

Report of the Head of Development Management and Building Control

Address:	BEACHES YARD HORTON ROAD YIEWSLEY
Development:	Redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) and ancillary office space, with associated HGV loading and servicing bay, car and cycle parking, access arrangements, landscaping and infrastructure.
LBH Ref Nos:	75221/APP/2022/2968
Drawing Nos:	11361.S Rev. 1 Air Quality Assessment (Dated 23rd August 2022) CL-5845-RPT-003 V1.1 IFP Safeguarding (Dated 19th August 2022) BREEAM Report (Dated August 2022) Contextual Visualisation (Dated 22nd September 2022) Fire Statement Rev. 01 (Dated 21st September 2022) 11361 Noise Assessment (Dated 21st September 2022) 10459 Planning and Heritage Statement (Dated September 2022) Capacity Check Report (Dated 6th September 2022) 21.0228.0002.004.F0 Biodiversity Net Gain Assessment (Dated 23rd September 2022) 21.0228.0001.F1 Rev. 1 Ecological Impact Assessment (Dated 23rd September 2022) 21.0228.0002.006.F0 Urban Greening Factor Assessment (Dated 23rd September 2022) DA15689-00 Detailed Unexploded Ordnance (UXO) Risk Assessment (Dated 25th May 2022) PA15689-00 Preliminary UXO Risk Assessment (Dated 11th May 2022) P4398J2568 Appendix 1 to 5 (Dated July 2022) P4398J2568 Appendix 1 to 5 (Dated May 2022) P4398J2568/TE V1.1 Stage 1 - 4 Basement Impact Assessment Report (Dated 24th October 2022) 6969 Active Travel Zone Technical Note (Dated 25th November 2022) P4398J2568/te v1.3 Remedial Strategy and Verification Plan (Dated September 2022) P4398J2568/TE v1.1 Geo-environmental & Geotechnical Assessment Ground Investigation Report (Dated September 2022) P4398J2568/TE V1.1 Desk Study/Preliminary Risk Assessment Report (Dated 26th September 2022) Energy & Sustainability Statement V3 (Dated 12th January 2023) 002 Rev. 01 Existing Site Plan TH 3134 B Rev. B Arboricultural Impact Assessment Method Statement & Tree

Protection Plan (Submitted 24th March 2023)
P4398JJ2568 v4.0 Flood Risk Assessment and SuDS Strategy (Dated 18th April 2023)
008 Rev. 07 Proposed Basement Plan
005 Rev. 04 Proposed First Floor Plan
006 Rev. 04 Proposed Second Floor Plan
007 Rev. 05 Proposed Roof Plan
001 Rev. 04 Site Location Plan
003 Rev. 06 Site Layout Plan
004 Rev. 10 Proposed Ground Floor Plan
6969.001 Rev. I Proposed Access Arrangements
6969.002 Rev. J Autotrack Swept Path Analysis
6969.012 Rev. C Proposed Access Arrangements
6969/TAA Issue 07 Transport Assessment Addendum (Dated May 2023)
6969/TAA Issue 07 Transport Assessment Addendum Drawings (Dated May 2023)
6969/TAA Issue 07 Transport Assessment Addendum Appendices (Dated May 2023)
Response to Highway Consultee Note (Dated 6th June 2023)
101 Rev. 06 Proposed West and East Elevation
103 Rev. 02 Proposed Long Section
104 Rev. 02 Proposed Cross Section
102 Rev. 06 Proposed South and North Elevation

Date Plans received:	26-09-2022	Date(s) of Amendments(s):	02-11-2022
Date Application valid	10-10-2022		08-06-2023
			26-09-2022
			24-10-2022

1. SUMMARY

This application seeks permission for the redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) and ancillary office space, with associated HGV loading and servicing bay, car and cycle parking, access arrangements, landscaping and infrastructure.

The southern half of the site is identified as a Travelling Showpeople yard, referred to as 'The Beaches, Horton Road', within the London Borough of Hillingdon Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017). This assessment identified three existing yards within the borough, including the application site, and modest need for new yards. This is based on the existence of three yards and the assumption that the households/individuals want to remain within the borough. The application provides updated information to suggest that the owners of the existing site wish to relocate and therefore, on the basis that the need is predominantly derived from the existing number of travelling showpeople, it can be reasonably assumed that the projected need has

reduced since 2017. Noting this, the Local Plan has not sought to safeguard or allocate new sites for Travelling Showpeople and instead can facilitate new sites coming forward where they meet Policy DMH 9 and the other policies within the Development Plan. On this basis, the loss of the site for Travelling Showpeople use is accepted.

The proposed warehouse facility is an appropriate use within a Strategic Industrial Location. The significant uplift in floorspace will ensure the intensification of industrial capacity, which is supported by strategic policies. The proposed office floorspace will be ancillary to the primary use and is therefore considered acceptable in principle.

Paragraph 81 of the National Planning Policy Framework (2021) states that significant weight should be placed on the need to support economic growth and productivity. The information submitted indicates that the proposal would generate 40 full time jobs. Although not specifically addressed in the submission, it is also understood that the development would generate construction jobs and additional income through business rates.

Amendments have been secured in respect of the design of the building, landscaping and width of the road to provide access to the site. As a consequence, the proposal is considered to sufficiently harmonise with the character of the area and provide sureties that any larger HGV arriving to or departing from the site would not compromise the safety of highway users.

Subject to the planning conditions and obligations to be secured by legal agreement, the proposed development is considered acceptable with respect to its impact on the character of the area, neighbour amenity, the local highway network, accessibility, security, landscaping, ecology, waste, energy, flood and water management, noise, contaminated land and fire safety. For the reasons set out within the main body of the report, the proposal accords with the Development Plan when read as a whole. This application is recommended for approval, subject to planning conditions and a Section 106 legal agreement.

2. RECOMMENDATION

1. That delegated powers be given to the Director of Planning, Regeneration & Environment to grant planning permission subject to:

A. That the Council enter a Deed of Variation with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:

i) Carbon Offset Contribution: Any additional shortfall identified through the ongoing reporting required by Condition 10 shall form a cash in lieu contribution to the Council in accordance with Policy SI2 of the London Plan (2021) at a rate of £95/tCO₂ annualised for not more than 30 years beginning on the commencement of development. .

ii) Air Quality Contribution: A financial contribution amounting to £330,038 shall be paid to address the air quality impacts of the proposed development.

iii) Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives.

iv) Servicing and Delivery Plan: A £64,000 contribution for the Council to employ an Officer to actively monitor the Delivery and Servicing Plan (secured by Condition 19) to ensure compliance and report non-compliance to the Council's Planning Enforcement Team.

v) Active Travel Zone Improvement Works Contribution: A financial contribution amounting to £159,315 shall be paid to the Council for the implementation of active travel zone improvement works.

vi) Highways Works: Section 278 agreement to secure highway works, including alterations to the junction between the unadopted road and Horton Road, adjoining Beaches Yard.

vii) Employment Strategy and Construction Training: Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

viii) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resultant agreement.

C. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

D. That Officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

E. If the Legal Agreements have not been finalised within 6 months (or such other timeframe as may be agreed by the Director of Planning, Regeneration & Environment), delegated authority be given to the Director of Planning, Regeneration & Environment to refuse planning permission for the following reason:

'The applicant has failed to secure Section 106 planning obligations required as a consequence of demands created by the proposed development (in respect of carbon offsetting, air quality mitigation, travel planning, servicing and delivery, highways improvements for mitigation, S278 highways works, employment strategy, construction training, project management and monitoring). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 54-57 of the National Planning Policy Framework (2021).'

F. That if the application is approved, the following conditions be attached:

1. COM3 Time Limit

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

REASON

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

2. COM4 Accordance with Approved Plans

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

003 Rev. 06 Site Layout Plan;
008 Rev. 07 Proposed Basement Plan;
004 Rev. 10 Proposed Ground Floor Plan;
005 Rev. 04 Proposed First Floor Plan;
006 Rev. 04 Proposed Second Floor Plan;
007 Rev. 05 Proposed Roof Plan;
101 Rev. 06 Proposed West & East Elevation;
102 Rev. 06 Proposed South and North Elevation;
103 Rev. 02 Proposed Long Section;
104 Rev. 02 Proposed Cross Section;

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3. COM5 General compliance with supporting documentation

The development hereby permitted shall be carried out in accordance with the specified supporting plans and/or documents:

6969/TAA Issue 07 Transport Assessment Addendum Appendices (Dated May 2023);
6969/TAA Issue 07 Transport Assessment Addendum Drawings (Dated May 2023);
6969/TAA Issue 07 Transport Assessment Addendum (Dated May 2023);
Energy & Sustainability Statement V3 (Dated 12th January 2023);
P4398J2568/TE V1.1 Desk Study/Preliminary Risk Assessment Report (Dated 26th September 2022);
P4398J2568/TE v1.1 Geo-environmental & Geotechnical Assessment Ground Investigation Report (Dated September 2022);
P4398J2568/te v1.3 Remedial Strategy and Verification Plan (Dated September 2022);
11361 Noise Assessment (Dated 21st September 2022); and
P4398JJ2568 v4.0 Flood Risk Assessment and SuDS Strategy (Dated 18th April 2023).

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. NONSC Restrict Enlargement of B8 Use Buildings

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

REASON

To enable the Local Planning Authority to assess all the implications of the development and to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

5. NONSC Restrict Addition of Internal Floorspace

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional structural internal mezzanine floorspace that can be used for storage shall be created in excess of that area expressly authorised by this permission.

REASON

To ensure that the Local Planning Authority have assessed all the implications of the development and to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

6. NONSC Use Class Restriction - Data Centre Prohibited

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development hereby approved shall not be used as a data centre.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure compliance with the Development Plan, including any impact on carbon emissions and air quality, to accord with Policies SI 1 and SI 2 of the London Plan (2021) and Policies DMEI 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020).

7. NONSC Ancillary Office Floorspace

The second floor office floorspace hereby approved shall only be used as ancillary floorspace to the primary operation of the warehouse facility.

REASON

To ensure that the Local Planning Authority have assessed all the implications of the development and to avoid triggering paragraph 87 of the National Planning Policy Framework (2021) to apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan.

8. NONSC Noise Levels

For the lifetime of the development hereby permitted the rating level of noise caused by the operation of development shall be at least 5 dB below the minimum background noise level, or 35 dB(A), whichever is higher, measured 1 metre outside of any window of any existing dwelling, or similarly noise sensitive premises, determined in accordance with the procedures set out in BS4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound.

REASON

To safeguard the amenity of the occupants of the surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

9. NONSC Construction Management and Logistics Plan

Prior to the commencement of the development hereby approved, a Construction Logistics Plan (CLP) and a Construction Management Plan (CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network, and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The CLP and CMP shall include details of (but shall not necessarily be limited to):

- (i) a programme of works, including hours of construction;
- (ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;
- (iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;
- (iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
- (v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;
- (vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;
- (viii) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
- (ix) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).
- (x) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;
- (xi) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (xii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" and must be registered at <http://nrmm.london/>;
- (xiii) an asbestos survey and management plan
- (xiv) the arrangement for monitoring and responding to complaints relating to demolition and construction; and
- (xv) details of cranes and other tall construction equipment (including the details of obstacle lighting).

and, for the avoidance of doubt:

- (i) all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more).
- (ii) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC;

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

10. NONSC Energy Monitoring, Recording and Reporting

Prior to commencement of development (excluding demolition), a detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (Policy SI2) and the GLA Energy Assessment Guidance (April 2020 or as amended) and demonstrate that the development will secure the 102.2% saving in CO2 emissions from the regulated energy load in accordance with the energy strategy (Energy & Sustainability Statement V3 (Dated 12th January 2023)).

The development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

REASON

To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

11. NONSC Materials

Prior to the commencement of development above ground level, details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Details should include information relating to make, product/type, colour and photographs/images.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

12. NONSC Electric Vehicle Charging Provision

Prior to commencement of basement works, details of the basement car park and ground floor loading bays shall be submitted to and approved in writing by the Local Planning Authority. This shall include details to confirm that:-

- 8 no. car parking spaces are served by active fast charging infrastructure; and
- All 4 no. loading bays are served by rapid vehicle charging points for freight vehicles.

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

REASON

To ensure that the development secures appropriate provision for electric or other Ultra-Low Emission vehicles, in accordance with Policies T6, T6.2 and T7 of the London Plan (2021).

13. COM9 Landscape Scheme

Prior to commencement of development above ground level, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Heathrow Airport Safeguarding and the Ministry of Defence). The scheme shall include: -

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100) to demonstrate no net loss of trees,
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants, including pollution absorbing plants, giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Means of enclosure/boundary treatments
- 2.c Car Parking Layouts
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures including accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development.

3. Living Roofs

- 3.a Details of the inclusion of the living / green / blue / brown / bio-solar roofs, including:
 - Its location, extent, specification (plant species and growing medium type), landscape integration, integration with other roof plant or renewable energy infrastructure, structural integrity, construction, operation and access; the location and vegetation type to be discussed in advance with the Planning Authority so that benefits to reduction in exposure to air pollution can be obtained;
 - Section/profile drawings showing the growing medium depth, different layers and membranes;
 - Plans to show clearly its location, extent, drainage catchment areas (if relevant), inlets and outflows; and
 - Maintenance plan to show how it will be maintained regularly, maintenance considerations due to other roof infrastructure and any changes in maintenance throughout the seasons.

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Urban Greening Factor

6.a The Urban Greening Factor score should be confirmed as part of a stand-alone drawing with calculations attached. This should include:

- A masterplan that is colour-coded according to hard and soft landscape surface cover types; and
- A completed Urban Greening Factor table.

7. Other

7.a Existing and proposed functional services above and below ground

7.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5 and T6.1 of the London Plan (2021).

14. NONSC **Ecological Enhancement Plan**

Prior to commencement of development above ground level, a scheme for the enhancement of ecology shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out how the development will contribute positively to ecological value through the use of features and measures within the landscaping (i.e. nectar rich and diverse planting including living walls and/or roofs) and the fabric of the new built form (i.e. bat and bird boxes). The scheme shall include a plan with the features annotated and the development must be built and operated in accordance with the approved scheme.

REASON

To ensure the development contributes positively to the ecological value of the area in accordance with Policy G5 and G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

15. NONSC **Bird Hazard Management Plan**

Prior to the commencement of above ground works, a robust results-based Bird Hazard Management Plan (BHMP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Ministry of Defence and Heathrow Airport Limited. The BHMP should contain but not be limited to:

- Procedures and a schedule intended to ensure that breeding gulls are not supported by or attracted to the site and that any successful breeding is prevented.
- An assessment of bird strike risk at the site, to include species data and numbers.
- A monitoring schedule which includes details of means of access to all roofs.

- A checklist of measures that would be taken to address problems that may arise.

The site shall be managed strictly in accordance with the details set out in the Bird Hazard Management Plan for the life of the development.

REASON

In the interests of aircraft safety in compliance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan Part 2 - Development Management Policies (January 2020).

16. NONSC Sustainable Drainage Scheme Details

Prior to commencement of groundworks (excluding site investigations and demolition), a final detailed drainage design shall be submitted to and approved in writing by the Local Planning Authority. This shall include drawings and supporting calculations, in accordance with document reference 'P4398JJ2568 v4.0 Flood Risk Assessment and SuDS Strategy (Dated 18th April 2023)' and associated drawings. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.

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

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2021), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

17. NONSC Sustainable Drainage Scheme Verification

Prior to the first operation of the development, evidence (photographs and installation contracts) shall be submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2021), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

18. NONSC Cycle Parking Details

Prior to first operation of the development, details of the cycle parking to provide space for 38 no. bicycles shall be submitted to and approved in writing by the Local Planning Authority. This detail should ensure that cycle parking is designed in line with the standards identified within London Cycle Design Standards (LCDS).

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

REASON

To ensure that the development secures appropriate cycle parking provision, in accordance with Policy T5 of the London Plan (2021).

19. NONSC Delivery and Servicing Plan

Prior to the first operation of the development, a final comprehensive Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This Plan should demonstrate:-

- i) That arrival and departure of HGVs to and from the site shall not take place at the same time to avoid conflict and highway safety issues;
- ii) That arrival and departure of HGVs to and from the site shall not take place at the same time as arrival and departure of highway users associated with football events taking place at Uxbridge Football Club;
- iii) rationalise the number of delivery and servicing trips, particularly during peak traffic periods;
- iv) ensure there is provision of adequate loading facilities;
- v) ensure that the delivery space and time is actively controlled through a site booking plan;
- vi) Provide details of measures which will be implemented to reduce neighbourhood impacts; and
- vii) Accordance with Transport for London's Delivery and Servicing Plan Guidance.

Operators should also be able to demonstrate their sustainability through membership of the Freight Operators Recognition Scheme (FORS) or similar.

Thereafter the development shall be operated in full accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020) and Policy T7 of the London Plan (2021).

20. NONSC Parking Management Plan

Prior to the first operation of the development, a Parking Management Plan which details the parking management control measures on the western side of the access road shall be submitted to and approved in writing by the Local Planning Authority. The details should demonstrate that parking should not readily occur on the western side of the access road and that there are effective and enforceable management processes to prevent such parking if it does occur.

The Parking Management Plan shall be implemented as approved and shall remain in force for the life of the building.

REASON

To allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T4 of the London Plan (2021).

21. NONSC Fire Statement

Prior to above ground level works, a Fire Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Fire Strategy shall include any necessary design changes to provide the required protected access to the firefighting shaft. The development shall thereafter be completed in accordance with the approved Fire Strategy.

REASON

To ensure that the development meets Fire Safety Standards in accordance with Policy D12 of the London Plan (2021).

22. NONSC Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

23. NONSC Low Emission Strategy

Prior to the first operation of the development, a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

- i) Compliance with the current London Plan (March 2021) and associated Planning Guidance requirements.
- ii) Implementation of a fast electric vehicle charging bay for cars, and rapid charging provisions for freight vehicles.
- iii) Update the proposed Travel Plan to make it more ambitious with a clear and effective strategy to encourage staff / users of the site to
 - a) use public transport;
 - b) cycle / walk to work where practicable;
 - c) enter car share schemes;
 - d) purchase and drive to work zero emission vehicles.
- iv) Avoid, whenever possible, urban areas including Air Quality Focus Areas.

The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON

As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of the London Plan (2021) and Paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

24. NONSC Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

REASON

To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and Paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

25. NONSC Contaminated Land

(i) All works which form part of the approved remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

INFORMATIVES

1. I52 **Compulsory Informative (1)**

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

2. I70 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. I72 Section 106 Agreement

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

4. I73 Community Infrastructure Levy (CIL) (Granting Consent)

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

The above forms can be found on the planning portal at:

www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

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

5.

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

6. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

7.

Groundwater:

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.

Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk

Surface Water Drainage:

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to the Thames Water website.

8.

Bird Hazard Management Plan:

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances, it may be

necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Cranes:

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention 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 <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

All crane applications should be sent to Heathrow's Works Approval Team via the following address:

Airside_Works_Approvals@heathrow.com

9.

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

10.

If possible, it is advised that the applicant explores options to remove the on-street car parking on the western side of the unadopted road adjoining the site and accessed off Horton Road. If it is purchased by the applicant, the on-street parking can be removed and any unlawful parking can be enforced against privately. This would increase the area of useable road for vehicles accessing the site.

153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination

DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure

LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF13	NPPF 2021 - Protecting Green Belt Land
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF6	NPPF 2021 - Building a strong, competitive economy
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a rectangular plot of land sited to the north and east of Horton Road, at the northern edge of and within the Strategic Industrial Location (SIL) near Hayes Town Centre, and to the south-west of Stockley Park Golf Club, which is a Grade II Listed Registered Park and Garden and forms part of the Green Belt. Immediately to the north and east of the site is an area of tall and established trees, which form a visual buffer between the open landscape of the golf course to the north and the built-up areas, including the SIL, to the south. There are numerous structures of various sizes in the surrounding area, mostly consistent with the SIL designation consisting of industrial uses, however it is noted that there are some residential properties nearby to the south-west on the north side of Horton Road.

The site itself has been apportioned into two parcels, which function as separate units, with the northern half used for the storage of vehicles and the southern half used as a yard and place of residence for travelling showpeople. The southern half includes some single-storey permanent structures, static homes and caravans, whilst the northern half appears to consist of open hardstanding.

3.2 Proposed Scheme

This application seeks permission for the redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) with ancillary office space, to total 7,071m² gross internal area (GIA). The development would include 4 no. HGV loading and servicing bays, 45 no. car parking spaces, 38 no. cycle parking spaces, access arrangements, landscaping and associated infrastructure.

3.3 Relevant Planning History

Comment on Relevant Planning History

It is understood that planning permission was approved in 1984 for: "Erection of a 4,000 sq.ft workshop in connection with use of site for repair, maintenance and breaking of motor, fairground equipment and standing of five residential caravans". The first part of this permission (erection of a workshop) was not implemented. The northern part of the site is currently used for the parking of vehicles associated with a courier service company. The second part of this consent has been implemented and establishes a residential use at the site.

4. Planning Policies and Standards

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

The London Plan (2021)

The West London Waste Plan (2015)

The National Planning Policy Framework (NPPF) (2021), Planning Practice Guidance, as well as relevant supplementary planning documents and guidance are all material consideration in planning decisions.

The proposed development has been assessed against development plan policies and relevant material considerations, discussed below.

Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

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Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.E1 (2012) Managing the Supply of Employment Land

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

PT1.EM6 (2012) Flood Risk Management

PT1.EM7 (2012) Biodiversity and Geological Conservation

PT1.EM8 (2012) Land, Water, Air and Noise

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMAV 1 Safe Operation of Airports

DMCI 7 Planning Obligations and Community Infrastructure Levy

DME 1 Employment Uses in Designated Sites

DMEI 1 Living Walls and Roofs and Onsite Vegetation

DMEI 10 Water Management, Efficiency and Quality

DMEI 12 Development of Land Affected by Contamination

DMEI 14 Air Quality

DMEI 2 Reducing Carbon Emissions

DMEI 6 Development in Green Edge Locations

DMEI 7 Biodiversity Protection and Enhancement

DMEI 9 Management of Flood Risk

DMHB 1 Heritage Assets

DMHB 10 High Buildings and Structures

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

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DMHB 15 Planning for Safer Places

DMHB 4 Conservation Areas

DMHB 7 Archaeological Priority Areas and archaeological Priority Zones

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

LPP D11 (2021) Safety, security and resilience to emergency

LPP D12 (2021) Fire safety

LPP D13 (2021) Agent of change

LPP D14 (2021) Noise

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D8 (2021) Public realm

LPP D9 (2021) Tall buildings

LPP E4 (2021) Land for industry, logistics and services to support London's economic function

LPP E5 (2021) Strategic Industrial Locations (SIL)

LPP E7 (2021) Industrial intensification, co-location and substitution

LPP G1 (2021) Green infrastructure

LPP G2 (2021) London's Green Belt

LPP G5 (2021) Urban greening

LPP G6 (2021) Biodiversity and access to nature

LPP G7 (2021) Trees and woodlands

LPP HC1 (2021) Heritage conservation and growth

LPP SI1 (2021) Improving air quality

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

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- LPP SI2 (2021) Minimising greenhouse gas emissions
- LPP SI3 (2021) Energy infrastructure
- LPP SI4 (2021) Managing heat risk
- LPP SI5 (2021) Water infrastructure
- LPP SI6 (2021) Digital connectivity infrastructure
- LPP T1 (2021) Strategic approach to transport
- LPP T2 (2021) Healthy Streets
- LPP T3 (2021) Transport capacity, connectivity and safeguarding
- LPP T4 (2021) Assessing and mitigating transport impacts
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking
- LPP T6.2 (2021) Office parking
- LPP T6.5 (2021) Non-residential disabled persons parking
- LPP T7 (2021) Deliveries, servicing and construction
- LPP T8 (2021) Aviation
- LPP T9 (2021) Funding transport infrastructure through planning
- NPPF12 NPPF 2021 - Achieving well-designed places
- NPPF13 NPPF 2021 - Protecting Green Belt Land
- NPPF14 NPPF 2021 - Meeting the challenge of climate change flooding
- NPPF15 NPPF 2021 - Conserving and enhancing the natural environment
- NPPF16 NPPF 2021 - Conserving & enhancing the historic environment
- NPPF2 NPPF 2021 - Achieving sustainable development
- NPPF4 NPPF 2021 - Decision-Making
- NPPF6 NPPF 2021 - Building a strong, competitive economy
- NPPF9 NPPF 2021 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **16th November 2022**

5.2 Site Notice Expiry Date: **7th November 2022**

6. Consultations

External Consultees

A total of 44 no. letters were sent to neighbouring properties, a site notice was displayed to the front of the site and an advert was posted in the local paper. All forms of consultation expired on 16th November 2022. No comments from residents have been received.

NATIONAL AIR TRAFFIC SERVICES (NATS)

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

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

THAMES WATER

Waste Comments

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water

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Developer Services will be required. Should you require further information please refer to our website.

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

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

HEATHROW AIRPORT LTD

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances, it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We will need to object to these proposals unless the above-mentioned condition is applied to any planning permission.

We would also make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its

construction. We would, therefore, draw the applicant's attention 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 <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

All crane applications should be sent to Heathrow's Works Approval Team via the following address:

Airside_Works_Approvals@heathrow.com

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

The site is not within an Archaeological Priority Area and is on infilled quarry land.

No further assessment or conditions are therefore necessary.

MINISTRY OF DEFENCE (MoD)

This is a full application for redevelopment of the site to provide a flexible warehouse facility approx. 16m in height. The development will also include landscaping such as, a solar and low maintenance green roof, biodiverse planting, and green wall.

The application site occupies the statutory safeguarding zones surrounding RAF Northolt. In particular, the aerodrome height, technical and birdstrike safeguarding zones surrounding the aerodrome and is approx. 5.3km from the centre of the airfield at RAF Northolt.

Aerodrome Height

The proposed development site occupies the statutory height and technical safeguarding zones that ensure air traffic approaches, and the line of sight of navigational aids and transmitters/receivers are not impeded.

There are no aerodrome height safeguarding objections with the proposals.

Birdstrike

Within this zone, the principal concern of the MOD is the creation of new habitats may attract and support populations of large and, or flocking birds close to an aerodrome.

The development proposes a sawtooth solar roof and a green roof, with a green wall and biodiverse planting. This has the potential to attract and support hazardous breeding large gulls which is a risk to aviation safety.

After reviewing the application documents provided, the MOD maintains, subject to the inclusion of the conditions set out below in any consent issued, no objection to the proposal.

No development shall take place until a robust results-based Bird Hazard Management Plan (BHMP) has

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been submitted to and approved in writing by the Local Planning Authority in consultation with the Ministry of Defence (MOD). The BHMP should contain but not be limited to:

- An assessment of bird strike risk at the site, to include species data and numbers.
- A monitoring schedule which includes details of means of access to all roofs.
- A checklist of measures that would be taken to address problem species including large gulls breeding.

Reason

To limit the potential of the site to attract and support populations of those bird species that may cause detriment to aviation safety.

The MOD must emphasise that the advice provided within this letter is in response to the data and information detailed in the developer's documents titled 'Design and Access Statement', 'Landscape Plan' and 'Roof Layout' dated September 2022. Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may significantly alter how the development relates to MOD safeguarding requirements and cause adverse impacts to safeguarded defence assets or capabilities. In the event that any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.

It is important that the conditions requested in this response are included in any planning permission granted. As per Planning Circular 01/03: Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas, if Hillingdon Borough Council decides to grant planning permission contrary to our advice, then we must be notified 28 days prior to a decision being made.

TRANSPORT FOR LONDON (Dated 9th November 2022):

TfL have reviewed the submitted material, and have the following comments to make on the application:

Healthy Streets and Vision Zero

All developments should deliver against the Mayor's Healthy Streets criteria, in line with Policy T2 of the London Plan. The submitted Transport Assessment does not provide any detail on how the proposed development will deliver against the Mayor's Healthy Streets criteria.

The Mayor's Transport Strategy (MTS) sets out the aim, which is then echoed in Policy T1 of the London Plan, that 80 per cent of all journeys will be made by walking, cycling or public transport. The MTS also sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's Transport network. The modal split presented in the submitted Transport Assessment is not in line with the Mayor's strategic mode shift target, indicating that the majority of journeys will be made by car. The applicant should focus on measures that they can implement to support achieving a modal shift at this site, in line with Policy T1.

To support achieving a strategic modal shift, it should be ensured that routes to key trip attractors, such as the bus stop(s) and railway stations, are of a high quality and attractive at all times of the day. It is noted that the applicant has undertaken a Healthy Streets Active Travel Zone (ATZ) assessment. Although it is not entirely in line with TfL's guidance, it is noted that the applicant has identified areas of improvements which can be made along these routes. Noting the industrial nature of the area, a night-time ATZ would be appropriate, particularly should the site be operating shift patterns. Further conversations with the relevant highway authority should take place about intended mitigation.

Please could additional information be provided on the operation and function of the proposed

development. From the information provided, it appears that the main focus of the proposal is on HGV movement to and from the site. HGVs carry greater road safety risks, and as highlighted in the Mayor's Freight Action Plan, vans and HGVs are responsible for a large proportion of road transport emission. Policy T7 of the London Plan states that 'Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and

1. Reduce road danger, noise and emissions from freight trips
2. Enable sustainable last-mile movements, including by cycle and electric vehicle
3. Deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services)

Further information, and where appropriate changes and/or mitigation measures secured, to ensure that the proposed development complies with Policy T7 and the objectives of the Mayor's Freight and Servicing Action Plan.

The Mayor's Vision Zero Strategy, which is at the forefront of the Mayor's Transport Strategy, sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. As highlighted in the Mayor's Freight and Servicing Action Plan, the greatest number of collisions involving good vehicles in London is among people walking, followed by people cycling and riding a motorcycle. The submitted Transport Assessment identified that there was a road accident in front of the site on Horton Road. Consideration should be given to the measures that could be implemented to improve road safety in this location, noting the increase in HGV movement.

Noting the sites proximity to Uxbridge Football Club, what measures will be implemented to ensure that there is no conflict between the different modes that would access the Football Club, particularly on match day?

Noting the proposed HGV use of the site, the applicant should ensure that they are aware of, and adhere to the Direct Vision Standard. More detail on the Direct Vision Standard can be found on the following webpage: <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles>

Development Impact

The applicant has provided a multi-modal trip generation assessment. There is a concern that a robust assessment has not been undertaken, in line with Policy T4, and that the impact of the proposed development is being underestimated. Within the submitted Transport Assessment, it appears that two TRICS assessments have been undertaken - one of sites within London and then one for sites within the South East, with the surveys being taken from 2014-2018. It is not clear why the two assessments were undertaken, and how they link to the trip rates figures presented in Table 5.1. Clarity on the trip generation methodology is therefore required. In addition, can clarity be provided on the operational hours of the proposed development. Further comments on this matter will follow once clarifications on the aforementioned points has been provided.

Subject to this revised assessment, contributions towards mitigating the impact of the proposed development may be required in line with Policy T4 of the London Plan.

Parking

Cycle

34 cycle parking spaces is proposed. 28 of these spaces are located within the basement, and four within the public realm adjoining the site's pedestrian entrance. Whilst the quantum of long-stay cycle parking is in line with the minimum standards identified with Policy T5, at least eight short stay cycle parking should be provided.

Ensuring high-quality cycle parking provision is key to supporting an uptake in this mode and supporting the Mayor's strategic modal shift, as referenced within Policy T1 of the London Plan. Policy T5 makes reference to London Cycle Design Standards (LCDS), however based on the information it does not appear that these standards are being achieved at this site. Key areas of non-compliance can be summarised as:

- It does not appear that any provision is being made for larger and adapted cycles.
- There is a concern that some of the cycle parking will be inaccessible, particularly if a car is occupying the parking spaces.
- From the plans provided, it appears that all cycle parking takes the form of Sheffield stands, which is welcomed. The spacing between the Sheffield stands is 0.6m. As identified within LCDS, Sheffield Stands at standard spacing should be 1.2m (preferred) or 1.0m (minimum).
- It is understood that cycle parking is accessed via the one lift? What happens when this lift breaks down? Furthermore, it must be ensured that the lift dimensions are in line with LCDS which states that to accommodate all types of cycle, lifts should have minimum dimensions of 1.2 by 2.3 metres, with a minimum door opening of 1000mm.

The applicant should ensure that end of user facilities - such as changing rooms, lockers and shower facilities - are provided. It is also recommended that cycle repair facilities are provided on site.

Car

The applicant is proposing 30 vehicle parking spaces (including four disabled person parking spaces), located in the basement of the proposed building. It is understood that there will be separate lifts for vehicles leaving and entering the site.

As identified in Policy T6.2, car parking provision at Use Classes Order B2 (general industrial) and B8 (storage and distribution) employment uses should have regard to the office parking standards identified in Table 10.4. With this in mind and noting that the site is within an Outer London Opportunity Area, in line with Policy T6 of the London Plan the maximum quantum of parking that should be provided at this site is 12 spaces. As such, a reduction in the quantum of parking is required.

The applicant is proposing to provide four disabled person parking spaces, all of which are located within the basement. In line with Policy T6.5, 5 per cent of total parking provision should be disabled person parking space, with a further five per cent being enlarged bays.

Please can the applicant provide further information on how the proposed car lifts will work for those with disabilities? In addition, what is the contingency should the car lifts break down?

Four HGV loading bays is proposed. Please could the applicant identify how this quantum was arrived at?

Delivery and Servicing

It is understood that delivery and servicing for the proposed development will take place on-site, which is in line with Policy T7 of the London Plan. It is understood that there will be a turn table provided within the proposed HGV loading bay, which will mean that developments will be able to enter and exit the site in a forward gear.

A framework Delivery and Servicing Plan has been submitted to support this application. It is noted that within this document, the applicant has stated that 'each occupant will be encouraged to ensure that the deliveries made to their unit are undertaken using vehicles registered at FORS'. TfL would encourage a stronger commitment to FORS.

In line with Policy T7, a full Delivery and Servicing Plan should be secured through condition.

Construction

TfL will need assurances that the construction of the proposed development will not be impact on bus services operating along Horton road, in line with Policy T3 of the London Plan. In line with Policy T7, a full Construction Logistics Plan (CLP) should be secured through condition.

Travel Plan

A framework Travel Plan has been submitted to support this application. The mode shift targets presented in the Travel Plan do not align with the Mayor's strategic mode shift target, as such should be revised. Additional measures to support achieving these targets are likely to be required.

A full Travel Plan should be secured through the appropriate mechanism.

To conclude, the quantum of car parking at this site does not accord with the standards identified within Policy T6 and should be reduced. An increase in the quantum of short-stay cycle parking, and improvements to the quality of cycle parking is also required in line with Policy T5. There is a concern that the presented trip generation assessment is resulting in an underestimation of the impact that the proposed development is having on the surrounding transport network. The applicant should demonstrate how the proposed development is in line with Policy T7.

TRANSPORT FOR LONDON (Dated 10th January 2023):

Healthy Streets and Vision Zero

The applicant has undertaken an Active Travel Zone (ATZ) assessment which is welcomed. Within the ATZ, a number of improvements have been identified including providing street lighting, street planting and landscaping. A contribution towards delivering the improvements, such as the provision of street lighting, identified within the submitted ATZ should be secured through the appropriate mechanism.

In TfL's previous comments, a request was made for further information to be provided on the operation and function of the proposed development to enable an assessment against Policy T7. From the information provided, it is still not clear how the development fully complies with Policy T7.

The applicant is seeking to formalise access to the site into access, from the private access road, which is to be used by HGVs. Cars and pedestrians/cyclists will use the separate access. They are also seeking to provide double yellow lines on both sides of the private access road and indicated that they are willing to negotiate with relevant bodies to provide street lighting along the private access road. It has been considered by the applicant that these measures will improve safety and ensure that the development is in

line with both of the Mayor's Healthy Street and Vision Zero requirements.

Consideration should also be given to implementing measures such as ensuring that vehicles only accessing this site achieve a particular safety rating i.e. FORS Gold or 5* DVS. As highlighted in the Mayor's Freight Action Plan, HGV movement carry greater road safety risk and are responsible for a large proportion of road transport emission, and this development will generate a higher level of HGV movement to and from this site.

The swept path analysis included within the Appendix of the updated Transport Assessment provided for the site shows that HGVs will encroach on the other side of the road when entering and exiting. There is a concern that there could be conflict between two vehicles. What will happen should there be another vehicle located on this side of the road waiting to leave?

The swept path analysis also indicates that there will be encroachment on the footpath, as shown in the below diagram.

Conflict between different modes is contrary to the Mayor's Vision Zero approach. Further thought on this matter, with appropriate design and management measures implemented, is required.

From the information provided, it is not clear how the proposed development will be enabling sustainable last-mile movements as required by Policy T7, including by cycle and electric vehicles. Further detail should be provided on this.

Development Impact

The applicant has provided an updated multi-modal trip generation assessment. This assessment concludes that the proposed development will generate a total of 284 vehicle trips per day, which is a net increase in 92 trips. The Council, as highway authority for the surrounding roads, should determine whether this will cause an adverse impact on the highway network. It is, however, considered that the proposed development will not cause an adverse impact on the strategic highway network.

Parking

Cycling

28 long-stay cycle parking spaces and 8 short-stay cycle parking spaces are proposed. This quantum complies with the minimum standards identified within Policy T5.

It is noted that cycle parking is now located within their own store, accessed directly off of the private road, rather than within the car parking area as previously presented.

Four of the proposed cycle parking spaces appear to be suitable to accommodate larger and adapted cycles. The spacing of the other Sheffield stands appears to be at 1.2m, which is welcomed. It should be ensured that the access aisle width is in line with the minimum width identified in Figure 8.1 of Chapter 8 of LCDS, which for ease of reference has been copied below:

It is noted that the applicant has stated that the lift to the basement will be provided in line with London Cycle Design Standards (LCDS).

The applicant has identified a bicycle repair area on the updated plans and stated that a changing room and showers will be made accessible. The provision of such facilities are welcomed, and should be

secured through the appropriate mechanism.

Car Parking

It is understood that 29 car parking spaces are now proposed, which represents a reduction of one space from the previously proposed quantum of 30. Whilst the reduction is welcomed, the quantum of parking provision at this site is still contrary to Policy T6.2 which indicates that a maximum of 12 parking spaces should be provided.

The applicant themselves have identified that the site is ideally located for access via public transport, walking or cycling. As such, the focus for workers at this site should be on active travel rather than that of private vehicle.

The modal split indicates that 54% of trips to and from this site will be via private vehicle. This modal split does not accord with the Mayor's strategic mode shift target, as detailed in Policy T1 of the London Plan. A reduction in the quantum of car parking, with users of the site accessing it via means of sustainable and active travel, can support in achieving a modal shift at this site and the targets identified within the submitted Travel Plan.

It is noted that the applicant has stated that should one of the vehicle lifts not be operational, the operational lift will be used for both in and out movements. Vehicle movement will also be overseen by employees of the site.

Electric vehicle charging provision should be provided in line with London Plan standards.

Delivery and Servicing

An amended Delivery and Servicing Plan (DSP) has been submitted. Delivery and servicing is to take place on site, which is in line with Policy T7. Refuse collection will take place at the rear of the site near to the loading bay. Delivery and Servicing activity must not impact on the safety and function of the adjoining bus stop.

TfL still encourages a stronger commitment to FORS from this development. As highlighted above, consideration should be given to implementing measures such as ensuring that vehicles only accessing this site achieve a particular safety rating i.e. FORS Gold or 5* DVS.

A full DSP should be secured through condition in line with Policy T7.

Construction

A Construction Logistics Plan (CLP) should be secured through condition. This must detail how the function and operations of the adjoining bus stop, and safe and convenient access to it, will be retained throughout the construction period in line with Policy T3.

Travel Plan

An amended Travel Plan has been submitted. It must be ensured that the targets contained within the Travel Plan support the delivery of the Mayor's strategic mode shift target, as detailed in Policy T1. It is noted that five years following the implementation of the development the applicant is seeking to reduce the number of trips made by private vehicle from 63% to 32%. Whilst this reduction is welcomed, further measures and targets will be required to ensure that the Mayor's strategic mode shift target is achieved at

this site.

TRANSPORT FOR LONDON (Dated 23rd March 2023):

Healthy Streets and Vision Zero

As highlighted previously, a contribution towards delivering improvements to the active travel environment should be secured through the appropriate mechanism, in line with Policy T2. It is understood that Hillingdon Highways has requested a contribution towards delivering highway improvements identified within the submitted ATZ assessment.

Whilst it is noted that the applicant has stated that they have undertaken amendments to the site access to facilitate HGV access at this site, the swept path analysis provided within the updated Transport Assessment and Addendum still shows that there could be conflict should two HGVs be seeking to enter and exit the site at the same time. The applicant should ensure that appropriate management measures, detailed within the DSP and/or Operational Management Plan, are implemented to avoid this situation. The swept path analysis for the 7.5t Box Van also looks tight in certain locations.

It is also noted that the applicant has stated that they will be provided signage, speed ramps on the exit vehicle ramp, and that bollards will be provided to ensure that cars do not mount the kerb and ensure HGVs stay within the access.

As highlighted in a previous response, the proposed development site is in close proximity to a football club. It appears that private road accessed off of Horton Road forms part of the main access to this club - do pedestrians use this access to access the football ground on match days? Should pedestrians use this access, it is recommended that as part of the operational management plan and/or delivery and servicing plan a condition is included which ensures that there is no vehicle movement at this site during matches/events at the football club, including one hour before and one hour after final whistle (and equivalent to non-football mass events).

Car Parking

The updated Transport Assessment indicates that the proposed development will be providing 45 parking spaces. This is a significant increase that the previous proposal, which only had 29 parking spaces. Even then, TfL was still seeking a reduction in the quantum of parking to comply with Policy T6.2, which indicates that the maximum provision at this site is 12 parking spaces. TfL does not support the increase in the quantum of vehicle parking at this site, as it is contrary to Policy T6. Furthermore, this increase will not support achieving a strategic modal shift in line with Policy T1 of the London Plan. As highlighted in our previous comments, the modal shift at this site was for 54% of trips to be made by private vehicles. This is not in line with the Mayor's strategic mode shift target, detailed in Policy T1 of the London Plan. A reduction in the quantum of car parking at this site can support facilitating a strategic modal shift and the targets that the applicant has identified within their Travel Plan.

A reduction in the quantum of car parking at this site is required, in line with Policy T1 and T6. Electric vehicle charging provision should be provided in line with London Plan standards. Is there any Electric Vehicle Charging provision being provided for the loading bays?

Cycle Parking

38 cycle parking spaces are to be provided. As highlighted previous, this quantum of cycle parking is in line with the minimum standards identified in Policy T5. It should be ensured that cycle parking is designed in

line with the standards identified within London Cycle Design Standards (LCDS), referred to in Policy T5. It is noted that the cycle parking is now accessed via a ramp. As highlighted in LCDS Chapter 8, ramps should be of a shallow gradient.

The provision of a bicycle maintenance station and shower and changing facilities is welcomed, and should be secured through the appropriate mechanism.

Delivery and Servicing

It is noted that the applicant has provided an updated Delivery and Servicing Plan (DSP). As highlighted in previous applications, a full Delivery and Servicing Plan (DSP) should be secured through condition, in line with Policy T7. It is noted that delivery and servicing of the proposed development is to take place on site, with deliveries being made from a dedicated loading bay within the site and refuse collection taking place at the rear of the site near to the loading bay.

It is noted that there is a reference to FORS included within the Delivery and Servicing Plan. As per previous comments, consideration should be given to implementing measures such as ensuring that vehicles only accessing this site achieve a particular safety rating i.e. FORS Gold or 5* DVS.

As highlighted in previous responses, the proposed development should ensure that they comply with all aspects of Policy T7. Policy T7(f) states that development proposals for new consolidation and distribution facilities should seek to support sustainable and active freight, reduce road danger, noise and emission from freight trips. From the information provided, it is not clear whether the applicant is seeking to provide electric vehicle charging infrastructure for HGVs and other vehicles at this site beyond those provided in the general parking area. It is also considered that the applicant could also implement further measures to support achieving Policy T7. These include, but not limited to, the use of electric vehicles where possible, the implementation of a cargo bike strategy and the provision of facilities to support this use for the site, and re-timing of delivering to minimise the impact on congestion and noise pollution.

Travel Plan

As highlighted in TfL's previous comments, a Travel Plan should be secured through condition. It is noted that the applicant has provided an updated Travel Plan, however it not clear what additional measures have been identified to support achieving a strategic modal shift.

THE GARDEN TRUST

I write for and on behalf of the Planning and Conservation Working Group of the above named organisation. This application has had the sound advice of the LA and has been appropriately revised recognising the proximity of and impact on the neighbouring Grade II listed park and gardens areas. Providing that the mitigations planned for in the application are adopted and management of the same are implemented and sustained over time, we offer a no comment response.

HISTORIC ENGLAND

Thanks for getting in touch about this case. I can't see any reference to us being consulted on our casework system, but this is probably because the proposals are not technically consultable to us (and we don't register 'no need to consult' responses on our system). The proposed development would need to affect a Grade I or II* Registered Park and Garden (RPG) to be consultable to us.

However, I've had a quick chat with our Landscape Architect, Chris Laine, about the proposed tree removal

within the RPG. Chris has explained that the mature Leyland cypress hedge and one individual Leyland cypress tree recommended for removal occupy positions on the RPG boundary that relate more to the application site than the significance of the RPG itself. He concluded that the removal of these c22 trees would have negligible impacts on the RPG's historic interest, overall significance or conservation, and has raised no concerns about these proposals.

I hope this informal advice is helpful. We suggest you also get a view from your newly appointed conservation advisor, and seek the views of the London Gardens Trust - office@londongardenstrust.org.

LONDON FIRE BRIGADE

The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (as amended) in London.

The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have the following observations to make. It should be ensured that if any material amendments to this consultation is proposed, a further consultation may be required.

The Applicant is advised to ensure the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.

I also enclose Guidance note 29 on Fire Brigade Access similar to that in B5 of the Building Regulations, Particular attention should be made to paragraph 16, Water Mains and Hydrants, by the applicant.

If there are any deviations from the guidance in ADB) vol 1 and 2: B5 Access and facilities for the fire service in relation to water provisions, then this information needs to be provided to the Water Office (water@london-fire.gov.uk) to discuss the proposed provision.

If there are any deviations to Brigade access and facilities then this information needs to be provided to Fire Safety Regulation (FSR-AdminSupport@london-fire.gov.uk) to review the proposed provision. Once we have received this information then the LFB can provide a response on the consultation and advice in regards to hydrants upon receipt of an appropriate site plan showing premises layout, access to it, and water supply infrastructure if available.

Internal Consultees

PLANNING POLICY OFFICER

Loss of Travelling Showpeople Accommodation

The southern half of the site is identified as a Travelling Showpeople yard, referred to as 'The Beaches, Horton Road', within the London Borough of Hillingdon Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017). This forms part of the evidence base for the Development Plan. This is broadly consistent with the certificate of lawfulness that was approved in 1984 and the applicant's Planning Statement, which outlines that the southern part of the site is occupied by an authorised travelling showpeople yard with 4no. residential pitches situated in an ad-hoc arrangement. The northern part of the Site comprises a large parking yard. There is a slight discrepancy between the assessment and permission which states five pitches and the Planning Statement which indicates that there is now only four. However, I have no reason to believe the Planning Statement is inaccurate.

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The applicant has submitted evidence as part of the proposal to suggest that the existing users of the yard are moving out of the London Borough of Hillingdon. This includes a signed declaration from Robert, George and Frank Peters that they have or are about to retire and relocate closer to their families. It is also noted that, at the time of writing, there had not been any public consultation responses contrary to the above. Therefore, there is no information to suggest that the application would lead to showmen being displaced against their wishes.

The London Borough of Hillingdon Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017) identified three existing yards within the borough, which includes the Beaches, Horton Road. The projected need during the plan period arising from these three yards from those who met the planning definition was six plots. This was increased to seven plots if extended to 2032. This was predominantly made up of concealed households or adults, as well as one household moving to the study area and two from new household formation.

Whilst the 2017 assessment identified a modest need for new yards, this is ultimately based on the existence of three yards and the assumption that the households/individuals want to remain within the borough. The application provides updated information to suggest that the owners of the existing site wish to relocate and therefore, on the basis that the need is predominantly derived from the existing number of travelling showpeople, it can be reasonably assumed that the projected need has reduced since 2017. As outlined within the assessment (Para 4.3), the majority of Travelling Showpeople yards are privately owned and managed. Noting this and the modest projected need, the Local Plan has not sought to safeguard or allocate new sites for Travelling Showpeople and instead can facilitate new sites coming forward where they meet Policy DMH 9 and the other policies within the Development Plan.

On the basis of the above, there is not considered to be an objection on this matter.

It should be noted that the Mayor of London has recently initiated a new London-wide gypsy and traveller accommodation needs assessment. However, at the time of writing these comments, this study has not yet been published and therefore does not form part of this assessment.

Strategic Industrial Location

The site is located as a Strategic Industrial Location (SIL) within the Development Plan. SIL is the capital's main reservoir of land for industrial, logistics and related uses. SILs are given strategic protection because they are critical to the effective functioning of London's economy. They can accommodate activities which - by virtue of their scale, noise, odours, dust, emissions, hours of operation and/or vehicular movements - can raise tensions with other land uses and particularly residential development. The intensification of the site for the optimisation of SIL compliant uses is therefore supported.

ACCESS OFFICER

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

NOISE SPECIALIST:

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise, including a noise impact assessment report. It is recommended that no objection is made on noise grounds subject to the inclusion of a suitable condition which should be met based on the design information provided and considering measurement and prediction uncertainty. Hence:

For the lifetime of the development hereby permitted the rating level of noise caused by the operation of development shall be at least 5 dB below the minimum background noise level, or 35 dB(A), whichever is higher, measured 1 metre outside of any window of any existing dwelling, or similarly noise sensitive premises, determined in accordance with the procedures set out in BS4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound.

WASTE STRATEGY OFFICER

Please ensure that the pull distance from the bin store to where the collection can safely stop is no more than 10 metres. Containers should be accessible from 6am for collection.

CONTAMINATED LAND OFFICER

The submitted documents, comprising a Phase 1 desk study/Preliminary Risk Assessment, a Phase 2 geo-environmental site investigation and a remedial strategy with verification plan details, are each suitable and sufficient and thereby acceptable for approval, which I now recommend accordingly.

However, notwithstanding all details and recommendations within the above mentioned documents, I recommend the following conditions should be imposed if planning consent is awarded:

(i) All works which form part of the approved remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

FLOOD AND WATER MANAGEMENT SPECIALIST

I can confirm that I have removed the remaining objection on this application.

Therefore I can confirm approval with the following conditions:

Prior to commencement of groundworks (excluding site investigations and demolition), the applicant must submit a final detailed drainage design including drawings and supporting calculations to the Lead Local Flood Authority for review and approval, aligned with the FLOOD RISK ASSESSMENT and SUDS STRATEGY (18/04/2023) and associated drawings. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.

Reason: To prevent the risk of flooding to and from the site in accordance with relevant policy requirements including but not limited to London Plan Policy 5.13, its associated Sustainable Design and Construction SPG, the Non-Statutory Technical Standards for Sustainable Drainage Systems and Hillingdon Council's Local Plan Policy EM6.

No building hereby permitted shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

Reason: To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework (Paragraph 103), the London Plan (Policies 5.12 and 5.13) along with associated guidance to these policies and Hillingdon Council's Local Plan Policy EM6.

HIGHWAYS OFFICER

Site Details

An application has been received seeking planning permission to redevelop an existing site on the northern side of Horton Road, Yiewsley to provide a flexible warehouse facility (Use Class B2/B8), ancillary office space together with an associated Heavy Goods Vehicle (HGV) loading and servicing bays. The site would have a total gross floor space of 3,791.6 sqm. Access to the site would be via an unadopted private road leading off Horton Road, along much of this access road parking is unrestricted though there are sections of double yellow lines, how this is enforced is not known at this stage. The applicant reports that many of the cars parked on-street are in connection to the site in its existing use.

Plans show provision for 45no. on-site basement parking spaces including 4no. disabled person parking bays and 8no. bays fitted with active electric vehicle charge points. The basement car park would be accessed via a ramp with one lane for entry and another lane for exit. There would be 38no. on-site stacker cycle parking spaces directly accessible from Horton Road. Pedestrians would be able to access the basement car park from the private access road via a lift and stairwell. The development would see c.40no. full-time staff employed when completed though the shift patterns or rotas is not known at this stage. The 4no. loading/service bays would be large enough to host 16.5 meter articulated six axle vehicles. A turning head would be provided to allow articulated vehicles to enter and leave the site in a forward gear. Swept path drawings have been provided that demonstrate a 16.5 meter long 2.55 meter wide articulated vehicle can enter and leave the site from Horton Road. The Highway Authority notes that whilst the plans show this is possible the space available to do this is limited - two articulated vehicles would occupy a space 5.1

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meters wide, the carriage way would be 6.0 meters wide. The applicant reports that a Delivery and Service would be adopted and implemented to ensure that there are no more than 4no. deliveries and collections taking place at any one time, this is to ensure that HGVs can drive straight into the site without needing to wait on the access road or the nearby road network until a space becomes free. Deliveries running late will be instructed to phone ahead allowing a revised delivery time to be arranged.

The proposal site has a PTAL rating of 2 indicating that its access to public transport is moderate compared to London as a whole suggesting that there would be reliance on the private car for trip-making to and from the site. The site is some distance from West Drayton Station around 15-minutes walking distance away. Nevertheless, the bus trip would only take c.10-minute and a bicycle ride c.4 minutes. Regardless the development would only be supported by the 350-bus route which operates a c.20-minute service.

The Proposal

The site would have 2no. points of access with both being taken from the access road. The first access would be c.29 meters back from Horton Road. At its narrowest point the access road has a width of only c.6.2 metres, this access road also provides access to land used by a taxi operator for parking and Uxbridge Football Club's football ground. The football club car park is used by a coach company for parking.

To cater for the development the applicant proposes to widen the access road. The revised layout would provide a footway 1.6 meters wide and parking bays 2.5 meters wide on the western side. The main carriageway would be 6.0 meters wide, on the eastern side would be a new footway 1.4 meters wide. These works would include widening the bellmouth junction at Horton Road from c.16 meters to c.20 meters.

Parking

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.2 Office Parking advises that Use Classes Order B2 (general industrial) and B8 storage and distribution) employment uses should have regard to the office parking standards and take account of the significantly lower employment densities at such developments.

For this proposal in an area with a PTAL ranking of 2 the maximum number of car parking spaces the London Plan 2021 would allow is up 1 space per 100 sqm which would be 38no. spaces by contrast the Local Plan 2020 would allow 2no. spaces plus a range of between 1 per 50 sqm and 1 per 100 sqm of gross floor space which would be 40no. and 78no. spaces respectively. Taking both of these standards into account the 45no. proposed is found to be satisfactory. This is because the development has a low PTAL ranking indicating it does not have convenient access to public transport services.

There is a requirement for the development to provide electric vehicle charging points for HGVs visiting site, these would need to be installed at all of the loading bays. However, the proposal has made no mention of providing any charging points for HGVs. This contradicts the published London Plan 2021, Policy T7 Deliveries, Servicing and Construction which states to 'support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported'. Policy T6.2 Office Parking further supports this by stating that 'operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces'.

The Highway Authority would expect a development of this type to accord with the London Plan 2021 Policy T5 Cycle for Use Class B2-B8 long-stay this would be 1no. space per 500 sqm and short-stay 1no. short-stay space per 1000 sqm, which equates to 8no. long-stay and 4no. short-stay. The 38no. cycle spaces that has been proposed by the applicant is satisfactory though how the bicycles would be stacked is unclear from the submitted plans. This needs to be clarified to be in accordance with the published London Plan 2021 Policy T5 Cycle which requires to developments 'provide the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located and be in accordance with the minimum standards'.

As already stated, the development would see the provision 8no. electric vehicle charging points. The published London Borough of Hillingdon Local Plan Part 2 Development Management Policies 2020 states that 'parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor's targets'. The Highway Authority finds the provision of 8no. active car charging points provides a higher amount of provision which would be accepted for this site. To be in accordance with the Local Plan 2no. spaces should be provided with passive provision.

Trip Generation

To calculate forecast trip generation the applicant has referred to the TRICS database. Three sites have been selected all of which are in London and can be accepted as being valid references. The results of TRICS show that in AM peak, when the network is busiest, there would be 4no. two-way goods vehicle movements, in addition to this would be 14no. private car arrivals and 1no. departure. It should be borne in mind that this access road also provides access to the other commercial uses and mentioned above.

Discussion

The Highway Authority has no objections to this proposal subject to the following planning conditions. The Highway Authority has taken into account the limited space available on the access road for 2no. articulated vehicles to pass but finds the proposal acceptable given that swept path drawings show access to the site by 16.5 meter articulated vehicles is achievable and that a trip generation analysis has shown that there would be just 4no. two-way movements in the AM Peak. Furthermore, there would a Delivery and Service Plan, as such the likelihood of 2no. vehicles arriving and leaving at the same time would be low. Given the importance of this Delivery and Service Plan to the safe and efficient operation of the site and surrounding road network Highway Authority require that the applicant provides a financial contribution to fund the monitoring of the plan. The Council's term consultants Project Centre Ltd have provided a proposal for undertaking this work. Following the site coming into use it would be surveyed each month for six months and then quarterly thereafter. The site visits would involve:-

1. A review of the number and times of vehicles arriving and departing the site verified against any restriction on times of vehicle movements. This would involve accessing reports drawn from the scheme's Delivery Management System.
2. Review of the scheme's use of loading bays during the site visit - this includes ensuring it is being used for the correct purpose e.g. the loading and unloading of materials as opposed for example to storage or parking.
3. Documenting where drivers have parked.
4. Review the vehicle types and the fuel used by the vehicles (e.g. ULEZ compliant / EV's and fuel types). In the case of articulated lorries (>7.5 t) there should also be a requirement to be compliant with FORS

Gold (Fleet Operator Recognition Scheme) and 5* Direct Vision standard.

5. Review of any delays or vehicles waiting outside the site on the public highway or in any other spaces not designated for that vehicle. Also review measures put in place by the scheme to mitigate vehicles waiting outside of the site or on the highway.

6. Review of types of goods delivered and ensure these are in accordance with the overall scheme Plan (including size and numbers of goods / packages delivered).

7. Review of the routes taken to the site using data derived from supplier or site manager.

8. Review of any on-plot safety measures such as the use of Banksmen and their qualifications.

Conditions

1. Prior to occupation the Highway Authority require an Active Travel Zone contribution of £159,315 secured through a 1990 Town and Country Planning Act s.106 agreement. This is a requirement of the published London Plan 2021 Policy T2 Healthy Streets that requires that development proposals should "demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance".

2. Prior to occupation the applicant will enter a 1990 Town and Country Planning Act s.106 agreement with the Council obliging them to pay the Council the sum of £64,000 to fund the monitoring of the Delivery and Service Plan for a period of 5 years.

3. Prior to occupation the applicant shall enter a 1990 Town and Country Planning Act s.106 agreement with the Council obliging them to enter a 1980 Highways Act s.278 legal agreement with the Council thereby permitting to carryout works on the Council's highway.

4. The cost of all highway works including Traffic Order making shall be borne by the applicant.

5. Prior to works commencing on-site the Highway Authority requires that a Construction Logistics Plan is submitted for approval.

6. Prior to works commencing on-site the Highway Authority requires that a Delivery and Service Plan is submitted for approval.

7. Prior to occupation the Highway Authority requires that full details of the electric vehicle charge points to be provided is submitted for approval.

8. Prior to occupation the applicant shall provide details to the Highway Authority outlining how the on-street parking proposed on the western side of the access road would be managed. This is to be in accordance with the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts which requires that "development proposals do not increase road danger".

9. Prior to occupation the applicant will provide details of the stacker bicycle parking proposed.

AIR QUALITY OFFICER

Summary of Comments

Major Applications Planning Committee - 26th July 2023

PART 1 - MEMBERS, PUBLIC & PRESS

The proposed development is located within the LBH Air Quality Management Area and 818m from the Hillingdon Hospital Focus Area, 881m from the West Drayton Focus Area and 1,810m from the Hayes Focus Area bringing additional traffic emissions which will add to current likely exceedances. As per the London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan (March 2021) requires development to be air quality positive specially within focus areas, actively contributing to reduce pollutant emissions to the atmosphere.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation. Therefore, the total emissions associated with these activities need to be mitigated.

The proposed development is not air quality neutral for B8 use and not air quality positive.

Damage Cost and Mitigation Measures

Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

Any mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied. Table 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development.

The undiscounted level of mitigation required to the proposed development for traffic emissions is £471,483. Once all deductions were applied, the remaining value of mitigation due is £330,038. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift) (15%), totalling a reduction of £141,445.

Therefore, a section 106 agreement with the LAP of £330,038 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

Observations

In addition, Air Quality conditions are required to reduce operational emissions AND manage construction emissions as required by the Mayor of London. See text below.

Condition Air Quality - Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

1) secure compliance with the current London Plan (March 2021) and associated Planning Guidance

requirements.

2) the implementation of a FAST electric vehicle charging bay for cars, LGVs and HGVs. This is to be implemented above the minimum number of charging points required in the London Plan.

3) Update the proposed Travel Plan to make it more ambitious with a clear and effective strategy to encourage staff / users of the site to

a) use public transport;

b) cycle / walk to work where practicable;

c) enter car share schemes;

d) purchase and drive to work zero emission vehicles.

4) avoid, whenever possible, urban areas including LBH Focus Areas.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

Conditions - Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy.

PLANNING OFFICER

Following discussion with the Air Quality Team, confirming the request by the Highways Authority for £159,315 towards active travel zone measures, the financial contribution towards air quality mitigation measures has been discounted further by 15%, to total 30% discount. This equals £330,038.

BUILDING CONTROL

With respect to the Fire Statement, no adverse comments.

Major Applications Planning Committee - 26th July 2023

PART 1 - MEMBERS, PUBLIC & PRESS

There are concerns regarding the vehicular lift arrangement but occupants are able to exit via the staircase. So an empty car may have to be left in the basement in case of fire but all occupants can escape via the stair.

URBAN DESIGN OFFICER

1. Design Comments Summary

The combination of the building height beyond the prevailing height of the surrounding buildings and developing almost to the boundary edge on three sides of the site is considered to impact the setting of the Registered Park, the Green Belt and accordingly contrary to DMHB 8.

The proposed scheme needs to be revised to eliminate impacts on the trees within the Registered Park. Reducing the tree cover and or detrimentally affecting existing trees within the Registered Park is a key consideration in the determination of this planning applications.

2. Introduction

The Beaches site is located within a Strategic Industrial Location: Sites located near Hayes Town Centre and along the boundary of the Green Belt and Stockley Park Registered Park and Garden Grade II listed to north and east.

3. Height, massing and site layout

The building footprint is located approximately 1.5m from the site boundary along the north, east and southern edge. This locates the building almost directly on the edge of the Stockley Park Registered Park and the Green Belt. Accordingly, Policy DMHB 8 applies which states;

Development within, or adjacent to a registered or historic park, garden or landscape, must respect its special character, environmental quality, important views and vistas.

The height of the building is 18m, the highest within the industrial area to the west of which it forms a part. Broadly, this industrial area is made up of large single storey warehousing. It is acknowledged that there are marginally larger buildings to southeast. However, the reduction in height from the pre-app height of 21m is not considered enough to satisfy this issue.

A building of amplified height compared with the rest of the industrial estate on the edge of the Registered Park and Green Belt is not an appropriate response to the context. The building should broadly reflect the prevailing height of the other buildings within the industrial estate of which it is part. The proposed height lacks a convincing justification for the amplified height particularly as the proposed height delivers a 12m floor to ceiling height internally. The building will be visually evident from close views shown in the Design and Access statement View J - The Stockley Park Public Football Field, View L from the football club car park and View G along Horton Road looking east especially with the removal of the tree on the corner.

It is considered that the second floor office could be accommodated within the 12m warehouse space reducing the height of the building. Additionally, the footprint of the building impact on trees within the Register Park and Green Belt which is covered in the next section of the comments.

4. Impact on trees

The building location, almost to the edge of the site boundary necessitates the removal are a line of

Leyland Cypresses outside the red line boundary. Confirmation is sought on whether the landowner of the adjacent property has given permission for the removal of these trees.

While it is acknowledged these trees have limited arboreal or amenity value this approach reduces the tree cover within the designated landscape to east. Mitigation measures are sought and should be provided at this full application stage rather than conditioned as it is considered that without allowing more space between the building and the site edge there is insufficient space for mitigation tree planting.

Further, the proximity of the building to the existing trees along the north will likely reduce the light to a degree that would be detrimental to their long-term health. Accordingly, it is considered that the building envelope needs to be pulled away from the site boundaries to maximise opportunities for soft landscaping/trees and biodiversity improvements so that the building blends into the natural landscape to the north and west to comply with Policy DMHB 8.

Information should be provide showing:

- the construction of the building's foundation to show how far it will extend;
- agreement with the adjacent landowner that the trees can be removed;
- impact on the light to the remaining trees that potentially will impact the tree's long term viability;
- a tree trench detail for the Liquidamber styraciflua 'Slender Silhouette' along the southern boundary.

5. Facade Treatment

The pedestrian entrance to the building is currently proposed along the building's western facade which involves pedestrians crossing the vehicle entrance to the lower ground floor car park. This entrance location should be revised to accommodate the pedestrian entrance from the higher quality green wall facade along the Horton Road active frontage. This would deliver a more direct route for pedestrians with better legibility and overcome the issue of pedestrian crossing the vehicular entrance to the building.

Removing the entrance from the western facade has the added advantage of allowing the long windows that create the distinctive western elevation to only interrupted by the vehicular entrance. The entrances currently fail to align with the long narrow windows along the west elevation which disturbs the clarity of the design rational for this elevation.

The green wall exoskeleton to the building should be arranged as columns of green to line up with the structure column behind and allow views from the windows directly behind to designing out the plinth and triangular tips of the green wall shown on the CGIs. This approach echoes the linear windows along the other western facade and limits the area for the climbing plants which are unlikely to colonise the extent shown. More information is required to explain the material the climbers will be trained on and the materiality of the facade behind.

URBAN DESIGN OFFICER FOLLOW-UP

Plot coverage and building height.

Further to the applicant's rebuttal comments to the Urban Design comments, I maintain the view that the proposals introduce a building of a mass and scale not currently present within the business park to the west. It is acknowledged that there are buildings of similar height directly south of the golf course further along Horton Road. And this intensification of the site is consistent with Policy E7 of the London Plan.

The height of the building is increased, in part, due to the 1.95m FFL above grade along the frontage. This raised FFL has dictated the entrance being located along the western edge to avoid considerable ramping

required to deliver access to the building from the frontage.

Facade treatment

The pedestrian entrance would conform to best urban design principles were it re-located along the quality green wall facade along the Horton Road frontage. This would create an active frontage along the primary road. The western entrance has been delivered due to the finish floor level along the frontage as 1.95m above the ground level as discussed above.

It is appreciated that at this late stage of the design process to re-locate the entrance would require revision of the FFL which would likely necessitate the re-location the car ramp to the basement. However, if the FFL aligned with the level along the building frontage this would reduce the building height and provided access from Horton Road.

The climbing green wall is supported as this provides a green edge treatment to the Green Belt.

Details of the materials are requested to confirm the facade treatment behind the green wall. It is shown as a uniform cladding treatment in some of the elevations, see attached. While in plan indicated as a window or other treatment.

Trees

Clarification has been provided by the applicant that the trees for removal along the eastern side of the building are within the site boundary and not as previously show within the Register Park and Garden.

Further, the tree officer is satisfied that the trees along the northern boundary will not be affected by the building with sufficient space provided for mitigation tree planting.

URBAN DESIGN OFFICER FOLLOW-UP

The revision to increase the set back along Horton Road delivers a more generous landscape strip to the building frontage. This approach adds greening to the road edge and forms a continuum of similar planting seen to the building frontage south of the Golf Course further east along Horton Road. The increased space also allows the trees to reach maturity.

TREES OFFICER

The root protection area (pink/purple circle line) overlaps with the southern edge of the building. The information states that these trees are to be retained (green circles) but given the overlap with the root protection areas, would these trees survive the development?:

- Some incursion into the Root Protection Area of a tree is acceptable and should be accompanied by a method statement.

Relative to the ground level of the northern edge of the development, the building would measure 12.8m in height. The information states that these trees are to be retained (green circles) but would the shading of these trees from the sun threaten these trees in the long term?:

- This shouldn't have too much of an effect on the trees

Is there sufficient space to propose trees (which will survive etc) to the front of the application site (south and west boundary)?:

- Yes there is scope for new trees in the areas. If you are minded to approve this application could you add

a condition for them to provide a more in depth landscape plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

TRAVELLING SHOWPEOPLE ACCOMMODATION

Policy DMH 9 of the Hillingdon Local Plan: Part 2 (2020) outlines the criteria for supporting the provision of sites to meet the needs of Gypsies, Travellers and Travelling Show-persons.

The southern half of the site is identified as a Travelling Showpeople yard, referred to as 'The Beaches, Horton Road', within the London Borough of Hillingdon Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017). This assessment identified three existing yards within the borough, including the application site, and modest need for new yards. This is based on the existence of three yards and the assumption that the households/individuals want to remain within the borough. The application provides updated information to suggest that the owners of the existing site wish to relocate and therefore, on the basis that the need is predominantly derived from the existing number of travelling showpeople, it can be reasonably assumed that the projected need has reduced since 2017. Noting this, the Local Plan has not sought to safeguard or allocate new sites for Travelling Showpeople and instead can facilitate new sites coming forward where they meet Policy DMH 9 and the other policies within the Development Plan. On this basis, the loss of the Travelling Showpeople is accepted.

STRATEGIC INDUSTRIAL LOCATION

The site is located within the designated Strategic Industrial Location (SIL) near Hayes Town Centre. SIL is the capital's main reservoir of land for industrial, logistics and related uses. SILs are given strategic protection because they are critical to the effective functioning of London's economy. The proposed B2/B8 facility falls within the industrial-type activities set out in Policy E4, Part A, of the London Plan (2021).

Policy E7, Part D (1), of the London Plan (2021) requires that industrial uses within SILs are intensified to deliver an increase in capacity in terms of floorspace. Accordingly, the proposed development would include a significant uplift in floorspace. The proposed intensification in industrial capacity would be supported from a strategic perspective. This is considered to be a positive benefit of the scheme given the ongoing demand for industrial floorspace within the borough and the need to optimise the capacity of existing brownfield sites.

Policy E7, Part D (2), of the London Plan (2021) also requires that the industrial and related activities on-site and in surrounding parts of the SIL are not compromised in terms of their continued efficient function, access, service arrangements and days/hours of operation noting that many businesses have 7-day/24-hour access and operational requirements. Policy E5 also states that development proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial-type activities and their ability to operate on a 24-hour basis. This is considered in more detail within relevant sections of the report.

OFFICE FLOORSPACE

Approximately 525m² GIA of office floorspace is proposed on the second floor of the warehouse building. When compared to the floorspace of the entire building (7,071m²), this office element would equate to circa 7% of the total internal floor area.

The principle of office floorspace within a SIL is generally not supported by the London Plan (2021). The only new office floorspace that would typically be permitted within a SIL is that deemed to be ancillary to the land uses established within Policy E4 Part A. Based on the application submission, it is agreed that the office floorspace proposed is wholly ancillary to the main flexible warehouse use. If recommended for approval, this would also be secured by planning condition and subject to such a condition, this element of the proposal would be considered acceptable in principle.

ECONOMY AND EMPLOYMENT

The information submitted indicates that the proposal would generate 40 full time jobs. Although not specifically addressed in the submission, it is also understood that the development would generate construction jobs and additional income through business rates.

Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. If recommended for approval, an employment strategy and construction training scheme is recommended to be secured by a Section 106 legal agreement.

INFRASTRUCTURE

Policy D2 of the London Plan (2021) states:

A) The density of development proposals should:

- 1) consider, and be linked to, the provision of future planned levels of infrastructure rather than existing levels
- 2) be proportionate to the site's connectivity and accessibility by walking, cycling, and public transport to jobs and services (including both PTAL and access to local services).

B) Where there is currently insufficient capacity of existing infrastructure to support proposed densities (including the impact of cumulative development), boroughs should work with applicants and infrastructure providers to ensure that sufficient capacity will exist at the appropriate time. This may mean that if the development is contingent on the provision of new infrastructure, including public transport services, it will be appropriate that the development is phased accordingly.

C) When a proposed development is acceptable in terms of use, scale and massing, given the surrounding built form, uses and character, but it exceeds the capacity identified in a site allocation or the site is not allocated, and the borough considers the planned infrastructure capacity will be exceeded, additional infrastructure proportionate to the development should be delivered through the development. This will be identified through an infrastructure assessment during the planning application process, which will have regard to the local infrastructure delivery plan or programme, and the CIL contribution that the development will make. Where additional required infrastructure cannot be delivered, the scale of the development should be reconsidered to reflect the capacity of current or future planned supporting infrastructure.

In respect of the impact upon infrastructure, the proposal will generate Hillingdon and Mayoral CIL contributions to fund the provision of infrastructure. A comprehensive set of planning obligations are also to be secured by a Section 106 legal agreement if recommended for approval. Accordingly, the proposal is not considered to be contrary to Policy D2 of the London Plan (2021).

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

ARCHAEOLOGY

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service (GLAAS), will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

GLAAS have been consulted as part of the application process and have confirmed that proposal is unlikely to have a significant effect on heritage assets of archaeological interest. All necessary processes have been followed and the proposal would not be considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

CONSERVATION AND HERITAGE

The site does not contain a heritage asset and does not form part of a designated Conservation Area. It does, however, adjoin the Grade II Listed Stockley Park Registered Park and Garden, which borders the eastern boundary of the site.

Policy DMHB 8 of the Hillingdon Local Plan: Part 2 (2020) states:

- A) Development within, or adjacent to a registered or historic park, garden or landscape, must respect its special character, environmental quality, important views and vistas.
- B) Development proposals should make provision (based on detailed research) for the restoration and long term management of the park, garden or landscape.
- C) Applications which impact detrimentally on the significance of a registered park or garden will normally be refused.

The application site is adjoins the Grade II Listed Stockley Park Registered Park and Garden, which borders the eastern boundary of the site. The proposed building footprint is set approximately 1m from the northern and eastern boundary which forms part of the designated Registered Park and Garden. The main body of the proposed building would measure 14.9m in height, with an additional ancillary office element increasing the maximum height of the building to 18m. It is understood that this design would sit below the adjoining tree line and as such would not have a detrimental impact on the views experienced within the Registered Park and Garden or its overall significance as a designated heritage asset. This is demonstrated as part of the views outlined within the Contextual Visualisation document submitted. The development is therefore not considered to be contrary to Policy DMHB 8 of the Hillingdon Local Plan: Part 2 (2020).

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states:

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

- i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and
- ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

National Air Traffic Services (NATS), the Ministry of Defence and Heathrow Airport Safeguarding have been consulted and have confirmed either no comment or no safeguarding objection to the proposed development. As the proposed development creates new habitats which may attract and support populations of large and / or flocking birds close to aerodromes, a Bird Hazard Management Plan is required. If recommended for approval, this would be secured by planning condition.

Subject to such a condition, the proposed development would accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

7.05 Impact on the green belt

Although the site itself does not form part of designated Green Belt land, it does in fact border the Green Belt. Any adverse impact on the openness or visual harm to these areas would be afforded significant weight, noting that Chapter 13 of the NPPF defines the essential characteristics of the Green Belt as its openness and permanence. Policy EM2 of the Hillingdon Local Plan Part 1 (2012) states that the Council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt, MOL and Green Chains, whilst Policy DME1 6 of the Hillingdon Local Plan: Part 2 (2020) sets out that new development adjacent to the Green Belt should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

There is no definition of "openness", but it is generally agreed that the main component of open land is its undeveloped nature, generally free of buildings or structures, and noting that the application site falls fully outside of the Green Belt boundary, the proposed openness of the Green Belt (i.e. the amount of built form within the Green Belt) would be unaffected by the proposal.

It is recognised that there would be some impact on visual amenity from within the Green Belt, as the proposal would increase the amount of built form near its edge, however in the context a golf course which is sited next to an established SIL, this is considered to have a minimal effect on the Green Belt's key characteristics.

The proposed building would cover the majority of the plot, measuring approximately 0.35 hectares in area, following the irregular rectangular shape of the plot, equating to approximately 81% plot coverage. As a result, the building is only set 1m in from the northern and eastern site boundaries, these being the boundaries which adjoin the Green Belt land. Compensatory tree planting is proposed on the western and southern boundaries, a green wall is proposed on the southern elevation and the facing material is proposed to be green in colour. Overall, it is considered that the development would assimilate sufficiently with the adjoining Green Belt land.

7.07 Impact on the character & appearance of the area

TALL BUILDING

Paragraph 3.9.3 of the London Plan (2021) states that tall buildings are generally those that are substantially taller than their surroundings and cause a significant change to the skyline. It outlines that Boroughs should define what is a 'tall building' for specific localities, however this definition should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Paragraph 5.32 of the Local Plan: Part 2 (2020) also outlines that for the purposes of Policy DMHB 10, high buildings and structures are those that are substantially taller than their surroundings and cause a significant change to the skyline. The terms tall and high building appear to be treated synonymously within these sections of the Development Plan.

Although the building would measure circa 18m in height at its highest point when measured from the lower ground floor level, it would only measure 13m in height when measured from the ground floor level to the floor level of the uppermost storey operated as an office space. The proposed building would not therefore meet this minimum height requirements in order to be defined as a tall building.

It is not necessary to analyse whether the development would meet the subsequent parts of the definitions held within the Development Plan, but for completeness, the development would not be considered to be substantially taller than the surroundings and would not cause a significant change to the skyline.

DESIGN

Policy D3 of the London Plan (2021) sets out the policy for optimising site capacity through the design-led approach. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site, this being a Strategic Industrial Location where intensification of industrial capacity is encouraged.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

A) All development will be required to be designed to the highest standards and, incorporate principles of good design including:

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.

ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and

v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External

bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The above policies are supported by Policy BE 1 of the Hillingdon Local Plan: Part 1 (2012).

The site comprises an irregular shaped rectangular plot of land measuring circa 0.43 hectares in area. The land slopes up from the south of the site to the north of site, creating a level difference of approximately 1.95m.

The southern half of the site is identified as a Travelling Showpeople yard, referred to as 'The Beaches, Horton Road', within the London Borough of Hillingdon Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017). The southern part of the site is occupied by an authorised travelling showpeople yard with 4no. residential pitches situated in an ad-hoc arrangement. The northern part of the Site comprises a large parking yard. As such, all development on site is low-rise.

The site forms part of a Strategic Industrial Location, as designated under the Local Plan. Within the context of the site, there is Units 1-4 of the Prologis Park West Development (formerly Stockley Park Phase 3), which are four large industrial buildings with maximum heights of approximately 16m, located on the southern side of Horton Road, approximately 20 metres south-east of the application site (approved under application reference: 37977/APP/2018/2417). To the south, Space Station Uxbridge (200 Horton Road) is a self-storage facility with heights measuring between 11m and 12.5m, which faces the application site on the southern side of Horton Road (extension approved under application reference: 7766/APP/2007/2920). To the west, Innovation Stockley Ltd (241 Horton Road) sits circa 12m from the site, measuring 12m in height. To the north, Addison Lee (Units 1-2 Horton Road) are located approximately 14m away from the site, measuring 8m in height.

Following amendments to the scheme, the proposed building would cover the majority of the plot, measuring approximately 0.35 hectares in area, following the irregular rectangular shape of the plot, equating to approximately 81% plot coverage. As the site has changing levels, the building would measure 16m at its highest point measured from the higher ground level at the northern end of the site and 18m at its highest point when measured from the lower ground level at the southern end of the site. The building also measures circa 100m in length and 41m in depth.

It is highlighted that the building would comprise a basement level for car parking, ground floor level for a loading bay and warehouse storage, a two storey height first floor level for warehouse storage and second floor level for ancillary office space. The main building would comprise the basement, ground and first floor levels and the third floor office element would be ancillary in design and use, being set in from the northern, eastern and southern roof edges. In the main, the building would appear to be 12.8m high measured from the higher ground level at the northern end of the site and 14.9m high when measured from the lower ground level at the southern end of the site.

Hence, when comparing the main building mass to the surrounding buildings, it is noted that the main building would be shorter in height than Units 1-4 of the Prologis Park West Development, but would be comparable when including the more ancillary office space at second floor level. The building would exceed the heights of all other neighbouring buildings located to the north, south and west.

The Contextual Visualisation document submitted under the application sets out a number of views within the surrounding context, using wirelines to indicate the impact of the development on those views. The scope of the views appears to be appropriate and indicates that many views would be

limited by the existing tree coverage and buildings in the area.

The most intrusive view that the development would impact would be from Horton Road, to the south leading up the Beaches Yard site (View G in the Contextual Visualisation document). The development would infill the gap between the Space Station building and Innovation Stockley Ltd building, blocking views through to the Registered Park and Garden. The existing view is not, however, considered to be particularly sensitive, with views through to the Registered Park and Garden already being limited as existing.

The proposed southern elevation would have a green wall designed with rectangular design panels and windows sitting behind. The remainder of the building would use the same rectangular design language, with green cladding panels and glazing at ground level to provide an activated base to the building. The proposed external materials are considered to be representative of its proposed use and the wider industrial estate, which is characterised by large shed-type warehouses and industrial units. If recommended for approval, the detail of materials would be secured by planning condition.

Tree planting is proposed on the southern and western boundaries of the site, softening the appearance of the building. The detail of these areas would be secured by planning condition in order to make sure that they successfully contribute to the design of the scheme.

In view of the above considerations, and subject to planning conditions, the proposed development is considered to accord with Policy BE1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

Numbers 201 to 239 Horton Road are the closest residential receptors to the proposed development, located circa 75m to the South-West. Please see Section 07.18 of the report for consideration of the impact of the noise environment. In all other respects, the proposal is not considered to have a detrimental impact on neighbour amenity due to the location of the site a significant distance away from any neighbouring residential properties.

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located on North Hyde Road. Based on TfL's WebCAT planning tool, the site has a PTAL rating of 2 (low).

The following planning policies are considered:

Policy DMT 1 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. This should be viewed in conjunction with Policies T6 and T6.1 of the London Plan (2021).

Paragraph 111 of the NPPF (2021) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is supported by Policy T4 of the London Plan (2021).

CAR PARKING

Following consultation with the Council's Highways Officer, it is not considered appropriate to apply the Outer London Opportunity Area car parking standards. As such, the Outer London parking standards are cited below.

Policy T6.2, Table 10.4, of the London Plan (2021) states that parking for B2 and B8 uses in Outer London should provide up to 1 space per 100 square metres (GIA). Based on the proposal for 6,847m² GIA, the proposal should be providing up to 69 car parking spaces.

Following revision to the development, the scheme is confirmed as proposing 45 no. car parking spaces. This is considered acceptable by the Highways Officer.

DISABLED PERSONS CAR PARKING

Policy T6.5, Table 10.6, of the London Plan (2021) requires that 5% car parking spaces are provided as designated disabled persons parking bays and 5% are provided as enlarged bays. This would equate to 2 no. disabled persons bays and 2 no. enlarged bays.

The development proposes 4 no. disabled persons parking bays and is considered to be acceptable.

ELECTRIC VEHICLE CHARGING POINTS FOR STANDARD SPACES

Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles. Appendix C of the Hillingdon Local Plan: Part 2 (2020) also requires that a minimum of 5% of car parking spaces should be provided with active electric vehicle charging points and a minimum of 5% of car parking spaces should be provided with passive electric vehicle charging infrastructure.

The proposed development would provide 8 no. fast electric vehicle charging spaces within the proposed basement car park. This would accord with planning policy requirements and is considered acceptable. If recommended for approval, this provision would be secured by planning condition.

ELECTRIC VEHICLE CHARGING POINTS FOR FREIGHT VEHICLES

Policy T7 of the London Plan (2021) states under point (B)(3) that development should provide rapid charging points for freight vehicles. In support of this, Policy T6.2 of the London Plan (2021) states under point (F) that all operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles. The London Plan defines Operation parking as parking for vehicles which are required for the function of a building or the activities within it. This can include spaces for fleet vehicles, taxis or loading bays, but does not include parking for personal travel such as commuting.

Based on the information submitted, electric charging points are not explicitly proposed for the freight vehicles. If recommended for approval, the provision of electric charging for all four bays would be secured by planning condition.

CYCLE PARKING

Policy T5, Table 10.2, of the London Plan (2021) requires 1 no. long-stay cycle space per 500m² (GEA) and 1 short-stay cycle space per 1000m² (GEA). This would equate to 14 long-stay and 7 short-stay spaces.

The proposed development would provide an internal cycle store with capacity for 38 no. bicycles. Based on the plans, this would be provided in the form of Sheffield cycle stands. This is considered to be acceptable. If recommended for approval, details of the cycle storage would be secured by planning condition.

ACTIVE TRAVEL ZONE IMPROVEMENTS

Policy T4, part C, of the London Plan (2021) states that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

The proposed development would increase the density of commercial use on site. As such, the Highways Officer has conducted an Active Travel Zone Assessment, concluding that a £159,315 contribution is necessary to delivery off-site highway improvement works, including the provision of tactile paving, street furniture and tree planting along key local routes. Such works would encourage more sustainable forms of travel, hence mitigating in part the adverse transport impacts identified.

If recommended for approval, a financial contribution amounting to £159,315 shall be secured for local highway improvement works.

ACCESS

The proposal would result in a road which is 8.5m wide, which is considered sufficiently wide enough for a car to be parked on the western side of the road and for two articulated HGVs (measuring up to 2.6m in width) to pass side-by-side.

The information submitted indicates the proposal of double yellow lines on the eastern side of the unadopted road which would be enforced by a private management company. It is noted that double yellow lines cannot be implemented on the western side of the unadopted road as it is Council owned land which would need to be adopted. Officers understand that the Council have no plans to adopt this road.

Following amendments to the scheme, the proposal of a turntable to facilitate the access of vehicles into the loading yard has been removed. This is considered to resolve any highways safety issues which would arise from the use of a turntable which could fail and make the site inaccessible without performing reverse manoeuvres, which would be detrimental to highway safety.

DELIVERY AND SERVICING

To calculate forecast trip generation the applicant has referred to the TRICS database. Three sites have been selected all of which are in London and can be accepted as being valid references. The results of TRICS show that the proposal would result in 227 two-way daily trips. In the AM peak, when the network is busiest, there would be 4no. two-way goods vehicle movements, in addition to this would be 13no. private car arrivals and 1no. departure.

Although the swept path drawings show that the proposed widened road would allow sufficient space for two HGVs to pass on the road, there would only be a certain point on the road at which this could happen, meaning that there are a number of points on the road where the HGVs could not pass and could therefore hold up traffic and cause highway safety concerns. In order to avoid a scenario where large HGVs would be both entering and leaving the site at the same time, the Council need to secure a Delivery and Servicing Plan by planning condition to prohibit this.

Transport for London have also raised concerns regarding potential conflict between HGV arrivals and departures to and from the site with road users accessing Uxbridge Football Club, located to the north and accessed on the same road, in connection with football events which take place. A Delivery and Servicing Plan is also required to avoid such conflict between highway users.

To ensure that a Delivery and Servicing Plan is robustly secured, it is requested that the applicant contributes a financial fee towards the active monitoring of this plan. If recommended for approval, this fee would be secured by a Section 106 legal agreement. In the event the plan is not complied with, the non-compliance would be reported to the Planning Enforcement Team as a breach of the

planning permission and the necessary planning enforcement processes would follow.

TRAVEL PLAN

If recommended for approval, a Travel Plan would be secured by legal agreement.

CONSTRUCTION LOGISTICS PLAN

If recommended for approval, a Construction Logistics Plan would be secured by planning condition.

SUMMARY

Subject to the necessary planning conditions and obligations, the proposed development would not be considered to prejudice conditions on the local highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

ACCESS

Please see Section 07.12 of the report.

SECURITY

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

This is supported by Policy D11 of the London Plan (2021).

If recommended for approval, a Secured by Design condition would be attached to achieve appropriate accreditation. Subject to such a condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. They should:

- 1) be designed taking into account London's diverse population;

- 2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion;
- 3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment;
- 4) be able to be entered, used and exited safely, easily and with dignity for all; and
- 5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

The proposed development would include disabled persons parking bays and lift access to all floors. The lift would also be arranged as an evacuation lift. The Council's Access Officer has considered the detail of the proposal and has raised no objection. As such, the proposal is considered to accord with Policy D5 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy G1 of the London Plan (2021) states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) states that all development proposals are required to comply with the following:

- i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and
- ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) require that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The proposed development would require the removal of a line of maturing Leyland Cypresses on the southwestern boundary and a Leyland Cypress from the southern boundary, totalling 23 no. trees to be removed. Following correspondence with the Applicant Team, it has been confirmed that these trees are contained within the red line of the boundary, within the Applicant's ownership. Further, the trees have been assessed as being in poor condition and suffering from Coryneum Canker, a fungus which spreads between trees and can cause branch die-back of Leyland Cypress and Western Red Cedar.

The amended plans submitted show that 8 no. trees and associated hedging is proposed to the front of the site, on the western and southern boundaries. The Council's Trees Officer has confirmed that there is sufficient space and conditions for these trees to be successful.

Concerns had been raised in respect of overshadowing trees to the north and incursion into root protection areas of adjoining off-site trees. The Council's Trees Officer has, however, confirmed that this is acceptable subject to detail being secured by planning condition, including a method statement.

If recommended for approval, the final details of the landscape scheme and method statement would be secured by planning condition. Subject to such conditions, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

URBAN GREENING FACTOR

Policy G5 of the London Plan (2021) states:

A) Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

B) The Mayor recommends an Urban Greening Factor target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses).

The Urban Greening Factor Assessment (Dated 23rd September 2022) confirms that an Urban Greening Factor score of 0.2 is achieved through the provision of a green wall and green roof, alongside the proposed planting on the western and southern boundaries. This does not meet the target score of 0.3 for commercial development but Policy G5 does technically exclude B2 and B8 uses, which in this case is applicable. The final details would be secured by planning condition if recommended for approval.

ECOLOGY

Paragraph 174 of the NPPF (2021) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

The site is not subject to any statutory or non-statutory nature conservation designations. There is, however, a Nature Conservation Site of Borough Grade II or Local Importance designated circa 100m to the North-East of the site.

The site is assessed as having low suitability for foraging and commuting bats and suitability for breeding birds. The proposed removal of 23 no. trees would result in the loss of bird nesting habitat. The Ecological Impact Assessment (Dated 23rd September 2022) submitted indicates that the green wall and green roof would mitigate such an impact on ecology.

If recommended for approval, the final details of an Ecological Enhancement Scheme demonstrating net gains in biodiversity value for the development shall be secured by planning condition. Subject to such a condition, the proposal is considered to accord with the NPPF (2021), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

7.15 Sustainable waste management

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Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

Internal bin storage is proposed at the ground floor level between the loading bay area and warehouse area. A Waste Management Plan (Dated 2nd December 2022) has also been submitted and notes that a waste management company will be appointed to ensure that there will be regular scheduled collection of waste generated by the development. Vehicle swept paths have been submitted to demonstrate that refuse vehicles can access the site without needing the vehicle turntable. The details submitted are considered to be sufficient and acceptable in respect of waste management.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) states that:

A. Major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

- 1) be lean: use less energy and manage demand during operation
- 2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- 3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- 4) be seen: monitor, verify and report on energy performance.

B. Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
- 2) off-site provided that an alternative proposal is identified and delivery is certain.

E. Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

The Energy Statement states that the development would achieve 102.2% savings on-site, exceeding the minimum planning policy requirement of 35%. This is achieved through the use of air source heat pumps for DHW and the main heating/cooling systems, with heat recovery for the office areas, supplemented by a 36kWp PV array. Hence, there is no requirement to secure a financial contribution in order to achieve net zero-carbon. Despite this, it is proposed that a planning condition secures monitoring of the emission performance of the building and that financial contributions are secured via a S106 legal agreement, in accordance with the London Plan (2021) calculation, in the event that the development does not achieve net zero-carbon.

Subject to a condition and requisite clause within the Section 106 legal agreement, the proposal would accord with Policy SI 2 of the London Plan (2021).

OVERHEATING

Policy SI 4 of the London Plan (2021) states:

A) Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.

B) Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

- 1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
- 2) minimise internal heat generation through energy efficient design;
- 3) manage the heat within the building through exposed internal thermal mass and high ceilings;
- 4) provide passive ventilation;
- 5) provide mechanical ventilation; and
- 6) provide active cooling systems.

The details submitted confirms the following with respect to each point above:

1) Insulation is proposed and would reduce heat losses in the winter as well as preventing heat travelling through the build fabric during the summer. The use of LED lighting further reduces internal gains and the potential overheating risk.

2) The office accommodation is located at the upper floor with a north/south glazing arrangement. The design incorporates a significant overhang to protect the glazing from the peak summer sun. Glazing specification has been considered as part of the overheating risk and the specified glazing will achieve a low g-value in order to assist in reducing excessive solar gain.

3) The main structure is expected to be a clad steel frame with cast in-situ concrete floors offering significant thermal mass able to absorb heat during the summer months, which can then be ventilated during the evening or overnight.

4) All office glazing is designed to have opening areas to introduce high levels of natural "purge" ventilation to further assist in the reduction of overheating risks. Cross ventilation is also designed into the office space to maximise the potential for natural ventilation and the associated cooling impact.

5) Due to the high occupancy levels in the office spaces and the activity levels/internal gains within, mechanical ventilation is proposed to ensure a high quality indoor climate. The system will utilise heat recovery to enhance the developments energy efficiency, as well as make use of 'free cooling' via a summer bypass where the outside air temperature is below that in the building during summer months. It is proposed that all other areas will be naturally ventilated.

6) An active cooling system is not proposed.

The details submitted indicates that the cooling hierarchy has been incorporated into the principle of the proposed design, in accordance with Policy SI 4 of the London Plan (2021).

7.17 Flooding or Drainage Issues

Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make appropriate provision of flood risk and surface water flooding mitigation will be refused.

The scheme has been reviewed by the Council's Flood and Water Management Specialist who has confirmed no objection to the scheme subject to planning conditions securing the detailed drainage strategy and evidence that it has been implemented in accordance with the details approved. Subject to conditions, the proposal is considered to accord with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

NOISE

Policy D13 of the London Plan (2021) places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:

- 1) avoiding significant adverse noise impacts on health and quality of life
- 2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
- 3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
- 4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)
- 5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
- 6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
- 7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

The Noise Impact Assessment (Dated May 2022) has been reviewed in detail by the Council's Noise Specialist who concludes that sufficient information has been provided and that no objection is raised subject to conditions which control the operation noise level conditions in perpetuity. Subject to such

conditions, the development is considered to accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policies D13 and D14 of the London Plan (2021).

AIR QUALITY

Paragraph 186 of the National Planning Policy Framework (2021) states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

Policy SI 1 of the London Plan (2021) supports the above.

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The application site is located within the Hillingdon Air Quality Management Area and is surrounded on all sides by the Hillingdon Hospital Air Quality Focus Area, West Drayton/Yiewsley Focus Area, M4 Corridor Focus Area and Hayes Focus Area. Although the area surrounding the site is predominantly industrial, residential development is sited a short distance to the west along Horton Road.

The proposed development is not Air Quality Neutral and needs to be Air Quality positive, requiring that the emissions of additional traffic generated by the operation of the proposed development is mitigated. The Council's Air Quality Officer has calculated the level of mitigation required as equal to £471,483. Flat rate deductions equal to 30% have been applied for the Travel Plan, green measures and active travel zone contribution requested by the Highways Authority, leaving £330,038.

If recommended for approval, the above sum would be secured by a Section 106 legal agreement alongside conditions for a Low Emission Strategy and compliance with the GLA Control of Dust and Emissions from Construction and Demolition SPG.

Subject to such planning obligations and conditions, the proposal would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the NPPF (2021).

7.19 Comments on Public Consultations

Please see Section 06.1 of the report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

- i) to secure the provision of affordable housing in relation to residential development schemes;
- ii) where a development has infrastructure needs that are not addressed through CIL; and
- iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

i) Carbon Offset Contribution: Any additional shortfall identified through the ongoing reporting required by Condition 10 shall form a cash in lieu contribution to the Council in accordance with Policy SI2 of the London Plan (2021) at a rate of £95/tCO₂ annualised for not more than 30 years beginning on the commencement of development. .

ii) Air Quality Contribution: A financial contribution amounting to £330,038 shall be paid to address the air quality impacts of the proposed development.

iii) Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives.

iv) Servicing and Delivery Plan: A £64,000 contribution for the Council to employ an Officer to actively monitor the Delivery and Servicing Plan (secured by Condition 19) to ensure compliance and report

non-compliance to the Council's Planning Enforcement Team.

v) Active Travel Zone Improvement Works Contribution: A financial contribution amounting to £159,315 shall be paid to the Council for the implementation of active travel zone improvement works.

vi) Highways Works: Section 278 agreement to secure highway works, including alterations to the junction between the unadopted road and Horton Road, adjoining Beaches Yard.

vii) Employment Strategy and Construction Training: Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

viii) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resultant agreement.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.

The liability payable is as follows:

Mayoral CIL: £426,831.27

Hillingdon CIL: £49,526.84

Total: £476,358.11

7.21 Expediency of enforcement action

Not applicable to the consideration of this application.

7.22 Other Issues

CONTAMINATED LAND

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to

commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

FIRE SAFETY

Policy D12 of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in terms of:

- 1) the building's construction: methods, products and materials used, including manufacturers' details
- 2) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
- 3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
- 4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
- 5) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
- 6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

A final fire strategy will be secured by condition if recommended for approval and will need to be assessed by a suitably qualified Fire Safety Specialist. The discharge of condition application should be accompanied by a Building Control application. Subject to such a condition, the proposal would accord with Policy D12 of the London Plan (2021).

8. Observations of the Borough Solicitor

General

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

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

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

contained in Probity in Planning, 2009.

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The proposed redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) is an appropriate use within a Strategic Industrial Location. The significant uplift in floorspace will ensure the intensification of industrial capacity, which is supported by strategic policies. The economic and employment benefits of the proposal also weigh in favour of the application.

The southern half of the site is identified as a Travelling Showpeople yard, referred to as 'The Beaches, Horton Road', within the London Borough of Hillingdon Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017). The application provides updated information to

suggest that the owners of the existing site wish to relocate and therefore, on the basis that the need is predominantly derived from the existing number of travelling showpeople, it can be reasonably assumed that the projected need has reduced since 2017. Noting this, the Local Plan has not sought to safeguard or allocate new sites for Travelling Showpeople and instead can facilitate new sites coming forward where they meet Policy DMH 9 and the other policies within the Development Plan. On this basis, the loss of the Travelling Showpeople is accepted.

Amendments have been secured in respect of the design of the building, landscaping and width of the road to provide access to the site. As a consequence, the proposal is considered to sufficiently harmonise with the character of the area and provide sureties that any larger HGV arriving to or departing from the site would not compromise the safety of highway users.

Subject to the planning conditions and obligations to be secured by legal agreement, the proposed development is considered acceptable with respect to its impact on the character of the area, neighbour amenity, the local highway network, accessibility, security, landscaping, ecology, waste, energy, flood and water management, noise, contaminated land and fire safety. For the reasons set out within the main body of the report, the proposal accords with the development plan when read as a whole. This application is recommended for approval, subject to planning conditions and a Section 106 legal agreement.

11. Reference Documents

National Planning Policy Framework (July 2021)

The London Plan (March 2021)

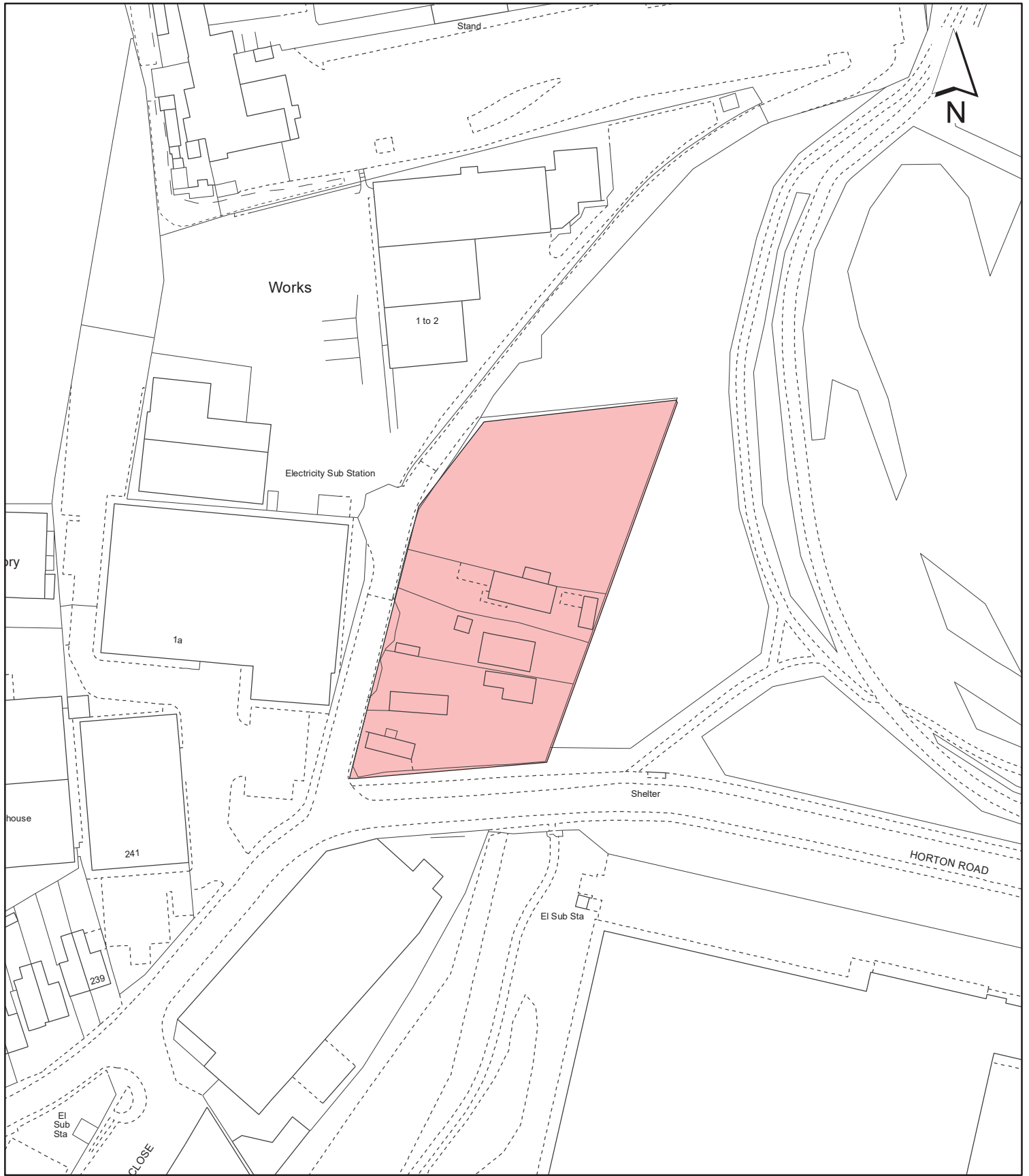
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

Accessible Hillingdon Supplementary Planning Document (September 2017)

Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Michael Briginshaw **Telephone No:** 01895 250230



Notes:

 Site boundary

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Site Address:

Beaches Yard

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

75221/APP/2022/2968

Scale:

1:1,250

Planning Committee:

Major

Date:

July 2023



HILLINGDON
 LONDON