM7 of the UDP saved policies September 2007.

The access would need to be constructed in accordance with the Council's requirements at the developer's expense including tactile paving, visibility, material, and layout. The applicant would need to enter into a section 278 Agreement with the Council to carry out any works on the highway. This should be covered through a suitable planning informative. The applicant should also be informed to contact the Council's Highways Department to discuss the works on the Highway to be carried out through the Council at the developer's expense. Conditions are recommended for, access details, car parking and cycle parking, pedestrian visibility splays, and no discharge of surface water from the private land onto the highway. Subject to these conditions the proposal is considered acceptable in highway terms.

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

Urban design issues are dealt with in Section 7.07 of this report.

##### **SECURITY**

The applicants have stated that they consider it important to secure the site and buildings against possible crime, accordingly the following measures have been agreed:

- 2.4m high galvanized palisade fencing to rear and western boundary will be installed to enclose the development as shown on the application drawings.
- The Stonefield Way frontage will be secured by a combination of brick piers, dwarf brick walls and railings to match the existing Crown building.
- Matching electric remote controlled gates to control vehicular access will be installed with pedestrian pass gates.
- Provision will be made for ducts beneath roads/yards and into buildings to facilitate a CCTV installation as part of the developments security provisions, to cover both internal road/yard area and the boundaries. CCTV will be linked to Crown's existing CCTV installation.
- Entrance doors will comply with BS8220 part 3 glazed aluminum doors at ground floor level will be laminated glazing of the appropriate thickness to meet this standard. Fire escape doors will be steel security door sets also to meet the LPS 1175 SR 2 standard.
- Loading doors are insulated sectional overhead consisting of a metal inner and outer skin with bonded rigid insulation between. They will have internal locking shoot bolts.
- External walls to buildings are of twin skin metal construction consisting of an inner skin of profiled metal sheeting, a layer of insulation and an outer skin of profiled metal sheeting.
- Internal blockwork perimeter wall will be constructed at ground floor level, 2m high, to increase low level security. The Stonefield Way elevation at ground floor will have rendered cavity blockwork wall.
- Paving will generally be interlocking block paving or in-situ concrete and as such it is difficult/impossible to lift. The finish to rear escape paths will be brushed concrete.
- External lighting will be mainly building mounted suitable for CCTV coverage. Escape routes to the sides and rear of the buildings will also have artificial lighting to facilitate escape.

This level of security is considered adequate for this development to meet a Secured by

Design standards and has been secured by condition.

#### **7.12 Disabled access**

Stonefield Way, together with its footpaths facilitate easy access for pedestrians as the area is generally flat. Ramps or steep gradients are not required to access the site. The Design and Access Statement provides the following details:

- External dropped curbs to maintain wheelchair access.
- All entrances are a minimum 1.0 metre clear width.
- The building is single storey linked to the existing warehouse. Both buildings have the same floor level and no internal stairs or ramps are necessary.
- All entrances, including fire escapes will have level thresholds.
- The building will comply with Part M of the Building Regulations.

Overall, it is considered that the layout has been designed to accommodate people with disabilities, in compliance with Saved Policies LE1(vi), R16 and AM15 of the UDP.

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

This is a commercial development with no residential component. As such, housing issues are not applicable to this application.

#### **7.14 Trees, Landscaping and Ecology**

##### TREES AND LANDSCAPING

There are no trees on or close to the site. To the south of the application site, the railway embankment has recently been cleared of trees and has been colonised by grassland, with areas of ruderal vegetation.

The layout of the proposed extension reserves a strip of land at the front of the site, which will enable some hard and soft landscaping, with tree planting, similar to that on the main Crown warehouse site. The landscaping scheme includes piers and railings at the Stonefield way frontage, with four Field Maple trees and shrubs in the planting strip behind them. It is considered that this will complement the existing landscaping on the main site and others nearby.

Although it is not anticipated that any services are to be located in the area of landscaping, the Tree and Landscape Officer considers that it is imperative that any services do not conflict with the proposed tree planting. Such details should therefore be submitted for approval before works commence on site. In addition, a condition relating to the maintenance of the landscaping is recommended.

Subject to these conditions it is considered that the scheme will provide planting and landscaping appropriate to the scale and nature of the development and offer environmental improvements to the Industrial and Business Area, in accordance with Saved Policies BE25 and BE38.

##### ECOLOGY

Policies EC1, EC2 and EC3 seek to protect areas of potential ecological or nature conservation interest from the impact of development. Policy 3D.14 of the London Plan states that the planning of new development and regeneration should have regard to nature conservation and biodiversity, and opportunities should be taken to achieve positive gains for conservation through the form and design of development.

The site is currently fully built-up with a very small amount of soft landscaping, limiting the scope for protected species habitat. The application site is located adjacent to a railway

embankment, which acts as a wildlife corridor. However, the proposed building is located due north of the railway corridor and would not therefore result in shading or loss of light to the adjacent embankment.

A Protected Species and Biodiversity Survey has been undertaken and the findings are contained in a separate Ecology Assessment submitted with this application. The assessment concludes that roosting bats are unlikely to use the existing buildings or be present within the site. With regard to badgers, no evidence for the use of the site by this species was revealed and this species is not considered to represent a constraint to any development at this site. The assessment also concludes that there are no suitable habitats within the site for reptiles or amphibians and no bird species were recorded within the site at the time of the survey. However, the assessment makes two recommendations, namely that (i) for reptiles, the corrugated asbestos located to the south of the site be disassembled by hand between the months of March/April and September/October, in order to disperse any reptiles and (ii) It is recommended that any clearance of breeding habitat be undertaken outside the breeding season.

The biodiversity information submitted with the application is considered appropriate to the scale and nature of the development. It is accepted that the impacts on biodiversity are minimal and there is minimal opportunity for enhancement measures within the small boundary of the development. However, it is considered that a condition should be applied for the inclusion of wildlife enhancement (e.g. bird/bat boxes) within the design of the scheme, appropriate to the scale and nature of the development and the mitigation measures contained within the Ecological Assessment. Subject to this condition, it is considered that the proposal will not have unacceptable ecological effects and promote and encourage biodiversity enhancements within the development in accordance with Saved Policies EC1, and EC3 of the UDP, Policy 3D.14 of the London Plan and the principles of PPS9.

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

A Waste Statement has been submitted in support of this application. The statement points out that proposed development has designated space for refuse and recyclable waste at the front of the site. In addition, Crown Worldwide already have a waste strategy in place and the proposed extension will use their existing facilities. These include a skip for timber waste, which is crushed and collected recycled. Cardboard is bailed and collected from site once a full load is available. Office paper is all recycled via collection points, as are all plastics, glass, toner cartridges etc. WEEE directive waste is collected by the same company that collect the office waste.

Although the location of the refuse/recycling area has been indicated on the submitted drawings, no details have been provided as required by the Waste Manager. In addition details of how the refuse and recyclable waste generated by the activities in the proposed extension are to be integrated into Crown's existing waste strategy are required. The details of these facilities can be secured by a condition, in the event of an approval.

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

London Plan (February 2008) policies 4A.4 and 4A.7 require the submission of an energy demand assessment based on sustainable design and construction; a demonstration of how heating and cooling systems have been selected in accordance with the Mayor's energy hierarchy; and how the development would minimise carbon dioxide emissions, maximize energy efficiencies, prioritise decentralised energy supply and incorporate renewable energy technologies, with a target of 20% carbon reductions from on-site renewable energy.

Policy 4A.9 promotes five principles to support the most effective adaptation to climate change. These are: to minimize overheating and contribution to heating and effects, minimise solar gain in summer, contributing to flood risk reductions, including applying sustainable drainage principles, minimising water use and protecting and enhancing green infrastructure. Specific policies cover overheating, living roofs and walls and water. Policies 4A.2 and 4A.8 focus on the means to mitigate climate change.

A Sustainability Statement (Carbon Emissions Reduction Statement) has been submitted in support of the scheme. This statement sets out how the proposals would comply with the relevant renewable energy planning policies in accordance with Policy 4A.3 of the London Plan. The proposals would include a number of energy efficient design measures including increasing the level of building insulation and reducing permeability to air.

The Energy Statement, in assessing the most appropriate method of generating renewable energy, identified the installation of air to air heat pumps with destratification fans as the heat source and main method of reducing carbon emissions by 20% together with photovoltaic cells to generate some of the site electricity demand. Other technologies have been discounted for a range of technical and practical reasons. Together, the proposed measures would result in a reduction in carbon dioxide emissions of 20%. These measures would meet with guidance outlined within the Supplement to PPS1 and ensure that the proposals comply with Policies 4A.6 and 4A.7 of the London Plan.

However, since the details of the renewable technologies has not been finally addressed, it is recommended that a condition be imposed requiring details of how the renewable energy can be implemented as part of the development, to contribute at least 20% CO2 reduction, in accordance with the aims of Renewable Energy Policy 4A.7 and 4A.9 of the London Plan (February 2008). Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation of and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with relevant London Plan (February 2008) policies.

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

Policies OE7 and OE8 seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The Environment Agency flood map indicates that the application site sits outside any Flood Zone.

The existing Bucon House buildings connect to the existing foul and surface water sewers in Stonefield Way pavements. The existing foul connections will be disconnected and a new run installed to serve proposed toilet location. The toilet will not be installed at this stage as it is proposed that the new extension utilizes toilet facilities in the main building. The existing surface water drainage will be removed and a new surface drainage system constructed utilizing existing connection. The proposed development will result in only a modest increase of 100sq. metres of floor area. The proposed development surface area run-off is comparable to the existing buildings run-off. As a result, there will not be a significant increase in surface water flows, thereby mimimising the risk of flooding in compliance with policies OE7 and OE8 of the UDP Saved Policies September 2007.

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

Saved Policy OE1 states that planning permission will not normally be granted for uses and associated structures that are likely to become detrimental to the character and amenities of surrounding propoerties or the area generally because of noise, vibration, the emission of dust, smell or other pollutants. Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated. Policies OE1 and OE3 seek to protect the environment from the adverse effects

of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable.

A Noise Impact Statement has been submitted in support of this application. This states that as the unit will only be used to house document management operations, there will be no operational noise generating activity, other than from the movement of vehicles. The statement also points out that the adjoining unit has comparable noise quality characteristics and therefore concludes that the development will not have any adverse noise effect.

The Environmental Protection Unit states that the proposed operations are unlikely to generate significant noise levels. Vehicle access to the site, car parking spaces and two HGV loading bays are to the north of the site off Stonefield Way and the new building will screen noise from activities at the site involving vehicles from the nearest residential properties to the south which are over 150m away. In addition, there is an 8m high railway embankment between the site and the residential properties which would act as a noise buffer. The Environmental Protection Unit does not therefore consider that noise associated with use of the proposed development will be a problem.

Given the fact that the application site lies within a long established industrial estate and its distance from the nearest residential properties, it is considered that the proposed use would be unlikely to become detrimental to the character and amenities of surrounding properties or the area generally because of noise. Council records do not reveal any complaints arising from activities at the site and there are no limitations to the hours of use of the existing buildings. It is therefore considered that conditions controlling noise impact, or restrictions on the operational hours of use are unnecessary in this case.

With regard to air quality, the Environmental Protection Unit has advised that the standard Nuisance from Demolition and Construction informative be attached to any planning permission, in order to advise on measures to avoid environmental nuisance during demolition and construction. Subject to application of this informative, no objections are raised to the application on noise or air quality grounds.

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

There has been no response to the public consultation.

#### **7.20 Planning Obligations**

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of 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.'

Given that there will be a net increase in floor space of only 100m<sup>2</sup> and the inherent benefits associated with the scheme, it is considered that it would not be reasonable to seek a contribution towards the Council's training initiatives in this particular case.

The application site lies within a designated IBA and there are no adverse planning issues that require mitigation. The proposed scheme will assist in the regeneration of the Borough, contributing to strategic investment and employment opportunities in the area. It is therefore considered that there are no grounds for seeking planning benefits through a S106 Agreement for this development.

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

There are no enforcement issues relating to this site.



## **7.22 Other Issues**

There are no other relevant planning issues relating to this site.

## **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

## **10. CONCLUSION**

The new building is considered acceptable in principle and will provide a much needed purpose built facility for a known user, already well established in the area. The proposed scheme will assist in the regeneration of the Borough, contributing to strategic investment and employment opportunities in the area.

The scheme will replace obsolete buildings first developed some 50 years ago and will enhance the general appearance of the site and this part of the Industrial Business Area, relating satisfactorily with the adjoining buildings.

The building will not adversely impact on the surrounding land-uses, while the access arrangements will not have an adverse impact on the free flow of traffic and conditions of general highway and pedestrian safety on the adjoining public highway. The parking provision for this particular development is considered acceptable, as parking is available to the applicant on the adjoining site. The proposed scheme will assist in the regeneration of the Borough, contributing to strategic investment and employment opportunities in the area.

The redevelopment of Bucon House site is considered to be consistent with the policies contained in the Hillingdon Unitary Development Plan Saved Policies (September 2007)

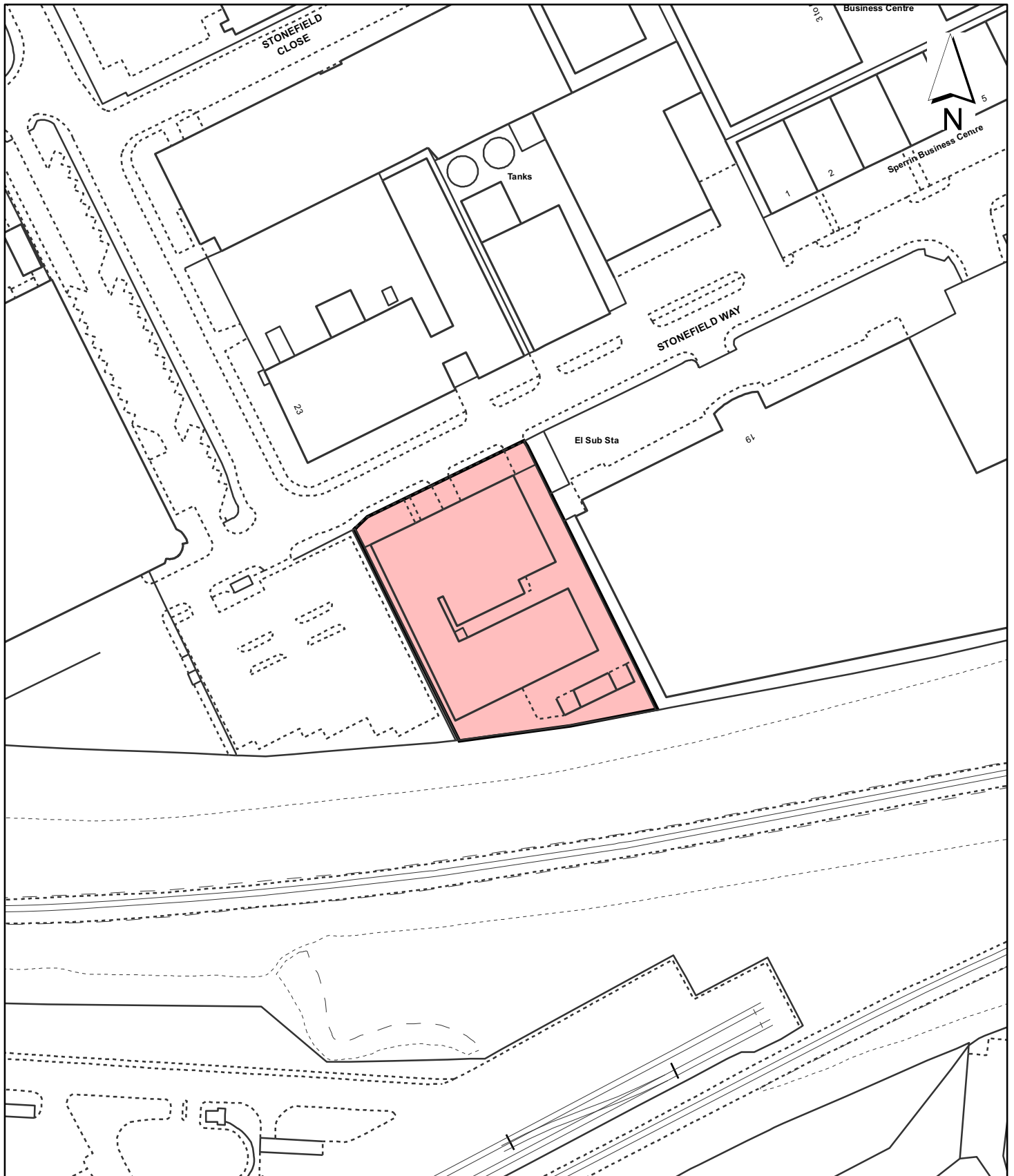
and the London Plan, along with national policy.

## **11. Reference Documents**


Planning Policy Statement 1 (Delivering Sustainable Development)  
Planning Policy Statement 4 (Planning for Sustainable Economic Growth)  
Planning Policy Statement 9 (Biodiversity and Geological Conservation)  
Planning Policy Statement 25 (Development and Flood Risk)  
Planning Policy Guidance Note 13 (Transport)  
Planning Policy Guidance Note 24 (Planning and Noise)  
Hillingdon Design and Accessibility Statement (HDAS)  
Council's Supplementary Planning Guidance Community Safety by Design  
Council's Supplementary Planning Document: Planning Obligations Strategy  
The London Plan  
The Mayor's Biodiversity Strategy

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address	
<b>Bucon House Stonefield Way Ruislip</b>	
Planning Application Ref:	Scale
<b>63619/APP/2010/381</b>	<b>1:1,250</b>
Planning Committee	Date
<b>North</b>	<b>May 2010</b>

**LONDON BOROUGH OF HILLINGDON**

**Planning & Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111



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