

## Report of the Head of Development Management and Building Control

<b>Address:</b>	ELYSTAN BUSINESS CENTRE, PETS AT HOME SPRINGFIELD ROAD HAYES		
<b>Development:</b>	Variation of Condition 7 (Restriction on Sale of Goods) of planning permission ref. 2621/APP/2010/2407, dated 20-12-2010: Application for the variation of condition 7 (to allow for the sale of pets and pet products (including food for non-human consumption)) of planning permission ref: 2621/APP/2010/1283 dated 14/09/2010: Sub-division of existing building to create 4 units, external alterations and associated works (including reconfiguration of car park.) to allow food and convenience goods (for consumption off the premises) to be sold from Unit C1 (formerly known as Unit C3).		
<b>LBH Ref Nos:</b>	2621/APP/2022/3293		
<b>Drawing Nos:</b>	895 PL 1.200 Site Plan - Existing 895 PL 2.200 Unit C1 Plan - Existing 895 PL 3.100 Existing Elevations 895 PL 1.201 Site Plan - Proposed 895 PL 3.101 Proposed Elevations Transport Statement, Ref. 33733/2 October 2022 Planning and Retail Statement, October 2022 Addendum to Planning and Retail Statement, February 2023 Proposed Internal Layout Unit C1 Rev. G 895 PL 1.000 Rev. A Location Plan Large Trolley Shelter Plan Rev A dated 19/05/15 Indicative Trolley Shelter Siting Plan Agent's email dated 3.6.23		
<b>Date Plans received:</b>	27-10-2022	<b>Date(s) of Amendments(s):</b>	29-04-2023
<b>Date Application valid</b>	04-11-2022		27-10-2022 03-06-2023 28-02-2023

### 1. SUMMARY

The proposal seeks to amend Condition 7 of planning permission ref. 2621/APP/2010/2407, dated 20-12-2010 in order to allow the occupation of Unit C1 by a supermarket, including the sale of food and convenience goods (for consumption off the premises). No external alterations to the unit are proposed.

The previous application (2621/APP/2010/2407 approved on 20/12/10) was also to amend Condition 7 of the parent permission. This consent allowed the previous pet supplies retailer to occupy the unit.

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**PART 1 - MEMBERS, PUBLIC & PRESS**

The submitted retail assessment is commensurate to the scale of the proposal and is considered to demonstrate that the proposal would accord with town centre first principles as outlined in Policy SD7 of the London Plan (March 2021) and Policy DMTC 1 of the Local Plan: Part Two (January 2020). The submitted Transport Statement also demonstrates that there would be no significant impact on the surrounding highway network.

The proposal would be serviced by the existing car parking spaces and service yard, which are considered adequate to accommodate the needs of a new occupier, should the application be approved.

It is considered that the sale of food and convenience goods from within the retail unit would not be detrimental to the amenity of nearby occupiers by way of noise or general disturbance.

Approval is therefore recommended, subject to conditions and a s106 legal agreement.

## **2. RECOMMENDATION**

**That delegated powers be given to the Director of Planning, Regeneration and Environment to GRANT planning permission, subject to the following:**

**A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended), to secure the following Heads of Terms:**

**i) £163,404 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.**

**ii) Staff Travel Plan**

**B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.**

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

**D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Environment), delegated authority be given to the Director of Planning, Regeneration and Environment to refuse planning permission for the following reason:**

**'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of air quality and staff travel plan). The scheme therefore conflicts with Policy 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 55-58 of the National Planning Policy Framework (2021).'**

**E) That if the application is approved, the following conditions be imposed:**

### **1. COM4 Accordance with Approved Plans**

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

895 PL 1.000 Rev. A (Location Plan)

895 PL 1.201 (Site Plan - Proposed)

895 PL 3.101 (Proposed Elevations)

Proposed Internal Layout Unit C1, Rev. G;

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).

### **2. NONSC General compliance with discharged conditions**

The development hereby permitted shall be in accordance with the details approved under application reference 2621/APP/2010/2513.

#### **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 not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Planning and Retail Statement, October 2022

Addendum to Planning and Retail Statement, February 2023

Transport Statement, October 2022

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

#### **REASON**

To ensure that the development complies with the objectives of Policies DMTC 1 and DMT 1 of the Hillingdon Local Plan Part 2 (2020).

### **4. NONSC Restriction of Goods Condition**

The retail floorspace within unit C1 as demarcated on drawing 895 PL 1.201 shall only be used for the sale of the following non-food goods: building and decorating materials and equipment; DIY and garden products; furniture; floor coverings and related ancillary goods; domestic electrical goods and gas appliances; computers and office supplies and equipment; pets and pet products (including food for non-human consumption), plus food and convenience goods (for consumption off the premises) and other products ancillary to these main ranges.

All other retail floorspace within the site (as defined on the Location Plan received on 02 June 2010) shall only be used for the sale of the following non-food goods: building and decorating materials and

equipment; DIY and garden products; furniture; floor coverings and related ancillary goods; domestic electrical goods and gas appliances; computers and office supplies and equipment and other products ancillary to these main ranges.

The premises shall be used for no other purpose (including any other use in Class E(a) of the Town and Country Planning (Use Classes) Order 1987 as amended (or any previous equivalent to that class in any Statutory Instrument revoking or re-enacting that order) unless prior written consent is obtained from the Local Planning Authority.

#### REASON

To ensure the proposal does not have a detrimental impact on the vitality or viability of local centres or encourage unsustainable vehicular trips in compliance with Policies SD7, DMT 1 and DMT 2 of the London Plan (2021) and Policy DMTC 1 of the Hillingdon Local Plan: Part Two (2020).

#### 5. NONSC Trolley Shelter Condition

Notwithstanding the details shown on the Large Trolley Shelter Plan, Rev. A and screenshot siting plan, prior to the commencement of the use for food sales, full details of the arrangements to be made for the storage of shopping trolleys shall be submitted to and approved in writing by the Local Planning Authority.

The use shall be carried out in accordance with the approved details.

#### REASON

To ensure that the siting of the trolley store does not disrupt vehicular and pedestrian access on the site in accordance with Policies DMT 2 and DMT 5 of the Hillingdon Local Plan: Part Two (2020).

#### 6. NONSC Electric Charging Point Condition

Prior to the commencement of the use, full details of the provision of two active vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority.

The charging points shall be retained and maintained in reasonable working order on site for so long as the use remains.

#### REASON:

To ensure that the use of the site contributes to sustainability objectives, in accordance with Policy DMT 6 of the Hillingdon Local Plan: Part Two (2020).

### 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. I25 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. . For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

### 3.

The applicant is advised that there is a gas pipeline which crosses the site and that Cadent Gas should be contacted before any construction works are undertaken.

### 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.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 6	Development in Green Edge Locations
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMTC 1	Town Centre Development
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP SD1	(2021) Opportunity Areas
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SI1	(2021) Improving air quality
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T4	(2021) Assessing and mitigating transport impacts
NPPF6	NPPF 2021 - Building a strong, competitive economy
NPPF7	NPPF 2021 - Ensuring the vitality of town centres

## 3. CONSIDERATIONS

### 3.1 Site and Locality

The application site comprises the northern unit on the Springfield Road Retail Park (Unit C1), formerly part of the Elystan Business Centre. The site consists of six retail / leisure units (one unit is in use as a gymnasium) within 2 buildings sited on the southern and western boundaries of the site, which is located on a corner plot situated at the signalised junction of Uxbridge Road and Springfield Road. The southern building houses Unit A with the western building comprising Units B, C1, C2, C3 and C4. Unit C1 has a gross floor area of 716sq.m. and is currently vacant. Other retail occupiers on the park are Wickes, Screwfix, Topps Tiles and Wren Kitchen.

The buildings face onto the existing 148 space car park (including 8 disabled parking spaces) that serves the retail park which is accessed from Springfield Road. The servicing yard is located behind the buildings, in the south western corner of the site with deliveries taking place from Springfield Road via the service access adjoining the southern side of the site. Deliveries to the units within the western building (Units B, C1, C2, C3 and C4) take place via an internal service corridor at the rear of the units.

The site and surrounding areas to the south and east are located within the Strategic Industrial Location (SIL): Sites Located Off Springfield Road with commercial and industrial units to the south, on the opposite side of the service road forming part of the retained Elystan Business Centre and on the opposite side of Springfield Road is the Hyatt Place Hotel. To the west of the site is the Minet Country Park, which forms part of the Metropolitan Green Belt and part of the Yeading Brook & Minet Country Park Grade 1 Nature Conservation Site. To the north lie residential properties on the opposite side of Uxbridge Road, interspersed with retail parades. The site is also located with Hillingdon's Air Quality Management Area and forms part of the Ossie Garvin Air Quality Focus Area. The site has a PTAL score of 2 and is identified as an area where contamination may be present.

### **3.2 Proposed Scheme**

Planning permission was granted under application reference 2621/APP/2010/1283 (dated 14/09/2010) for 'Sub-division of existing building to create 4 units, external alterations and associated works (including reconfiguration of car park)'. A condition was attached to that consent (Condition 7) that restricted which goods could be sold on the site. The condition required that the retail floorspace within the application site shall only be used for the sale of the following non-food goods: building and decorating materials and equipment; DIY and garden products; furniture; floor coverings and related ancillary goods; domestic electrical goods and gas appliances; computers and office supplies and equipment and other products ancillary to these main ranges.

Planning permission was subsequently granted under application reference 2621/APP/2010/2407 (dated 20/12/2010) to vary the above Condition 7 (Restriction on Sale of Goods) in order to enable the sale of pets and pet products (including food for non human consumption) from the floorspace within the unit then known as C3, and now referred to as C1.

This application seeks to vary the amended Condition 7 (Restriction on Sale of Goods) of planning permission ref. 2621/APP/2010/2407 in order to allow the sale of food and convenience goods (for consumption off the premises) from Unit C1, to enable its occupation by an established supermarket operator (Farmfoods Ltd), mainly specialising in the sale of frozen food, but also dry, packet and tinned products and a small range of ambient and fresh lines. It should be noted that any planning consent would run with the site and so an alternative but similar operator could potentially occupy the premises if consent is granted.

Condition 7 of 2621/APP/2010/2407 currently reads:

'The retail floorspace within unit C3 as demarcated on drawing 622-CL PL02 Rev B (Site Plan) received 06 December 2010 shall only be used for the sale of the following non-food goods: building and decorating materials and equipment; DIY and garden products; furniture; floor coverings and related ancillary goods; domestic electrical goods and gas appliances; computers and office supplies and equipment; pets and pet products (including food for non human consumption) and other

products ancillary to these main ranges.

All other retail floorspace within the site (as defined on the Location Plan received on 02 June 2010) shall only be used for the sale of the following non-food goods: building and decorating materials and equipment; DIY and garden products; furniture; floor coverings and related ancillary goods; domestic electrical goods and gas appliances; computers and office supplies and equipment and other products ancillary to these main ranges.

The premises shall be used for no other purpose (including any other use in Class A1 of the Town and Country Planning (Use Classes) Order 1987 (or any previous equivalent to that class in any Statutory Instrument revoking or re-enacting that order), unless prior written consent is obtained from the Local Planning Authority.

#### Reason

To ensure the proposal does not have a detrimental impact on the vitality or viability of local centres or encourage unsustainable vehicular trips in compliance with Policies 2A.8, 3D.1, 3D.2 and 3D.3 of the London Plan and Planning Policy Statement 4: Planning for Sustainable Economic Growth.'

This application seeks to vary this to:-

'The retail floorspace within unit C1 as demarcated on drawing 895 PL 1.201 shall only be used for the sale of the following non-food goods: building and decorating materials and equipment; DIY and garden products; furniture; floor coverings and related ancillary goods; domestic electrical goods and gas appliances; computers and office supplies and equipment; pets and pet products (including food for non-human consumption), plus food and convenience goods (for consumption off the premises) and other products ancillary to these main ranges.

All other retail floorspace within the site (as defined on the Location Plan received on 02 June 2010) shall only be used for the sale of the following non-food goods: building and decorating materials and equipment; DIY and garden products; furniture; floor coverings and related ancillary goods; domestic electrical goods and gas appliances; computers and office supplies and equipment and other products ancillary to these main ranges.

The premises shall be used for no other purpose (including any other use in Class E(a) of the Town and Country Planning (Use Classes) Order 1987 as amended (or any previous equivalent to that class in any Statutory Instrument revoking or re-enacting that order) unless prior written consent is obtained from the Local Planning Authority.

#### Reason

To ensure the proposal does not have a detrimental impact on the vitality or viability of local centres or encourage unsustainable vehicular trips in compliance with Policies SD7, DMT 1 and DMT 2 of the London Plan (2021) and Policy DMTC 1 of the Hillingdon Local Plan: Part Two (2020).'

As a number of the conditions attached to the original consent and the previous s73 approval are no longer relevant, the above condition will become Condition number 4 should the application be approved. A new condition is recommended to be added to ensure the proposals remain in accordance with details previously discharged through conditions, such as materials and landscaping. New conditions are also recommended to secure details of a proposed Trolley Shelter and Electric Vehicle Charging.

### 3.3 Relevant Planning History

2621/APP/2010/1283      Wickes/Mfi/Carpetright Uxbridge Road Hayes

Sub-division of existing building to create 4 units, external alterations and associated works (including reconfiguration of car park.)

**Decision:** 14-09-2010      Approved

2621/APP/2010/2407      Former Mfi Unit Uxbridge Road Hayes

Application for the variation of condition 7 (to allow for the sale of pets and pet products (including food for non-human consumption)) of planning permission ref: 2621/APP/2010/1283 dated 14/09/2010: Sub-division of existing building to create 4 units, external alterations and associated works (including reconfiguration of car park.)

**Decision:** 20-12-2010      Approved

#### Comment on Relevant Planning History

Planning permission for the original retail park comprising 2 units was originally granted in the 1980s under application reference 2621/AC/83/1381.

Planning permission (2621/APP/2010/1283) was subsequently granted on 14/09/2010 for the sub-division of one of these existing buildings to create 4 units, together with external alterations and associated works (including reconfiguration of the car park). These were identified in the application as Units B, C1, C2 and C3 (C3 being the unit the subject to the current application).

Planning permission (2621/APP/2010/2407) was subsequently granted for Unit C3 (the application unit, now known as Unit C1) on 20/12/10 to vary Condition 7 of planning permission ref: 2621/APP/2010/1283 to allow the sale of pets and pet products (including food for non-human consumption).

Planning permission for the change of use of Unit B from retail (Carpetright) (Use Class A1) to a 24-hour gym (Use Class D2) with associated alterations to the facade (36985/APP/2018/2970) was granted on 15/11/18.

## 4. Planning Policies and Standards

Development Plan

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:

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**PART 1 - MEMBERS, PUBLIC & PRESS**



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 West London Waste Plan (2015)  
The London Plan (2021)

#### Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

### **Local Plan Designation and London Plan**

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

#### Part 1 Policies:

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

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

#### Part 2 Policies:

NPPF6 NPPF 2021 - Building a strong, competitive economy

NPPF7 NPPF 2021 - Ensuring the vitality of town centres

LPP SD1 (2021) Opportunity Areas

LPP SD7 (2021) Town centres: development principles and Development Plan Documents

LPP E5 (2021) Strategic Industrial Locations (SIL)

LPP SI1 (2021) Improving air quality

LPP SI2 (2021) Minimising greenhouse gas emissions

LPP T4 (2021) Assessing and mitigating transport impacts

DMTC 1 Town Centre Development

DMEI 2 Reducing Carbon Emissions

DMEI 6 Development in Green Edge Locations

DMEI 14 Air Quality

DMCI 7 Planning Obligations and Community Infrastructure Levy

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#### **PART 1 - MEMBERS, PUBLIC & PRESS**

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **7th December 2022**

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

## 6. Consultations

### External Consultees

35 neighbouring properties have been consulted, together with the Friends of Minet Country Park Residents' Association. The application has also been advertised in the local press on 16/11/22 and a site notice dated 16/11/22 was displayed at the entrance into the retail park on 9/11/22 with a closing date of 7/12/22. As a result of the red line boundary being changed to encompass the entirety of the retail park, a re-consultation with neighbours was carried out on 30/5/23 which expired on 19/6/23. No responses have been received.

### Internal Consultees

POLICY OFFICER:

(The Council's Policy Officer reviewed the Retail Impact Assessment submitted within the original application and requested that further details and evidence be provided. The Applicant subsequently submitted the Retail Impact Assessment Addendum and this additional evidence has been taken into consideration):

#### Retail Impact Assessment

The applicant has submitted further evidence to support the proposal and it is considered that the applicant has provided sufficient evidence to establish that the proposal would not result in a significant adverse impact on the vitality and vibrancy of the town centres nor any of the edge of town centre locations identified.

As previously stated in Policy DMTC 1 of the Local Plan: Part 2 all retail uses that are proposed in excess of 200sq.m. are required to be accompanied by a Retail Impact Assessment. The proposed scheme relates to the variation of a condition to an existing retail unit of 687 sq.m. to allow food goods. Overall, it is considered that the additional information provided by the applicant is broadly acceptable and whilst limited harm could result from the development this is not considered to be sufficient to refuse the application on this basis.

If officers are minded to grant planning permission please also consider adding a condition to ensure that the permitted use will be in line with what has been demonstrated within the retail impact assessment. The case officer should consider if a condition to restrict other main town centre uses within Use Class E would be reasonable in this instance as these are not considered to be appropriate in this location.

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Case Officer comment:

The wording of the new condition restricts the proposals to those demonstrated within the Retail Impact Assessment and also restricts other main town centre uses within Use Class E.

HIGHWAY ENGINEER:

A planning application has been received seeking permission to vary Condition 7 imposed on planning permission No. 2621/APP/2010/0207, this prohibits the sale of food and convenience goods from Unit C1, Elystan Business Centre, Hayes. Unit C1 is situated within a retail park located on the western corner of the junction of Uxbridge Road and Springfield Road, access to the retail park is gained from Springfield Road. The site is within an area with a PTAL ranking of 2, indicating the access to the retail park by public transport is limited compared to London as a whole. Access for deliveries is also from Springfield Road then via the access shared with Elystan Business Centre to the rear of the retail park, this will remain unchanged. The applicant reports that Farmfoods stores typically have one delivery per day with an unloading time of up to 45 minutes. In addition, there would be a daily direct bread delivery using rigid vehicles. The Park car park provides 148no. spaces overall with 10no. disabled persons' spaces, and 2no. parent and child spaces. The car park is shared by all the businesses that occupy the park, none of the space are allocated to a specific unit/business.

There would be no increase in the overall floor area of the unit, nor would there be any changes to the site access or car parking provision across the estate.

The Highway Authority is mindful that Pets at Home would overall have generated fewer vehicular trips compared to the proposed Farmfoods. Customers would visit only very occasionally to buy a pet though more regularly to buy pet food etc. By contrast somebody may visit a Farmfoods every day to purchase basic groceries such as loaves of bread and bottles of milk. The trip generation profile is therefore different, the food store would generate more frequent short stay trips compared to Pets at Home to which customers would visit much less infrequently but stay longer.

In support of the application the applicant has provided a Transport Assessment. This reports that the food store would be busiest Saturdays 12:00 to 13:00h. With Pets at Home open, it is calculated that the Park would generate 312no. two-way movements during this time. With Pets at Home being used as a food store this would increase to 345no. two-way movements, an increase of 32no. The scale of the increase in vehicle trips is tempered somewhat because some of the food store customers will be shoppers that are on-site visiting the neighbouring stores already.

The Transport Assessment also provides information regarding car park occupancy. With Pets at Home open, the car park is busiest between 11:30 to 11:45h Saturdays, at this time the car park is then 77.7% occupied - at 85.0% occupancy a car park is 'at capacity'. With the car park 77.7% occupied there would be 34no. car parking spaces unoccupied. The applicant goes on to report that with Farmfoods open, car park occupancy would peak at 93.2%, there would be 10no. spaces vacant. However, the applicant highlights that this would be a worst-case scenario as no allowance has been made for linked trips - not every new customer to Farmfoods would represent a new car arrival as some would be shopping at the Park already.

It is anticipated that Farmfoods would provide shopping trolleys for customers to use, if this is to be the case then shopping trolley drop-off bays should be provided, without this shopping trolleys may be strewn across the car park blocking access to vacant car parking spaces.

As mentioned above the site is within an area with a PTAL ranking of 2, nevertheless Uxbridge Road is a busy bus route. It is anticipated that many of the staff working at the store would be local people that would

travel a short distance to work, the applicant could reduce pressure on car parking spaces by providing a Staff Travel Plan, this should focus upon encouraging and enabling trip making by the staff to the foodstore by walking, cycling and public transport.

There are no highway objections to this proposal subject to legal agreement obliging the applicant to submit a Staff Travel Plan to the Council for approval.

#### AIR QUALITY OFFICER:

The proposed development is located within the LBH Air Quality Management Area and Ossie Garvin Focus Area, bringing additional traffic emissions which will add to current likely exceedances and contribute to poor local air quality. As per the London Plan, developments need to be neutral as minimum and the Council requires new developments located in Focus Areas to be air quality positive, 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 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.

The planning application seeks the variation of Condition 7 attached to planning permission 2621/APP/2010/0207, which currently does not permit the sale of food and convenience goods from unit C1. There will be no increase in the overall floor area of the unit.

#### Damage Cost and Mitigation Measures:

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. 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.

The total level of mitigation required to the proposed development for traffic emissions is £204,255. Once all deductions were applied, the remaining value of mitigation due is £163,404. Flat rate deductions have been applied (for example Travel Plan 15%) totalling a reduction of £40,851.

Therefore, a section 106 agreement with the contribution of £163,404 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.

## **7. MAIN PLANNING ISSUES**

## 7.01 The principle of the development

Although the application site is located within the Springfield Road Strategic Industrial Location (SIL), the retail use of the premises and the wider site has long been established by the planning history on site which goes back to the 1980s.

This proposal seeks to revise the type of goods permitted to be sold from the premises to include food and convenience goods (for consumption off the premises). The sale of additional goods has the potential to impact on existing shopping centres and to attract shopping trips by car which could be more sustainably serviced by existing town centre locations. As the site is not located within a town centre, the acceptability of the principle of the development revolves around 'town centre first principles', which are referred to within the following guidance / policies:-

The NPPF (2021) at paragraph 87 advises that a sequential test should be applied to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable time period) should out of centre sites be considered.

Paragraph 90 goes on to advise that:-

'applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, should be supported by an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m<sup>2</sup> of gross floorspace) and these should consider:

- a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- b) the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).'

Paragraph 91 states that:-

'Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the considerations in paragraph 90, it should be refused.'

Policy SD6 (Town centres and high streets) of the London Plan (2021) states that the vitality and viability of London's varied town centres should be promoted and enhanced by encouraging strong, resilient, accessible and inclusive hubs with a diverse range of uses that meet the needs of Londoners, including main town centre uses.

Policy SD7 (Town centres: development principles and Development Plan Documents) requires boroughs to adopt the 'town centres first' approach to applications for main town centre uses outside of designated town centres, whereby most non-residential, out-of-centre developments are discouraged. Out-of-centre developments can be particularly detrimental to town centres, undermining their economic performance, local character, and the accessibility they provide to a broad range of services, whilst also encouraging an increase in private vehicle trips away from the established amalgamation of shops and services, and away from areas of higher levels of public transport.

The 'town centre first' approach of the London Plan is enshrined at a borough level through Policy DMTC 1 of the Hillingdon Local Plan: Part 2 (Town Centre Developments) which sets out that 'main

town centre uses' will be supported within town centre boundaries, however proposals for 'main town centre' uses in 'out of centre' locations will be resisted and the applicant must demonstrate that there are no more suitable sites available and that the proposal, either individually or cumulatively, will not harm the vitality and viability of the established town centres and to this end, development proposals in out of centre and edge of centre locations, which exceed 200 sqm of gross retail floorspace, or 1,000 sqm of combined main town centres uses, will require an impact assessment.

Taking London and Hillingdon Local Plan Policies into account, a sequential test is required to demonstrate there are no sequentially preferable sites within or on the edge of town centres which could accommodate the development as the proposal constitutes an out-of-centre development for a main town centre use which exceeds 200 sqm of gross retail floorspace. This position is recognised by the applicant, who has submitted a Planning and Retail Statement (dated October 2022) in support of their application which includes a sequential test.

This advises that having examined the range of vacant premises within Uxbridge Road and Southall centres, no units are available with a minimum 575 sqm. gross floor area, the minimum area required by Farmfoods Ltd. to meet its trading requirements. The report also advises that Farmfoods Ltd do not design and build its own stores, but typically occupy second hand, previously developed retail units.

The Council's Policy Officer has reviewed the statement and initially advised that as the identified Primary Catchment Area (PCA) for the store includes the outskirts of Southall and Hayes, the sequential test should also include sites located within Hayes and Southall Town Centres, as well as the Uxbridge Road, Hayes and edge of town centre sites.

In the light of these comments, an addendum to the planning statement has been submitted. This includes a sequential assessment of Hayes and Southall Town Centres, in addition to Uxbridge Road, Hayes centre. The addendum advises that there are no suitable and available premises within or on the edge of these centres. While both centres do contain a range of vacant premises all of these are of limited size and are not suitable for accommodating a large format food store of the type and scale of the one proposed on the application site. Officers do not have any reason to doubt the validity of the assessment in this regard.

As regards the potential impact on the vitality and viability of established town centres, the NPPF is clear in stating that applications should be refused where there would be a 'significant adverse' impact upon existing centres. With any supermarket proposal of this scale, there will clearly be an impact upon shopping patterns within the locality and the aim of the retail impact assessment submitted with the application is to predict, with as much accuracy as possible, the impact on these trade patterns.

This involves a complex set of assumptions regarding the available level of retail expenditure within the store's catchment area, the performance and trading capacity of the store itself, the relative performance of competing stores and centres, the likely trade draw from other centres and stores, future changes in trading patterns (such as internet shopping) and the cumulative impact of existing retail commitments. Any one of these fields is sensitive to the assumptions inputted into the forecasting model.

The assessment concludes that occupation by Farmfoods Ltd will generate a modest turnover which will not adversely impact on public and private sector investment within existing centres nor their overall vitality and viability. The Council's Policy Officer has reviewed the assessment and although

advises that the trade draw and changes to shopping pattern information provided is considered broadly acceptable, they did raise very detailed points concerning various other matters where the assessment was considered to be deficient.

Additional information has been submitted in response and the Council's Policy Officer concludes that overall they consider that the applicant has provided broadly acceptable and sufficient evidence to establish that the proposal would not result in a significant adverse impact on the vitality and vibrancy of the town centres nor any of the edge of town centre locations identified and whilst limited harm could result from the development, this is not considered to be sufficient to refuse the application on this basis.

On this basis, no objections are raised to the impact of the proposal on existing centre, in accordance with the NPPF and Policy DMTC 1 of the Hillingdon Local Plan: Part 2 (2020).

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

The proposal relates to the variation of a condition restricting the sale of goods from a permitted retail unit, as such density is not considered relevant to the consideration of this application.

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

The proposal relates to the variation of a condition restricting the sale of goods from a permitted retail unit, as such it will have no impact on archaeology or the appearance of the area.

#### **7.04 Airport safeguarding**

The proposal relates to the variation of a condition restricting the sale of goods from a permitted retail unit, as such it will not have a detrimental impact on airport or aerodrome safeguarding.

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

To the west, the site does adjoin the Minet Country Park which forms part of the Green Belt, but the retail units along the western boundary screen the wider site from the park and no physical alterations are proposed to the building or the existing servicing and access arrangements from Springfield Road to the east so that there would be no discernible impact on the Green Belt.

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

The proposal relates to the variation of a condition restricting the sale of goods from a permitted retail unit, as such it will have no impact on the character or appearance of the area.

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

The retail unit is located over 50m from the nearest residential property, which is located on the other side of the Uxbridge Road. Accordingly, it is not considered that the proposed variation of condition would result in any detrimental impacts on the amenity of residential occupiers and would accord with the provisions of Policy DMHB 11 of the Local Plan: Part Two (2020) which requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Noise and air quality impacts are considered in Section 7.18 below.

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

The proposal relates to the variation of a condition restricting the sale of goods from a permitted retail unit, as such there are no future residential occupiers.

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

The NPPF (2021) at paragraph 111 states:-

'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.'

Policy T4 of the London Plan (March 2021) requires where appropriate, the submission of transport assessments/ statements to ensure that impacts on the capacity of the transport network are fully assessed and mitigated.

Policy DMT 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner and to be acceptable, schemes are required, amongst other criteria, to be accessible by public transport, walking and cycling, adequately address delivery, servicing and drop-off requirements, and have no significant adverse transport or associated air quality and noise impacts on the local and wider environment. This is re-iterated by Policy DMT 2 which seeks to minimise the impact of development on the surrounding highway with regards to traffic, air quality, noise, local amenity and safety.

The Council's Highway Engineer has reviewed the application, including the Transport Statement and advises that the site is within an area with a PTAL ranking of 2, indicating that access to the retail park by public transport is limited compared to London as a whole. Access for deliveries is also from Springfield Road then via the access shared with Elyston Business Centre to the rear of the retail park, which will remain unchanged. The car park provides 148 spaces overall, including 10 disabled persons' spaces and 2 parent and child spaces. The car park is shared by all the businesses that occupy the park and none of the spaces are allocated to a specific unit/business.

The Highway Engineer advises that the submitted information indicates that the previous occupier would have generated fewer vehicular trips than future occupiers should the application be approved. The trip generation profile is therefore different, as a food store could generate more frequent short stay trips compared to the previous occupier.

The supporting Transport Statement advises that the food store would be busiest on Saturdays 12:00 to 13:00h. Previously it calculates that the wider retail park would have generated 312 two-way movements during this time. Should the application be approved this would increase to 345 two-way movements, an increase of 32. The scale of the increase in vehicle trips is tempered somewhat because some of the food store customers will be shoppers that are on-site visiting the neighbouring stores already.

The Highway Engineer advises that the Transport Statement also provides information regarding car park occupancy. Under the previous occupier, the car park would have been busiest between 11:30 to 11:45h Saturdays. At those times the car park would be 77.7% occupied, and there would be 34 car parking spaces unoccupied. Should the condition be varied to enable a food store to occupy the unit, car park occupancy is predicted to peak at 93.2%, when there would be 10 spaces vacant. However, this would be a worst-case scenario as no allowance has been made for linked trips as not every new customer would represent a new car arrival as some would be shopping at the Park already.

The Highway Engineer did previously advise of the need for a condition requiring the submission of a



Car Parking Management Plan. In particular, the engineer advised that it is anticipated that Farmfoods would provide shopping trolleys for customers to use and if this is to be the case then shopping trolley drop-off bays should be provided, without this shopping trolleys may be strewn across the car park blocking access to vacant car parking spaces. However, the applicant has since provided additional information and clarification regarding the use and management of shopping trolleys, including an indicative sketch plan to show that a trolley shelter could be provided in front of the store without blocking any of the parking bays. The applicant has also highlighted that there is significant spare capacity in the car park at peak periods, there is no evidence of customers who visit the retail park parking off-site and the allocation of spaces to individual stores could increase customer circulation in the car park looking for an appropriate space. The Highway Engineer has confirmed that given the additional information / details, there is no longer a requirement for a Car Park Management Plan as given the number of spaces, the car park will effectively manage itself. A condition has however been added to the officer's recommendation requiring full details of the trolley store to be submitted.

The Highway Engineer also advises of the need for a staff travel plan as it is anticipated that many of the staff working at the store would be local people that would travel a short distance to work and the pressure on car parking spaces could be reduced by encouraging and enabling trip making by the staff to the foodstore by walking, cycling and public transport. This has been included as a Heads of Term in the S106 Agreement.

In addition, further discussions have taken place on this application as regards the provision of Electric Vehicle Charging Points. The car park does not provide any provision currently and the car park is shared by other users and therefore not under the full control of the applicant. Having regard to EVCP standards in the London Plan and the percentage of floor space involved in this application as compared to the overall floor space within the retail park, the Highway Engineer advises that 2 active electric vehicle charge points are required which could be in the form of a dual socket charging point. This has been agreed with the applicant and a condition is recommended to ensure that appropriate details are submitted.

On this basis and having regard to the recommended conditions, the Highway Engineer advises that the scheme is acceptable on highway grounds.

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

The proposal relates to the variation of a condition restricting the sale of goods from a permitted retail unit, as such it will have no implications with regard to the appearance of the site, its accessibility or security.

#### **7.12 Disabled access**

The proposal relates to the variation of a condition restricting the sale of goods from a permitted retail unit, as such it will have no implications with regard to the accessibility of the unit or site.

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

The proposal relates to the variation of a condition restricting the sale of goods from a permitted retail unit, as such consideration of affordable and/or special needs housing is not considered relevant.

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

The proposal relates to the variation of a condition restricting the sale of goods from a permitted retail unit, as such it would not impact on any aspects of landscaping or ecology.

### **7.15 Sustainable waste management**

The proposal relates to the variation of a condition restricting the sale of goods from a permitted retail unit, there is adequate space within the unit and within the existing waste arrangements for the retail park to accommodate waste and recycling and no objection is raised in this respect.

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

The proposal relates to the variation of a condition restricting the sale of goods from a permitted retail unit, as such it is not considered that the proposal necessitates consideration of sustainability issues other than in respect of location. The appropriateness of the proposal in this respect is discussed within the 'Principle of Development' section of this report.

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

The proposal relates to the variation of a condition restricting the sale of goods from a permitted retail unit, as such it would not impact on flood risk or drainage.

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

NOISE:

The application site is located over 50m from the nearest residential property, which is located on the other side of the Uxbridge Road. The proposal would not give rise to any additional noise issues in this context.

AIR QUALITY:

The NPPF supports opportunities to improve air quality or mitigate impacts where necessary.

London Plan Policy SI 1 (Improving Air Quality) states that development proposals should not lead to further deterioration of existing poor air quality, create any new areas that exceed air quality limits or delay the date at which compliance will be achieved, or create unacceptable high levels of exposure to poor air quality. In order to achieve this, the Mayor will require development proposals to be at least Air Quality Neutral and be designed to prevent and minimise increasing exposure.

Policy EM 8 (Land, Water, Air and Noise) of the Local Plan Part 1 outlines that all developments should not cause deterioration in local air quality levels and should ensure the protection of both existing and new sensitive receptors. The Policy further states that all major developments within Air Quality Management Areas should demonstrate how air quality neutrality is achieved where appropriate.

Policy DMEI 14 (Air Quality) of the Local Plan Part 2 further states that 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. The policy further requires that development proposals as a minimum should be at least air quality neutral and ensure there is no unacceptable risk from air pollution to sensitive receptors, and actively contribute towards the improvement of air quality, especially within Air Quality Management Areas.

The site is located within the London Borough of Hillingdon Air Quality Management Area and Ossie Garvin Focus Area, bringing additional traffic emissions which will add to current likely exceedances and contribute to poor local air quality. As per the London Plan, developments need to be neutral as minimum and LBH requires new developments located in Focus Areas to be air quality positive, 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 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.

Therefore, the total emissions associated with these activities need to be mitigated. 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.

The Council's Air Quality Officer has reviewed the submission and advises that the total level of mitigation required to the proposed development for traffic emissions is £204,255. Once all deductions were applied, the remaining value of mitigation due is £163,404. Once all deductions were applied, the remaining value of mitigation due is £163,404. Flat rate deductions have been applied (for example Travel Plan 15%) totalling a reduction of £40,851.

Therefore, a section 106 agreement with the contribution of £163,404 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.

The S106 air quality contribution is recommended to be secured through a s106 legal agreement and the applicant has agreed to the contribution. As such the proposals are deemed acceptable in terms of air quality.

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

No comments have been received to the public consultation undertaken on this application.

### **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) £163,404 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.
- ii) Staff Travel Plan

#### COMMUNITY INFRASTRUCTURE LEVY (CIL)

The proposal relates to the variation of a condition and no additional floor area would be created. As such the scheme would not be liable to pay Mayoral Community Infrastructure Levy or Hillingdon's Community Infrastructure Levy.

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

No enforcement issues are raised by this application.

#### **7.22 Other Issues**

There are no other issues raised by this application.

#### **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 proposal seeks to amend Condition 7 of planning permission ref. 2621/APP/2010/2407, dated 20-12-2010 in order to allow the occupation of Unit C1 by a supermarket, including the sale of food and convenience goods (for consumption off the premises). No external alterations to the unit are proposed.

The previous application (2621/APP/2010/2407 approved on 20/12/10) was also to amend Condition 7 of the parent permission. This consent allowed the previous pet supplies retailer to occupy the unit.

The submitted retail assessment is commensurate to the scale of the proposal and is considered to demonstrate that the proposal would accord with town centre first principles as outlined in Policy SD7 of the London Plan (March 2021) and Policy DMTC 1 of the Local Plan: Part Two (January 2020). The submitted Transport Statement also demonstrates that there would be no significant impact on the surrounding highway network.

The proposal would be serviced by the existing car parking spaces and service yard, which are considered adequate to accommodate the needs of a new occupier, should the application be approved.

It is considered that the sale of food and convenience goods from within the retail unit would not be detrimental to the amenity of nearby occupiers by way of noise or general disturbance.

Approval is therefore recommended, subject to conditions and a s106 legal agreement.

## **11. Reference Documents**

National Planning Policy Framework (2021)

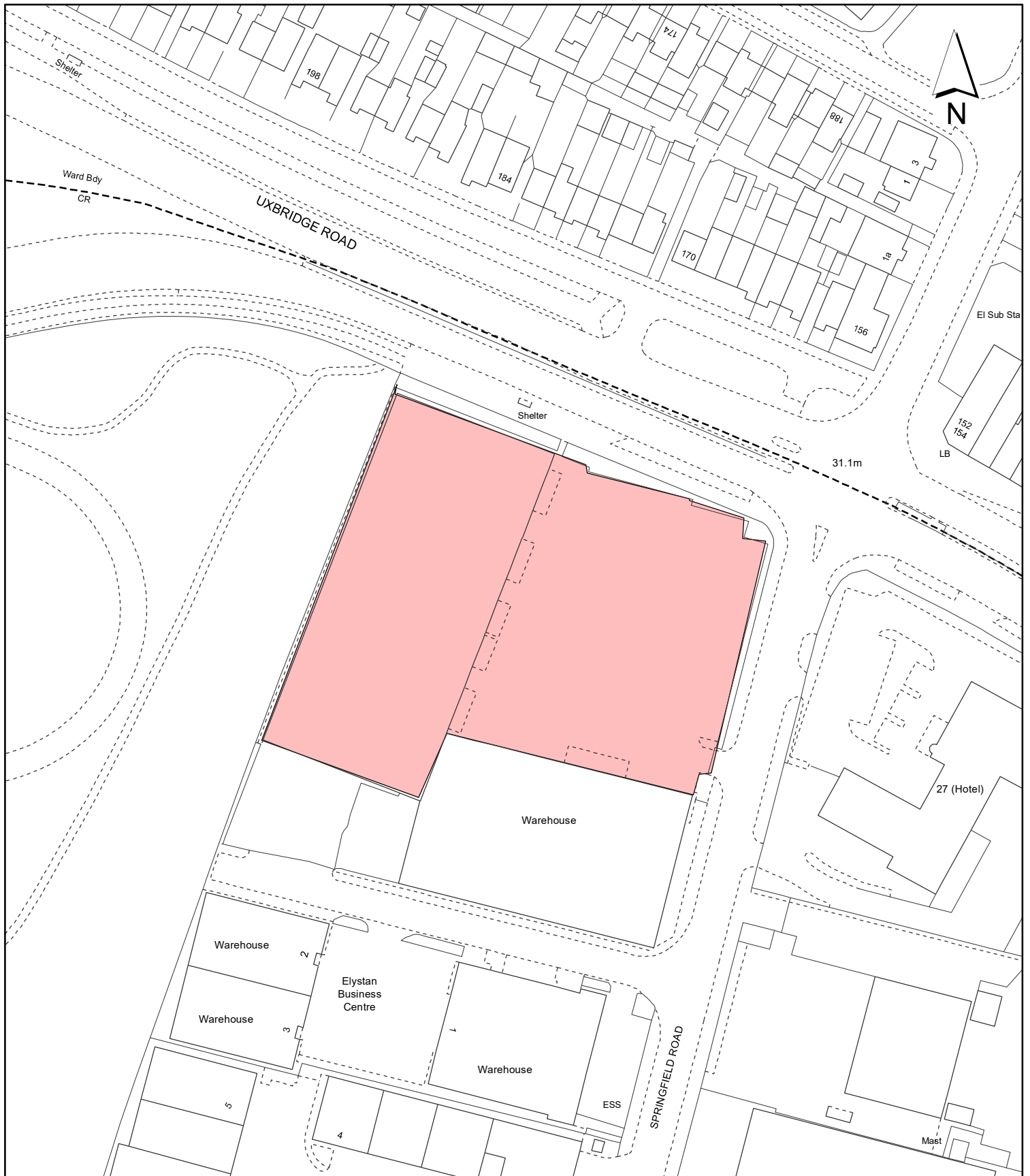
London Plan (March 2021)

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

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

Council's Supplementary Planning Document - Planning Obligations

**Contact Officer:** Richard Phillips                      **Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Pets at Home  
 Elystan Business Centre  
 Springfield Road**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services  
 Planning Section**

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

Planning Application Ref:

**2621/APP/2022/3293**

Scale:

**1:1,250**

Planning Committee:

**Major**

Date:

**September 2023**

