

Report of the Head of Development Management and Building Control Committee Report Part 2 – Application Report

Case Officer: **Michael Briginshaw**

67666/APP/2023/3721

Date Application Valid:	10.01.2024	Statutory / Agreed Determination Deadline:	28.06.2024
Application Type:	Full	Ward:	Heathrow Villages

Applicant: **Lewdown Holdings Ltd. and Autom**

Site Address: **Former Sipson Garden Centre, Sipson Road**

Proposal: **The development of a Centre of Excellence for servicing and repair of Airside Support Vehicles (Use Class B2), consisting of a service building with 7no. service bays and 1no. storage bay, an ancillary two-storey office building, with associated hardstanding, parking, a wash bay, plant, solar PVs, landscaping and drainage.**

Summary of Recommendation: **GRANT planning permission subject to section 106 legal agreement and conditions**

Reason Reported to Committee: **Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**



Summary of Recommendation:

GRANT planning permission subject to the completion of a satisfactory section 106 legal agreement to secure the heads of terms set out below, and subject to the conditions as set out in Appendix 1.

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

A) That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.

B) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

i) Carbon Offset Contribution: Any additional shortfall identified through the ongoing reporting required by Condition 29 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. [i.e. if a shortfall is first identified after 5 years the cash in lieu contribution is based on a 25year duration].

ii) Air Quality Contribution: A financial contribution amounting to £32,092 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) Section 278: Obligation for the developer to enter a 1980 Highways Act s.278 agreement with the Council to make permanent alterations or improvements to the adopted highway. This will include, but is not limited to, the changes to the access into the development site which intersects with Sipson Road.

v) 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.

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vi) 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.

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 resulting from 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 and agree any changes requested by the Greater London Authority.

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 mitigate the impacts posed by the proposed development (in respect of Carbon Offsetting, Air Quality, Travel Planning, Highways Safety, and Employment). 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 55-57 of the National Planning Policy Framework (2023).'

E) That if the application is approved, that the permission is subject to the Conditions as set out in Appendix 1.

1 Executive Summary

- 1.1 This application seeks permission for a 'Centre of Excellence' for servicing and repair of Airside Support Vehicles (Use Class B2), consisting of a service building with 7no. service bays and 1no. storage bay, an ancillary two storey office building, with associated hardstanding, parking, a wash bay, plant, solar PVs, landscaping and drainage.
- 1.2 The proposed development is considered acceptable in land use terms. Whilst the development would be considered inappropriate development within the Green Belt, very special circumstances are considered to exist. Notably, the need to support Heathrow Airport, the demonstration of no suitable and available non-Green Belt sites for the proposed use, and provision of significant biodiversity enhancements weigh in favour of the proposal. As agreed by the Greater London Authority and the Council's Planning Policy Team, these factors cumulatively weigh up to conclude that very special circumstances exist to

clearly outweigh the harm posed to the Green Belt by reason of inappropriateness.

- 1.3 The economic benefit of commercial development is acknowledged and supported by national, regional and local planning policies. As noted under Paragraph 85 of the National Planning Policy Framework (NPPF) (2023), significant weight should be placed on the need to support economic growth and productivity.
- 1.4 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.
- 1.5 Due regard has been given to local residents' objections; however, it is concluded that the proposal complies with the Development Plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

2 The Site and Locality

- 2.1 The application site is located on the eastern side of Sipson Road and measures approximately 1 hectare in area. The site comprises an area of hardstanding and redundant structures associated with the former Sipson Village Garden Centre. A hotel is located to the north of the site and Sipson Village is located to the south. The site is also bound by the M4 to the east.
- 2.2 The site is located within designated Green Belt and is classed as Grade 1 (best and most versatile) agricultural land. The site forms part of the Hillingdon Air Quality Management Area and the Sipson Air Quality Focus Area. The land is also located within the Heathrow Archaeological Priority Zone and is potentially contaminated. According to Transport for London's (TfL) WebCAT planning tool, the site has an accessibility rating of 1b (poor).
- 2.3 A location plan outlining the site in red, and a street view image of the application property is shown in Figures 1 and 2.

Figure 1: Location Plan (application site edged red)

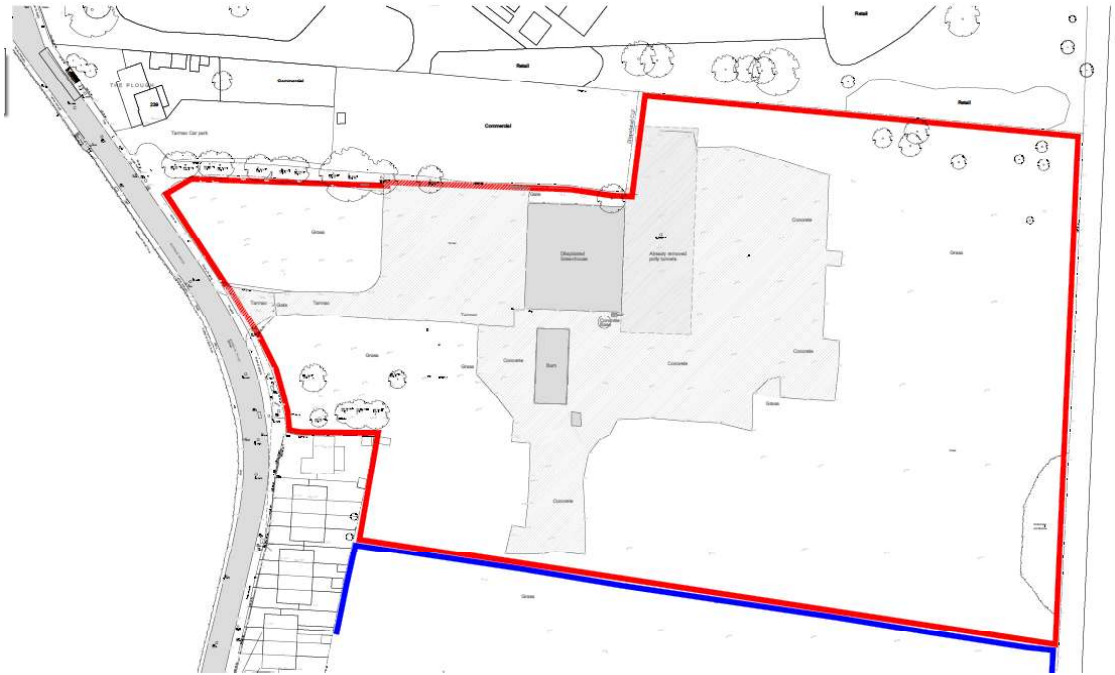


Figure 2: Street View Image of the Application Property



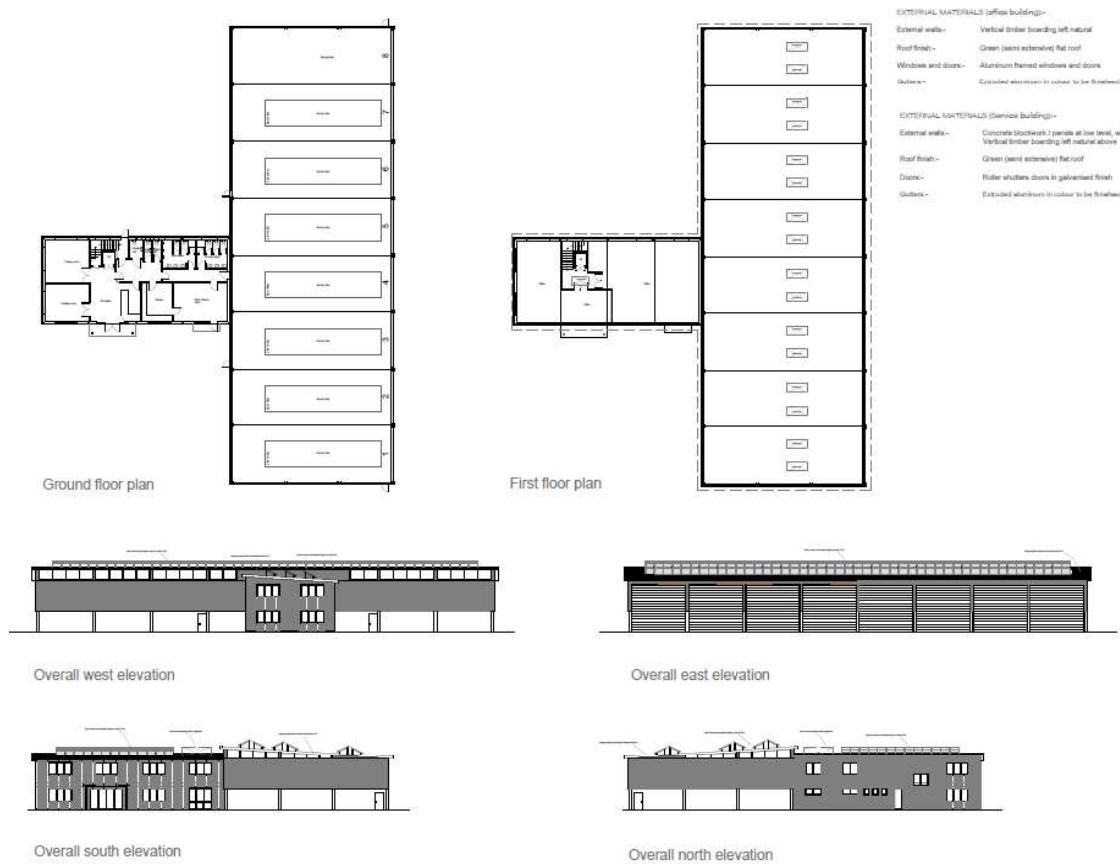
3 Proposal

- 3.1 This application seeks permission for a 'Centre of Excellence' for servicing and repair of electric Heathrow Airport airside support vehicles (Use Class B2). The main service building proposed would comprise 980m² Gross Internal Area (GIA) / 1020m² Gross External Area (GEA) floorspace, including 7no. internal service bays and 1no. storage bay. This would be attached to an ancillary two-storey office building with 400m² GIA / 442m² GEA. Both buildings are proposed with green roofs and photovoltaic (PV) solar panels.
- 3.2 Separate from the main building, circa 5,687m² of hardstanding is proposed and would facilitate 15 no. external parking spaces for larger vehicles (including 6 no. spaces measuring 16.5m long and 9 no. spaces measuring 13.5m long), 34 no. staff and visitor car parking spaces (including 3 no. accessible car parking spaces), and a wash bay. The majority of the site would comprise soft landscaping. This would consist of planted areas, and alongside sustainable urban drainage features, would be concentrated in the east, south and west sections of the site.
- 3.3 During the course of the application, minor amendments were submitted. The amendments submitted confirm the provision of secure and sheltered cycle storage and provision of shower facilities in the ancillary office space.

Figure 3: Proposed Site Plan (please note – a larger version of plan can be found in the Committee Plans Pack)



Figure 4: Proposed Elevations and Floorplans (please note – a larger version of plan can be found in the Committee Plan Pack)



4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.
- 4.2 Application reference 67666/APP/2019/1245 was granted consent on 25th June 2021 for the reinstatement of a Garden Centre with replacement buildings, outdoor sales areas, hard-standing, associated car parking and landscaping. Although this planning permission was not implemented, it is highlighted that this permission is a material planning consideration and establishes the precedent for development on this plot of land which is designated Green Belt.
- 4.3 Application reference 67666/APP/2021/2977 sought planning permission for a specialist vehicle storage area for a temporary period of 2 years and was refused permission for the following reasons:

"1. The proposed development, by reason of the number, size and siting of vehicles, the expected vehicle movements in and out of the site and the 24-hour use of the site, would not preserve the openness of the Green Belt and would

constitute inappropriate development within designated Green Belt land. Very special circumstances have not been sufficiently evidenced in order to outweigh the harm to the Green Belt by reason of inappropriateness. As such, the proposal is contrary to Policy EM2 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 4 of the Hillingdon Local Plan: Part 2 (2020), Policy G2 of the London Plan (2021) and Paragraphs 147 to 150 of the National Planning Policy Framework (2021).

2. The on-site parking arrangements (including vehicles parked to the West of the site), results in a detrimental impact on the street scene and visual amenities of the area, contrary to Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020), Policy D3 of the London Plan (2021), paragraph 130 of the National Planning Policy Framework (2021) and the National Design Guide (2021).

3. Insufficient information has been submitted to demonstrate that the proposed use would avoid significant adverse impacts on the health and quality of life of neighbouring residents, contrary to Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020), Policy D14 of the London Plan (2021) and paragraph 130 of the National Planning Policy Framework (2021).

4. The location of the entrance gates, just 13 metres from the public highway, would result in large vehicles overhanging onto Sipson Road when they are closed. As such, the proposal creates a use with a layout which would be prejudicial to the free-flow of traffic and the safety of all highway users, contrary to Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020), Policy T4 of the London Plan (2021), and paragraphs 110 and 112 of the National Planning Policy Framework (2021).

5. The applicant has failed to secure Section 106 planning obligations required as a consequence of demands created by the proposed development (in respect of air quality, travel planning, project management and monitoring). 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 55-57 of the National Planning Policy Framework (2021)."

- 4.4 The current application is similar to that submitted under application reference 67666/APP/2021/2977 but it is not entirely the same. The current application does not seek retrospective permission for the existing unlawful operations on the site. The application seeks permission for a new form of development for the purposes of servicing and repair of electric Heathrow Airport airside support vehicles (Use Class B2).

5 Planning Policy

- 5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

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6 Consultations and Representations

- 6.1 A total of 97no. 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 21st February 2024. A total of four objections were received from neighbouring residents.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
A total of four letters of objection were received from neighbouring residents.	1. The development will cause highways safety issues.	Noted. Please refer to paras. 7.79 – 7.100 (Transport).
	2. The development will cause unacceptable noise disturbance.	Noted. Please refer to paras. 7.44 – 7.52 (Environmental Issues) and conditions 8 (hours of operation) and 9 (noise levels).
	3. The development will result in unacceptable air quality emissions.	Noted. Please refer to paras. 7.55-7.57 (Air Quality), conditions 10 (NRMM) and 13 (CMLP) and Head of Terms no. ii (Air Quality Contribution).
	4. The development will result in flooding.	Noted. Please refer to paras. 7.69 – 7.73 and conditions 22 (SuDs details) and 24 (SuDs verification).
	5. The site is already being used for storage of vehicles without planning permission.	Whilst it is noted that the site is currently being operated unlawfully, this does not impact on the consideration of the current application.
	6. The site is part of Green Belt land and should not be developed.	Noted. Please refer to paras. 7.6 – 7.13.

	7. The development will remove greenery.	Noted. Please refer to paras. 7.58-7.68.
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
<p>Heathrow Villages Conservation Area Advisory Panel:</p> <p>1. The development is inappropriate development in the Green Belt with no very special circumstances.</p> <p>2. The development would be a commercial intrusion that detracts from the semi-rural surroundings. It is far larger-scale in terms of building volumes than the old single-storey garden centre.</p> <p>3. The development will generate additional traffic on Sipson Road which is already subject to traffic.</p> <p>4. The development is airport-related development that is extending the footprint of the airport into the surrounding area rather than containing it.</p> <p>5. The previous refusal means the current use is unlawful and enforcement action must be taken to close it down.</p> <p>6. The application should be refused.</p>	<p>The Heathrow Villages Conservation Area Advisory Panel comments are noted.</p> <p>1. The impact of the proposed development on the Green Belt, its appropriateness and very special circumstances are considered and addressed within paras. 7.6 – 7.13 of this report.</p> <p>2. The impact on the character and appearance of the area is addressed within paras. 7.19 – 7.32 of this report.</p> <p>3. The impact on the local highways network is addressed in paras. 7.79 – 7.100 of this report.</p> <p>4. Noted.</p> <p>5. Whilst the existing unlawful operation of the site is noted, it is emphasised that this should not prejudice the consideration of the current application which notably does not seek retrospective planning permission for existing operations.</p> <p>6. Noted.</p>

<p>Thames Water:</p> <p>A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution.</p> <p>Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.</p> <p>Groundwater 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, an informative should be added.</p> <p>With regard to surface water drainage, developers should follow the sequential approach to the disposal of surface water, in accordance with Policy SI 13 of the London Plan (2021). Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.</p> <p>Regarding the wastewater network and sewage treatment works infrastructure capacity, Thames Water raise no objection to the above planning application, based on the information provided.</p>	<p>The Thames Water comments are noted. Informative 9 is proposed to be added to any decision for approval.</p>
<p>National Air Traffic Services (NATS):</p> <p>The proposed development does not conflict with NATS safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.</p>	<p>The NATS comments are noted.</p>
<p>Heathrow Airport Safeguarding:</p> <p>The proposed development has been examined from an aerodrome safeguarding</p>	<p>The Heathrow Airport Safeguarding comments are noted. Please refer to</p>

<p>perspective and could conflict with safeguarding criteria unless any permission granted is subject to a planning condition for a Bird Hazard Management Plan.</p>	<p>Condition 20 (Bird Hazard Management Plan).</p>
<p>Ministry of Defence:</p> <p>The proposed development would be considered to have no detrimental impact on the operation or capability of a defence site or asset. The MOD has no objection to the development proposed.</p>	<p>The Ministry of Defence comments are noted.</p>
<p>London Fire Brigade:</p> <p>The PV panels proposed should be installed correctly to avoid fire hazards associated with poorly fitted installations. Maintenance access should be provided. It is our expectation that suitable isolation controls will be provided for use by firefighters.</p> <p>It should be ensured that the roof coverings are in accordance with table B2 of Approved Document B: 2019. Where no permanent irrigation system is installed, the organic content is limited to less than 20% of the growing medium and peat free organic material is used. Please also note the requirements for fire breaks on green roofs which should be provided around perimeters, openings and every 40 metres on larger roofs.</p> <p>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.</p>	<p>The London Fire Brigade comments are noted.</p> <p>It is noted that the development should accord with the relevant Building Regulation requirements.</p> <p>Fire safety matters are also to be addressed through Condition 33 (Fire Safety).</p>
<p>Greater London Archaeological Advisory Service (GLAAS):</p> <p>The significance of the asset and scale of harm to it is such that the effect can be managed using a planning condition requiring the submission of a written scheme of accommodation.</p>	<p>The GLAAS comments are noted. Please refer to Condition 25 (WSI).</p>

<p>Transport for London (TfL):</p> <p>The Transport Note dated April 2024 has been reviewed and the following comments are made:</p> <ul style="list-style-type: none"> - Concerns regarding pedestrian and cycle access arrangements have been addressed. - A nighttime Active Travel Zone Assessment has been submitted and is accepted. - Further justification for the operational servicing bays has been provided. <p>In terms of staff car parking, we don't accept that 34 car parks are required for staff and visitors which exceeds the 32 staff to be present on site and exceeds the car parking standard for opportunity areas. The applicant needs to clarify if all 32 staff will be always present or if the site will operate on shift schedule.</p> <p>The applicant needs to clarify if any shower/locker facilities for staff will be provided to support modal shift which should be a goal within the Travel Plan.</p>	<p>The TfL comments are noted.</p> <p>Please refer to paras. 7.79 – 7.100 for consideration of transport matters.</p> <p>Paragraph 4.2 of the Highways Response Note (Dated 22nd April 2024) states that one female and one male shower will be provided within the changing facilities within the employee building and is marked on the site layout. These facilities are also shown on drawing reference 10760.05 Rev. E. Facilities are therefore proposed to support the Travel Plan.</p>
<p>Greater London Authority (GLA) (Stage 1):</p> <p>Strategic Issues Summary</p> <p>Land use principles: The proposals are inappropriate development in the Green Belt and by definition harmful to it. However, very special circumstances relating to the improvements to Green Belt, ecology and biodiversity, employment and economic benefits and the lack of an alternative site exist so as to justify the proposed development. On balance, the harm proposed to Green Belt with respect to a loss of openness is suitably off set by the benefits arising from the scheme (subject to these being appropriately secured).</p> <p>Urban design: Given the location and use of the site, the design of the proposed</p>	<p>The GLA's Stage 1 comments are noted.</p> <p>Please refer to paras. 7.6 – 7.13 for consideration of Green Belt matters.</p> <p>Please refer to paras. 7.19 – 7.32 for consideration of design matters.</p> <p>Please refer to paras. 7.79 – 7.100 for consideration of transport matters.</p>

<p>development is generally supported subject to a very special circumstances case.</p> <p>Transport: Car parking should be reduced in line with the London Plan standards for the Heathrow Opportunity Area. The applicant must also clarify and provide safe access for pedestrians and cyclists, provide secure cycle storage, as well as providing a Travel Plan, Deliveries and Servicing Plan and Construction Logistics Plan.</p> <p>Other issues regarding sustainable development and environmental issues also require resolution prior to the Mayor's decision making stage.</p> <p>Recommendation</p> <p>That Hillingdon Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 76. Possible remedies set out in this report could address these deficiencies.</p>	
<p>Internal Consultation</p>	
<p>Planning Policy Officer:</p> <p>The development is considered inappropriate development within the Green Belt.</p> <p>To demonstrate very special circumstances (VSC), the applicant must also demonstrate a requirement for a Green Belt location. This can be demonstrated in part by providing evidence of alternative sites that were considered and if they were not appropriate for this development, providing reasons as to why they were inappropriate and why the application site is the most appropriate. As part of the alternative sites assessment, reasons as to why the application site is an ideal site for their needs and why alternative sites they considered are not, are needed. This search for sites should be extensive, as the NPPF states that significant weight should be given to harm to the Green Belt.</p>	<p>The Planning Policy Officer comments are noted.</p> <p>Matters relating to the principle of development and Green Belt are addressed in paras. 7.6 – 7.13. of this report.</p>

<p>The applicant has been consistent in outlining the requirement to be located within 2km of the airport, which is accepted. The applicant has also outlined that for operational reasons, the proposed site must be within 3km of the other AGS site on Bath Road. These two requirements limit the search area for alternative sites to a smaller area and so it is accepted that this may yield a lower number of suitable alternative sites which are within the applicant's locational requirements and also outside of the Green Belt. The applicant has presented four alternative sites which were considered and has set out the reasons why these sites were not suitable. The reasons for these sites not being suitable alternatives is accepted, and so on balance, combined with the other cases for VSC outlined above, it is considered that the applicant has demonstrated that VSC exists. Considered alongside the applicant's efforts to minimise the impact of the proposed development on the openness of the Green Belt, the proposal is considered acceptable on balance.</p>	
<p>Urban Design Officer:</p> <p>While the proposal to repurpose the underutilised site is welcomed in principle, the applicant has yet to provide sufficient justification for the increase in height, bulk, hardstanding areas, and parking provisions. Although additional trees and vegetation have been added, there is still room for improvement in their distribution and integration with the site, as well as the possibility of introducing wildflower meadows where feasible. While there are no major concerns regarding the chosen facade materials in principle, given the industrial nature of the proposal, it's crucial that the colour and finish are agreed upon through the submitted information to ensure they blend well with and are sympathetic to the adjacent Sipson village and the Green Belt location.</p> <p>The current application represents a departure from the established operation of the site due</p>	<p>The Urban Design Officer comments are noted.</p> <p>Matters relating to design are addressed in paras. 7.19 – 7.32 of this report.</p> <p>Please also refer to paras. 7.6 – 7.13 for consideration of Green Belt matters.</p> <p>The final design details of the materials and landscape scheme are proposed to be secured by Conditions 18 (Materials) and 19 (Landscape Scheme).</p>

<p>to the increased size of the proposed buildings and the effects of the quantity of large vehicles and cars being parked on-site. The increase in building volume and associated elements of the proposal is potentially impacting the openness of the Green Belt (concerning requirements of Hillingdon DMEI 4 policy and Paragraph 154 of the NPPF).</p>	
<p>Access Officer:</p> <p>This proposal has been assessed against the requirements of London Plan policy D5, which seeks to secure the highest standards of inclusive design. The intention is to construct a new class B2 unit for the servicing and maintenance of airside support vehicles. Adjacent to the unit is an office building, which appears to be fundamentally wheelchair accessible on the ground floor, with lift access shown on plan to the first floor. The associated car park has 32 parking spaces, including 3 accessible parking bays, detailing a 1.2m transfer zone to one side of the bays. Conclusion: acceptable. No accessibility concerns are raised, however an informative regarding the Equality Act 2010 should be attached to any approval.</p>	<p>The Access Officer comments are noted.</p> <p>Matters relating to access are addressed in paras. 7.33 – 7.36 of this report.</p> <p>Please refer to Informative no. 6.</p>
<p>Building Control Officer:</p> <p>1. The Fire Statement document addresses and references Policy D12 but should also include</p> <ul style="list-style-type: none"> - A site plan to show the layout and positioning of the fire appliances. - Assembly Points locations on the site plan. <p>The document states that assembly points are currently undetermined, but these should already be finalised at this stage and shown on the site plan.</p> <p>2. The drainage strategy should include a general provision for drainage during construction, as this will increase settlement of rainwater.</p>	<p>The Building Control Officer comments are noted.</p> <p>Matters relating to fire safety are addressed by Condition 33 (Fire Safety).</p> <p>Matters relating to the drainage strategy are addressed by Condition 20 (SuDs).</p> <p>Matters relating to the construction are addressed by Condition 13 (CMPLP).</p>

<p>3. The outline construction and demolition method statement should reference management of asbestos as buildings constructed pre-2000 are very likely to contain some asbestos.</p>	
<p>Highways Officer:</p> <p>Access</p> <p>The largest vehicle that would access the site would be a 19.830m tow truck with a catering ‘Mallaghan’ vehicle. The tow truck would make one-way trips to the site with the catering truck leaving the site independently after repair which would be acceptable. The swept path for the vehicle would be acceptable.</p> <p>The southern radius of the bellmouth to the entrance of the site from A408 Sipson Road, makes the southern exit from the site more onerous for large vehicles whilst reducing the crossing distance for pedestrians which would improve safety and would be acceptable. Tactile paving across the site access would be provided.</p> <p>A shared foot/cycle path would be provided on the northern side of the access road between A408 Sipson Road and would lead to a cycle store located close to the entrance. Details should be secured by condition.</p> <p>The applicant should be informed that all works to the adopted highway would be required to be carried out under s184 Highways Act at the applicant’s/developer’s expense.</p> <p>Concerns remain regarding the number of HGV movements that would be generated by the site. A condition should be secured to prevent HGV movements to and from the site during peak times 07.30-09.30 and 15.30-18.00 to reduce congestion and road danger.</p> <p>Construction Logistics Plan (CLP)</p>	<p>The Highways Officer comments are noted.</p> <p>Matters relating to transport are addressed in paras. 7.79 – 7.100 of this report.</p>

<p>The CLP submitted is broadly acceptable, however, a condition securing the final CLP is recommended.</p> <p>Recommendation</p> <p>The Highway Authority are satisfied that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns and would therefore offer no objection to the application subject to conditions.</p>	
<p>Air Quality Officer:</p> <p>The proposed development is air quality neutral but not air quality positive.</p> <p>The undiscounted level of mitigation required to the proposed development for traffic emissions is £35,658. Once all deductions were applied, the remaining value of mitigation due is £32,092. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (0%), contribution to long term LBH strategic long-term strategies and public service projects (0%), totalling a reduction of £3,566.</p> <p>Therefore, a section 106 agreement with the LPA of £32,092 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.</p> <p>Conditions should also be secured in order to reduce emissions associated with construction and demolition.</p>	<p>The Air Quality Officer comments are noted.</p> <p>Please see the 'Summary of Recommendation' section and paras. paras. 7.55-7.57 for confirmation that £32,092 fee is proposed to be secured via a Section 106 legal agreement.</p> <p>Please also refer to Conditions 10 (NRMM) and 13 (CMLP).</p>
<p>Flooding and Drainage Specialist:</p> <p>No objection subject to condition which secures the following:</p>	<p>The Flooding and Drainage Specialist comments are noted.</p> <p>Matters relating to flood and water management are</p>

<ul style="list-style-type: none"> - The applicant should address the potential for the inclusion of rainwater harvesting at detailed design stage. - Maintenance tasks and frequencies should be provided for the green roof. - A maintenance owner should be named. - Exceedance flow routes should be provided on a diagram with a description of how exceedance should be managed. - The green roof should be included on the drainage diagram. 	<p>addressed in paras. 7.69-7.76 of this report.</p>
<p>Noise Specialist:</p> <p>Sufficient information has been provided by the Applicant to make a recommendation with respect to noise. It is recommended that no objection is made on noise grounds subject to conditions which limit hours of operation and noise levels.</p>	<p>The Noise Specialist comments are noted.</p> <p>Matters relating to noise are addressed in paras. 7.44 – 7.52 of this report.</p> <p>Please also refer to Conditions 8 (Hours of Operation) and 9 (Noise Levels).</p>

7 Planning Assessment

7.1 Land Use Principles

Industrial Use

- 7.2 This application seeks permission for a 'Centre of Excellence' for servicing and repair of Airside Support Vehicles (Use Class B2). The principle of the proposed development is inherently linked with the site's designation as part of the Green Belt which is discussed in paras. 7.6 – 7.13 of this report.
- 7.3 The site is not designated for employment or industrial uses but was formerly occupied by the Sipson Village Garden Centre which would fall under Use Class E. Planning permission was granted in 2020, under application reference 67666/APP/2019/1245, for the reinstatement of the garden centre with replacement buildings, outdoor sales areas, hard-standing, associated car parking and landscaping. This permission was not implemented, and the site has since been operated unlawfully for storage of vehicles associated with AGS Automania Garage Services.
- 7.4 The current application submission would redevelop the site to provide a vehicle service building (Use Class B2), two-storey office building and use of site for

maintenance of airside support vehicles with ancillary external storage of vehicles. This would constitute a change of use.

- 7.5 There are no specific land use policies which would preclude the occupation and operation of the application site for Use Class B2 and as such, no issues are raised in principle, subject to the detailed consideration of the application in the following sections of the report.

Impact on Green Belt

- 7.6 Policies G2 of the London Plan (2021), EM2 of the Hillingdon Local Plan: Part 1 (2012), DMEI 4 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, set out that substantial weight is given to any harm to the Green Belt and that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in 'very special circumstances'. These aims are also supported by the NPPF (2023) at chapter 13, including paragraph 154 which sets out exceptions to inappropriate development in the Green Belt, including:
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;...
 - g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development.
- 7.7 Table 1 and 3 of the Planning Statement lists out the relevant metrics for the proposed development. It is noted that when compared to the development approved under application reference 67666/APP/2019/1245 for a reinstated garden centre, the proposal reduces the amount of hardstanding by 1,457m² (20.4%) and building footprint by 967m² (44.2%) but increases the height of buildings by circa 1m and the volume of buildings on-site by 963m³. Whilst the previous approval on this site is a material planning consideration, the test for appropriateness outlined under point d) above is whether the proposed development would be materially larger than the existing development. The existing development is less extensive than the development previously approved and it is concluded that the proposal would be materially larger as result. With respect to point g), it is noted that the development would include development of land which was not previously developed. As such, this exception also is not applicable to the proposal.
- 7.8 In terms of the impact on the openness, it is noted that the views outlined in the Landscape and Visual Impact Assessment submitted do demonstrate that the development will result in reduced perceived openness, although it is noted that any such reduction in openness will not be significant by virtue of the building itself. There is also expected to be significant traffic generation, including 15 larger parking spaces to the rear measuring between 13.5m and 16.5m in length.

- 7.9 In accordance with the above assessment, it is concluded that the proposed development does not constitute appropriate development within the Green Belt. As such, very special circumstances need to be demonstrated to outweigh the inappropriateness of development proposed.
- 7.10 The applicant has set out reasons for very special circumstances, including:
*“a. The site is previously developed and is in a poor state of appearance.
b. The site's security is threatened and a long-term sustainable occupation for passive/ natural security minimises this risk and the greater harm and disruption that it may cause.
c. The proposed development will contribute to UK PLC as a result of its direct support for the UK's busiest airport.
d. There is no sequentially preferable location currently available for the proposed operation and there is a justification for the locational proximity to the airport.
e. That the development will be Zero Carbon in operation.
f. That the embodied Carbon of the development will be minimised via a fabric first approach.
g. That the development will not result in a detrimental visual impact given its context.
h. That the development offers substantial enhancement to the site's landscape both visually, and in respect of ecological value/ biodiversity net gain.
i. That the development will result in additional local employment, including opportunity for skilled training and apprenticeships schemes in association with the local education authority and local institutions.”*
- 7.11 It is considered that these reasons would not represent a case for very special circumstances. However, when viewed cumulatively, there are matters which are considered to weigh in favour of very special circumstances existing, including the need to support Heathrow Airport, the demonstration of no suitable and available non-Green Belt sites for the proposed use, and provision of significant biodiversity enhancements.
- 7.12 To demonstrate very special circumstances, the applicant must also demonstrate a requirement for a Green Belt location. The applicant has been consistent in outlining the requirement to be located within 2km of the airport, which is accepted. The applicant has also outlined that for operational reasons, the proposed site must be within 3km of the other AGS site on Bath Road. These two requirements limit the search area for alternative sites to a smaller area and it is accepted that this may yield a lower number of suitable alternative sites which are within the applicant's locational requirements and also outside of the Green Belt. The applicant has presented four alternative sites which were considered and discounted as not suitable. In consultation with the Council's Planning Policy Team and the Greater London Authority, it is accepted that there are no alternative sites in non-Green Belt locations which meet the locational and operational requirements of the proposed development.
- 7.13 On balance, it is considered that the applicant has demonstrated that very special circumstances exist, in accordance with the NPPF (2023), Policy G2 of

the London Plan (2021), Policy EM2 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 4 of the Hillingdon Local Plan: Part 2 (2020).

7.14 *Employment Use*

It is noted that Policy E2 of the London Plan (2021) requires that B Use Class business uses should be fit for purpose. Policy E4 of the London Plan (2021) states that additional industrial capacity should be prioritised in locations that are accessible.

7.15 It is understood that the proposal would have good access to the M4 and would support the function of London Heathrow Airport. It is important that the proposed office space is ancillary to the primary function of the site for vehicle servicing (Use Class B2). If recommended for approval, this would be secured by planning condition.

7.16 Based on the information submitted, the proposed development would create over 30 new jobs on a vacant site. Additionally, the Planning Statement notes an aspiration to establish a local apprenticeship scheme which would be supported. In addition to this, the applicant notes that the proposed development would help contribute to the UK's economy as it directly supports Heathrow Airport, which is the country's busiest airport.

7.17 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. An employment strategy and construction training scheme is proposed to be secured by a Section 106 legal agreement under Head of Term (v).

Economy

7.18 Paragraph 85 of the NPPF (2023) states that significant weight should be placed on the need to support economic growth and productivity. It is agreed that there would be economic benefits arising from the proposed scheme and significant weight is afforded to such benefits.

Design

Impact on the Character and Appearance of the Area

7.19 Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the

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Committee Report Part 3 - Policy Appendix, and in summary, seek to secure a high quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would improve the quality of the public realm and respect local character. These aims are also supported by the NPPF (2023) at chapter 12.

- 7.20 The existing development consists of hardstanding and a series of single storey structures associated with the previous Sipson Garden Centre and the ongoing unlawful operation of the site for vehicle storage purposes. The site sits between a public house and hotel, which are to the north, open green fields to the east and west, and a row of residential properties to the south. The site sits within the designated Green Belt and is characterised as such.
- 7.21 This proposed development would comprise a vehicle service building (Use Class B2), two-storey office building and use of site for maintenance of airside support vehicles with ancillary external storage of vehicles. Following the submission of amended plans, the proposal would comprise:
- 5,687m² of hardstanding;
 - 1,219m² of building footprint;
 - 7,884m³ of building volume;
 - 8 no. internal vehicle servicing bays;
 - 15 no. external parking spaces for larger vehicles, including 6 no. spaces measuring 16.5m long and 9 no. spaces measuring 13.5m long;
 - 34 no. car parking spaces, including 3 no. accessible car parking spaces, for use by staff and visitors; and
 - Wash bay structure covering an area of approximately 175m².
- 7.22 The two-storey office building would provide a reception, meeting room, kitchen, drivers rest room, office space and toilets. The office element is located near to the entrance to the site, with staff and visitor parking located to the west and south. Approximately 400m² of office floor space would be provided and would be split over two floors.
- 7.23 Next to and abutting the office element is the proposed servicing building formed of 8 no. bays of 6.60m wide by 19m deep each, totalling 52m in length. This amounts to 1,007m² and would accommodate vehicles up to 13.5m long.
- 7.24 The green space at the front (western) side of the site will be retained to provide a landscape buffer and further tree planting is proposed within the wider landscape, including to the rear of the site (east and south).
- 7.25 For context, it should be highlighted that the previous application submitted on this site (reference 67666/APP/2021/2977) was refused for several reasons, including the considered detrimental impact to the street scene and visual amenities of the area. Although the plans submitted under that application indicated that vehicles were to be stored to the rear of the site, a visit to the site made it clear that this was not how the site was functioning. Large vehicles,

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including buses and coaches, were being stored to the front of the site. Inevitably, it was considered that this previous proposal would change the character of the site from what could have been a welcoming garden centre to a rather unwelcoming private storage yard. This was compounded by unauthorised works, including the erection of further unwelcoming elements of development, including a palisade fence to the front of the site, a temporary security hut and three portakabin structures.

- 7.26 The current application addresses several concerns previously raised, including the layout of the site which precludes the parking of larger vehicles to the front of the site in the main. The existing unlawful palisade fence to the front is proposed to be replaced by hedgerow which would sit in front of a new green painted fence. The plan states that palisade fencing is proposed but weldmesh fencing is preferred. The detail of this fencing would be secured under Condition 19 (Landscape Scheme).
- 7.27 The inclusion of green roofs and PV panels to the service building and office building is welcomed and accords with the planning policy requirements for such proposals.
- 7.28 The service building uses a simple steel frame, with concrete infill panels at low level. Above the concrete panels, the walls are formed of simple profiled metal cladding. The overall approach is that of a simple modern farm/rural building.
- 7.29 The proposed office building is located at the front of the building and would be more visible from the main approach to the site. The finish of the external walls has been changed to a less industrial form and the use of a look-a-like timber board product.
- 7.30 The final materials are proposed to be secured by Condition 18 (Materials) to ensure the delivery of high-quality development.
- 7.31 The proposed reduction in hardscape area, buildings volume and vehicle parking are a notable improvement on the existing scenario.
- 7.32 In conclusion, the information submitted is considered to sufficiently demonstrate that the development would not be harmful to the street scene and would instead harmonise with the visual amenities of the area. Subject to appropriately worded conditions, the development is considered to accord with the requirements of Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020), Policy D3 of the London Plan (2021), paragraph 131 of the NPPF (2023).

Accessibility

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

- 7.34 Whilst the primary use proposed is for the B2 servicing and maintenance of electric Heathrow Airport airside support vehicles, an ancillary office space is also proposed. The Council's Access Officer has confirmed that the building would be fundamentally wheelchair accessible on the ground floor, with lift access shown on plan to the first floor. The associated car park includes 3no. accessible parking bays, detailing a 1.2m transfer zone to one side of the bays. The development is therefore considered to accord with the requirements of Policy D5 of the London Plan (2021).

Security

- 7.35 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. This is supported by Policy D11 of the London Plan (2021).
- 7.36 A secured by design condition has been recommended to achieve appropriate accreditation. Subject to Condition 30 (Secured by Design), the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

Fire Safety

- 7.37 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 would function in fire safety terms.
- 7.38 A Fire Statement has been submitted that demonstrates consideration of fire safety principles early in the development process. The London Fire Brigade have not raised any specific objections but have advised that the development should accord with Building Regulation requirements. Whilst the GLA have confirmed that the information submitted is sufficient and acceptable, the Council's Building Control Officer has requested further information in relation to the layout and positioning of fire appliances and assembly points. This is proposed to be secured by Condition 33 (Fire Safety). Subject to this condition, the proposal would accord with the requirements of Policy D12 of the London Plan (2021).

Heritage

- 7.39 The application site is not subject to a Conservation Area designation and does not contain any heritage assets, including statutory listed buildings or locally listed buildings.

Archaeology

- 7.40 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.
- 7.41 The application site forms part of the Heathrow Archaeological Priority Zone. GLAAS have been consulted and have commented that the application site lies within an area of well-documented archaeological interest with extensive prehistoric, Roman and early medieval archaeological remains. The applicant's desk-based assessment identifies potential harm mainly from the new buildings and SUDs basin, and possibly from landscaping and some services. GLAAS have therefore recommended that the applicant should submit a written scheme of investigation for approval prior to commencement of works. Planning Condition 25 is proposed to secure the written scheme of investigation. Subject to such a condition, the development would accord with the requirements of Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

Residential Amenity

Impact on Neighbours

- 7.42 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.43 Residential properties are located immediately to the south of the application site, including property numbers 241 to 263 Sipson Road. Taking into consideration the siting and extent of development proposed, it is considered unlikely that the redevelopment of the site as presented would impact the privacy of neighbouring residents or the receipt of daylight and sunlight. There would, however, be concerns regarding noise, vibration, dust and lighting impacts which are addressed in paras. 7.44 – 7.52 below.

Environmental Issues

Noise, Vibration, Dust and Lighting

- 7.44 Policy D14 of the London Plan (2021) states that development should reduce, manage, and mitigate noise to improve health and quality of life. This can be done by separating noise generating uses from noise sensitive uses. Mitigation can also be secured through screening, layout, orientation, uses and materials. This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).
- 7.45 As noted above, the site is located a short distance to the north of residential properties. These represent notable constraints on the permitted noise environment of any future use. In response to previous comments raised, the development has been proposed so that the orientation of the servicing building faces the roller doors away from the neighbouring residents, instead facing

eastwards towards the M4. The development has also been set away from residents, with the service building set circa 95m away to the north-east of the closest residential property, number 241 Sipson Road. The vehicle wash bay is also sited in the north-eastern corner of the site, 150m from the closest residential property, on the other side of the service building. Several trees are also proposed to be planted between the residential properties and the main area of development, providing an element of screening.

- 7.46 A Noise Assessment has been submitted and confirms that the hours of operation proposed are:
- Monday - Friday - 07:30 -18:00; and
 - Recovery of airside alternative fuel vehicles, which will be 24/7.
- 7.47 The more intense servicing operations will occur during the 07:30-18:00 core hours and only recovery operations will happen outside of these periods during the standard BS 4142:2014+A1:2019 daytime (07:00-23:00) and night-time (23:00-07:00).
- 7.48 The trip generation assessment states that there would be 18 operational vehicle movements in a typical working day. There are 7 internal vehicle servicing bays, leaving the eighth bay for storage. In the worst-case scenario, the vehicle access doors would be open whilst works are being undertaken, however, the Cover Letter (dated 23rd April 2024) submitted does state that the doors would be closed in the main. The exceptions to this are when vehicles are being moved in or out, or when ventilation is required during hot weather conditions. Vehicle servicing may involve the use of pneumatic tools, hammering, angle grinders and people shouting.
- 7.49 The plans also show a wash area, and a pressure washer has been included in this area. The wash bay has been assumed to be operational for 45 minutes in the worst case 1-hour daytime assessment period for core hours; this would allow approximately 3 vehicles to be cleaned thoroughly with a pressure washer.
- 7.50 The information submitted explains that the recovery operations would be much quieter than core hours operations and would include one heavy truck entering the site in the daytime assessment period of 1-hour or the night-time assessment period of 15-minutes.
- 7.51 The Council's Noise Specialist has been consulted and confirms that sufficient information has been submitted regarding noise related impacts. No objection has been raised subject to securing the necessary restrictions via planning condition.
- 7.52 Conditions 8 and 9 are proposed to restrict the hours of operation and restrict the permissible noise levels to protect the amenity of neighbouring residents. Subject to such conditions, the development would accord 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).

Odour

- 7.53 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.
- 7.54 It is noted that paragraph 188 of NPPF (2023) states that the focus of planning decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.

Air Quality

- 7.55 Policies SI 1 of the London Plan (2021), EM8 of the Hillingdon Local Plan: Part 1 (2012) and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard and improve air quality to protect existing and new sensitive receptors. These aims are also supported by the NPPF (2023) at chapter 15.
- 7.56 The application site forms part of the declared Sipson Air Quality Focus Area and Hillingdon Air Quality Management Area.
- 7.57 The Council's Air Quality Officer has confirmed that the proposed development is air quality neutral but not air quality positive, as required by its Focus Area status. It has been calculated that the air quality impact associated with traffic emissions could be mitigated through the payment of a £35,658 fee towards off-site air quality improvement works. A 10% discount, equal to £3,566, has been applied for the Travel Plan to be secured with any forthcoming permission. Subject to the securement of a £32,092 financial contribution towards the delivery of the Hillingdon air quality local action plan (please refer to S106 Head of Term ii), alongside Condition 10 for the reduction of emissions during construction, the development 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 (2023).

Trees and Landscaping

- 7.58 Policies G1 and G5 of the London Plan (2021), DMEI 1, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard existing trees and deliver high quality landscaping to enhance amenity, biodiversity, and green infrastructure. These aims are also supported by the NPPF (2023) at chapter 12.
- 7.59 Regarding landscaping, it is acknowledged that the proposals would commit to a significant improvement in planting. Through the rationalisation of development, namely a more efficient layout, the proposals would result in a

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reduction of 2,225m² (equivalent to 24%) of developed land at this Green Belt site. Much of the resulting site would comprise soft landscaping. This would consist of planted areas, and alongside sustainable urban drainage features, would be concentrated in the east, south and west sections of the site.

7.60 Notably, the existing unlawful palisade fencing would be replaced with hedge planting to the front. Whilst a new green palisade fence is proposed, this would be positioned behind the hedging and screened from view. The details of the boundary treatments would be secured under Condition 19, noting that there is a strong preference for weldmesh fencing instead of palisade fencing.

7.61 The Arboricultural Impact Assessment submitted proposes to remove 6 Category U trees (T21, T23, T24, T25, T28 and T29) and one group of Category C trees (G7). All remaining trees would be retained and protected. Further, the proposed site plan submitted commits to the planting of 126 new trees, with trees to be concentrated on all boundaries to provide screening to the development.

7.62 The final details of hard and soft landscaping are proposed to be secured by Condition 19 to ensure that the landscape scheme to be delivered is high quality and retained in the long term. Subject to this condition, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

7.63 *Urban Greening Factor*

Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London and that the target score for commercial development is 0.3.

7.64 The development reports an Urban Greening Factor score of 0.559 which exceeds the minimum requirements. This weighs in favour of the scheme in terms of the overall planning balance.

Biodiversity

7.65 The Environment Act 2021 has established that all major planning permissions granted in England must deliver at least 10% BNG from 12 February 2024. This application is exempt from these mandatory requirements (as the valid submission date of 10 January 2024 predates 'day one' of these requirements). Nevertheless, Paragraph 174 of the NPPF (2023) also 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).

7.67 The Biodiversity Net Gain Assessment submitted states that the development would deliver a net gain of 47.07% in habitat units and a net gain of 1387.68%

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in linear units. This is considered a significant benefit of the scheme and measures to deliver these uplifts must be appropriately secured.

- 7.68 The final details of a Biodiversity Net Gain Scheme which maximises net gains in biodiversity value for the development would be secured by Condition 21. Subject to such a condition, the proposal is considered to accord with the NPPF (2023), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Flood Risk

- 7.69 Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 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.
- 7.70 The application site is location in Flood Zone 1, meaning that the site is at very low risk of fluvial flooding. The proposed commercial use is considered to fall under the 'less vulnerable' classification. Accordingly, the proposal is appropriate in this location. The development is considered to accord with Policy SI 12 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020).

Drainage

- 7.71 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 Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).
- 7.72 The proposed development would remove impermeable hardstanding and replace it with soft landscaping, resulting in a net benefit to drainage. Two drainage basins are also proposed, alongside green roofs on both the main warehouse building and ancillary office building. The Council's Flooding and Drainage Specialist has confirmed no objection to the proposed drainage strategy, subject to the necessary planning conditions.
- 7.73 Conditions 22 and 24 have been recommended to secure the final details and implementation of the drainage scheme. Subject to these conditions, the scheme would accord with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) and Policy SI 13 of the London Plan (2021).

Water Infrastructure

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- 7.74 Policy SI 5 of the London Plan (2021) sets out water infrastructure requirements for commercial forms of development, including achieving at least the BREEAM excellent standard for the 'Wat 01' water category¹⁶⁰ or equivalent, measures to reduce water use, provide adequate wastewater infrastructure capacity and minimise the potential for misconnections between foul and surface water networks.
- 7.75 During the consultation process, Thames Water has confirmed no objection to the proposed development in respect of wastewater network and sewage treatment works. However, insufficient information has been submitted in respect of the BREEAM standards for Wat 01 credits and water metering and saving measures.
- 7.76 It is important to determine whether the submission of insufficient information needs to be resolved prior to determination or post approval via way of condition. The information requested is not of a unique nature and the information provided shows compliance with policy to the extent necessary at this stage of the process. Whilst it is accepted further information is necessary there is nothing to suggest that this would not be forthcoming. Securing the information by way of condition would satisfy the requirements of the planning policy. Subject to the Condition 23, the proposed development would accord with Policy SI 5 of the London Plan (2021).

Land Contamination

- 7.77 Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that development on potentially contaminated sites shall assess conditions and demonstrate that the site can be safely remediated. Planning conditions and S106 legal agreements can be used to secure the appropriate level of detail required.
- 7.78 A phase 1 contaminated land study has been submitted for consideration and is sufficient and acceptable for the initial stage of the planning process. Condition 16 is proposed to secure further 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).

Transport

- 7.79 Policies T4, T6, T6.2 of the London Plan (2021), DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to deliver development which is sustainable in transport terms and safeguards highway and pedestrian safety. These aims are also supported by the NPPF (2023) at chapter 9, including paragraph 115 of the NPPF (2020) which 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.

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Proposed Operation

- 7.80 This application seeks permission for a 'Centre of Excellence' for servicing and repair of Heathrow Airport electric airside support vehicles (Use Class B2). Specifically, this would involve two types of recovery vehicles, including tow trucks (measuring circa 9.50m L x 2.55m W x 3.95m H) and trucks with low-loaders attached (measuring circa 15.5m total length). There are five different types of electric vehicles to be recovered, including arctic trucks, catering trucks, vans, cars, and buses.
- 7.81 The core hours of use are proposed to be between 07:30 - 18:00 Monday to Friday and recovery of airside vehicles would be 24/7. The site would employ a total of 32 staff.

Staff and Visitor Car Parking

- 7.82 Policy T6.2 of the London Plan (2021) states that car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards and take account of the significantly lower employment density in such developments.
- 7.83 Policy T6.2, Table 10.4, of the London Plan (2021) outlines car parking requirements for Class B2 as follows:
- Outer London Opportunity Areas - Up to 1 space per 600m² gross internal area (GIA)
 - Outer London - Up to 1 space per 100m² (GIA)
- 7.84 A total of 34no. staff and visitor car parking spaces are proposed. Transport for London have requested that the number of spaces be reduced. Whilst the 34 spaces proposed would exceed the total number of staff (32) on-site at any one time, it would facilitate a changeover in shifts alongside any visitors to the site without detriment to local highway network conditions. The level proposed is therefore accepted on balance.

Disabled Person Car Parking

- 7.85 Policy T6.5, Table 10.6, of the London Plan (2021) states that 5% of all car parking spaces should be provided as designated disabled persons parking bays and 5% should be provided as enlarged parking bays which are capable of being converted to disabled persons parking. This would require the provision of 2no. disabled persons parking bays and 2no. enlarged parking bays.
- 7.86 The development proposes 3no. disabled persons parking bays and 3no. enlarged parking bays. This is accepted and secured by Condition 18.

HGV Parking

- 7.87 A total of 15no. external HGV parking spaces are proposed alongside 8 no. internal workshop HGV parking spaces.

Electric Vehicle Charging Points (EVCPs)

- 7.88 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.
- 7.89 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.
- 7.90 A total of 7no. active EVCPs are proposed to be provided to serve staff and visitor car parking. The remaining 27no. staff and visitor spaces would be provided with passive electric vehicle charging infrastructure. A total of 7no. HGV spaces would be served by active 22Kw EVCPs and 4no. additional 22Kw EVCPs would be provided within the workshop. This is accepted and is secured by Condition 18.

Cycle Parking

- 7.91 The published London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires that B2 developments provide 1no. long stay secure and undercover cycle parking space per 500m² and 1no. short stay secure cycle space per 1000m². This requires that at least 3no. long stay and 2no. short stay cycle parking spaces are provided.
- 7.92 The proposals have been amended to ensure that all 8no. cycle parking spaces proposed are secure and sheltered. There will be natural surveillance of the cycle parking due to parking being near the office building entrances. This is accepted and is to be secured by Condition 18.

Parking Design and Management Plan

- 7.93 As noted above, passive electric vehicle charging infrastructure is proposed. The applicant has therefore committed to increasing the number of electric vehicles charging spaces over time. The detail of a parking design and management plan is proposed to be secured under Condition 26.

Trip Generation

- 7.94 Based on the information submitted, it is estimated that the proposed operation would generate 18 movements per day. Including staff commuter movements, the site would generate 19.5 two-way vehicular trips in the AM peak and 19.5 for the PM peak, which represents a decrease in 3 movements in the PM peak than

the approved 2020 garden centre. The overall impact on the highway network is acceptable.

Vehicle and Pedestrian Access

- 7.95 Vehicular access to the application site is gained over a 6.5m wide access road from A408 Sipson Road with a 2.0m footway on its northern side providing pedestrian access. The plans submitted show the proposed site layout which would provide gates located approximately 20m back from the adopted highway which would allow a 16.5m articulated vehicle to wait off A408 Sipson Road while the gates are opened or closed preventing obstruction of the highway which would be acceptable.
- 7.96 The Highways Response Note (dated 22nd April 2024) was submitted during the application process and clarifies the type and size of vehicles which would be accessing the site. This is considered acceptable by the Council's Highways Authority.
- 7.97 The Healthy Streets Transport Assessment (dated December 2023) states that most vehicle movements from the application site would exit to the north to gain access to the M4 and the wider national highway network. Whilst this is noted, amendments to the access to reduce the southern radius to the bellmouth of the junction and the entry radius should be provided to deter vehicles turning left out of the application site. This would reduce the width of the junction and increase pedestrian safety. This is proposed to be secured by Condition 17 and the relevant Section 278 agreement would be secured under the proposed S106 Head of Term (iv). Condition 28 would also secure the final detailed operational management plan which would reduce the number of HGV movements to or from the site occurring during peak hours for traffic, further safeguarding pedestrian safety.

Active Travel Zone Assessment

- 7.98 An Active Travel Zone Assessment has been submitted under the Highways Response Note (dated 22nd April 2024). This identified two key routes and concludes that the routes are both safe, convenient, and supported by well-maintained streetlights and footways, as well as being overlooked by residents and oncoming vehicles. Tactile paving at the site entrance is identified as an improvement. As this forms part of the application site, contained within the defined red line boundary, this improvement is to be secured under Condition 18. Accordingly, no financial contribution needs to be secured by a Section 106 legal agreement for off-site highway improvement works.

Travel Plan

- 7.99 A detailed and finalised Travel Plan is proposed to be secured through the proposed S106 legal agreement, listed under Head of Term number (iii).

Construction Logistics Plan, Service Delivery Plan and Operations Management Plan

- 7.100 Having regard to comments received from TfL and the Highways Authority, a Construction Logistics Plan, Delivery and Servicing Plan and Operations Management Plan are proposed to be secured under Conditions 13, 27 and 29 respectively.

Transport Conclusion

- 7.101 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).

Sustainable Development

Whole-Life Carbon Cycle

- 7.102 Policy SI 2, Part F, of the London Plan (2021) states that development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.
- 7.103 The applicant has submitted a Whole Life-Cycle Carbon (WLC) assessment as required. Condition 32 would secure the submission of a post-construction assessment to report on the development's actual WLC emissions. Subject to such a condition, the proposal would accord with Policy SI 2, Part F, of the London Plan (2021).

CO2 Emissions

- 7.104 Policy SI 2 of the London Plan (2021) and DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) are relevant to the development proposed. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure major development proposals as net zero-carbon by reducing greenhouse gas emissions in operation and minimising energy demand in accordance with the energy hierarchy. These aims are also supported by the NPPF (2023) at chapter 14.
- 7.105 The Energy Statement states that the development would achieve 416% savings on-site, exceeding the minimum planning policy requirement of 35%. This is achieved by high efficiency systems, photovoltaic panels and an air source heat pump solution. Hence, there is no requirement to secure a financial contribution to achieve net zero-carbon. Condition 29 is proposed to secure the finalised energy strategy, alongside detail on monitoring, to ensure compliance with the requirements. A S106 planning obligation is proposed under Head of Term (i) to allow for a financial contribution to be secured if the development does not

achieve net zero-carbon. Subject to such conditions and planning obligations, the development would accord with Policy SI 2 of the London Plan (2021).

Energy Infrastructure

- 7.106 Policy SI 3 of the London Plan (2021) states that major development proposals should make provisions to connect into district heating networks, thereby utilising secondary heat sources.
- 7.107 The development is proposed to facilitate a future connection to a district heating scheme for export of low-grade heat should one become available. Planning Condition 11 is proposed to secure this commitment, ensuring compliance with Policy SI 3 of the London Plan (2021).

Overheating

- 7.108 Policy SI 4 of the London Plan (2021) states that development should minimise adverse impacts on the urban heat island and reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.
- 7.109 Section 8 of the Energy Statement submitted confirms compliance with the cooling hierarchy. The details submitted are accepted and the development is considered to accord with the requirements of Policy SI 4 of the London Plan (2021).

Circular Economy

- 7.110 Policy SI 7 and Policy D6 of the London Plan (2021) require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food. Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) supports this policy from a design perspective.
- 7.111 Specifically, Policy SI 7, Part B, of the London Plan (2021) states that referable applications should submit Circular Economy Statements to promote circular economy outcomes and aim to be net zero-waste. Policy EM11 of the Hillingdon Local Plan: Part 1 (2012) also supports these objectives.
- 7.112 An Operational Waste Management Strategy has been submitted for consideration. A bin storage area, containing 5no. 1100 litre bins and 1no. green waste bin, is proposed to be located between the main service building and ancillary officer building, screened by a vertical boarded timber enclosure. This would be easily accessed and is appropriately designed.
- 7.113 A Circular Economy Statement has been submitted for consideration. Whilst the GLA have requested that further information is submitted in relation to reported metrics and waste management, it is considered that these matters can be

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resolved post-committee as part of the GLA Stage 2 referral process. A post-construction circular economy monitoring report is also proposed to be secured by Condition 31. Subject to such a condition, the proposed development would accord with Policy SI 7 of the London Plan (2021).

Digital Connectivity

- 7.114 Policy SI 6 of the London Plan (2021) requires that development provides ducting space for full fibre connectivity.
- 7.115 Condition 12 is proposed and would ensure that sufficient ducting space for full fibre connectivity infrastructure is provided within the development. Subject to the recommended condition, the proposed development would accord with Policy SI 6 of the London Plan (2021).

8 Other Matters

Airport Safeguarding

- 8.1 Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states that 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.
- 8.2 The site is located within the 3km perimeter of Heathrow Airport and is sited circa 6.92km away from RAF Northolt. It is understood that taller vehicles, such as cranes, will not be stored on-site. The National Air Traffic Services, Heathrow Airport Ltd and the Ministry of Defence have been consulted and have confirmed no safeguarding objections, subject to securing a Bird Hazard Management Plan. Planning Condition 20 is proposed accordingly and subject to such a condition, the proposal would comply with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

Environmental Impact Assessment

- 8.3 The proposed development does not constitute EIA development as per The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Human Rights

- 8.4 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider

community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

- 8.5 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

Planning Obligations

- 8.6 Due consideration has been given to Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020), the National Planning Policy Framework (2023) and The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) with respect to securing appropriate planning obligations and the three tests that they must meet. On this basis it is only considered necessary, directly related to the development, and reasonable to request contributions and obligations for: carbon off-setting; air quality mitigation; travel plan and monitoring; s278 highways works; an employment strategy and construction training; and a project management and monitoring fee for the resultant agreement. The Heads of Terms are detail in the 'Summary of Recommendation' section of this report.

Community Infrastructure Levy

- 8.7 The community liability infrastructure levy (CIL) payable is as follows:
Hillingdon CIL: £0 ('All other uses' use type is charged £0)
Mayoral CIL: £25,284.55 (£60 per square metre plus indexation)
Total: £25,284.55

9 Conclusion / Planning Balance

- 9.1 This application seeks permission for a 'Centre of Excellence' for servicing and repair of Airside Support Vehicles (Use Class B2). The proposed development is considered acceptable in land use terms. Whilst the development would be considered inappropriate development within the Green Belt, very special circumstances are considered to exist to clearly outweigh the harm to the Green Belt by reason of inappropriateness, alongside the other harms identified within the main body of the report. The economic benefit of commercial development is acknowledged and supported by national, regional, and local planning policies.
- 9.2 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.

- 9.3 Due regard has been given to local residents' objections; however, it is concluded that the proposal complies with the Development Plan. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

10 Background Papers

- 10.1 Relevant published policies and documents considered in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.

APPENDICES

Planning Application

67666/APP/2023/3721

Appendix 1: Recommended Conditions and Informatives

Conditions

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:

10760.01 Rev. N Proposed Site Plan;
10760.02 Rev. A Existing Site Location Plan;
10760.04 Rev. F Overall Proposed Plans and Elevations;
10760.05 Rev. F Proposed Office Building Plans and Elevations;
10760.06 Rev. D Service Building Proposed Floor Plans;
10760.07 Rev. A Service Building Proposed Elevations;
10760.08 Rev. A Proposed Sections;
10760.09 Proposed Roof Plan;
10760.11 Proposed South Elevation;

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

REASON

To ensure the development complies with the provisions of the 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 and/or operated in accordance with the specified supporting plans and/or documents:

Noise Assessment (Dated January 2024);
Archaeological Desk-Based Assessment (Dated December 2023);
31667-HYD-XX-XX-RP-Y-5001 Issue PO2 Energy Statement (21st December 2023);
31667-HYD-XX-XX-RP-Y-5003 Issue P02 Circular Economy Statement (Dated 21st December 2023);
31667-HYD-XX-ZZ-RP-Y-5001 Issue P02 Whole Life Carbon Report (Dated 21st December 2023);

Fire Statement v.01 (Rev. B) (Dated 20th December 2023);
12998A Issue 1 Solar Photovoltaic Glint and Glare Study (Dated December 2023);
12998B Issue 2 Addendum to Solar Photovoltaic Glint and Glare Study (Dated April 2024);
GWPR5638/DS/October 2023 Issue v.1.01 Contamination Phase 1 Desk Study;
23.1621 Landscape Implementation and Management Plan (Dated December 2023);
Biodiversity Net Gain Assessment V2.0;
Preliminary Ecological Appraisal V2.0;
Arboricultural Impact Assessment (Dated 7th December 2023);
Air Quality Assessment (Dated January 2024); and
Flood Risk Assessment and Drainage Strategy Issue B (Dated 8th January 2024).

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

REASON

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

4. NONSC Restriction of Use

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 buildings hereby approved shall not be used for any purpose other than as:

- Class B2: 1,007 m2 floorspace for industrial processes; and
- Ancillary: 400 m2 floorspace for ancillary office use.

REASON

To ensure that the provisions of the proposed development are secured to the use proposed to prevent detrimental impacts arising from an alternative use which is not permitted, including impacts on town centres, the local highway network and air quality, in accordance with Policies DME 3, DMTC 1, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SD7, T4 and SI 1 of the London Plan (2021) and paragraphs 87, 111 and 174 of the National Planning Policy Framework (2023).

5. NONSC Restrict Enlargement of B2 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 buildings shall not be extended.

REASON

To ensure that the Local Planning Authority has assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and paragraphs

111, 130 and 174 of the National Planning Policy Framework (2023).

6. 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 has assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and paragraphs 111, 130 and 174 of the National Planning Policy Framework (2023).

7. NONSC Ancillary Office Floorspace

The office floorspace hereby approved shall only be used as ancillary floorspace to the primary operation of the development (Use Class B2).

REASON

To ensure that the provisions of the proposed development are secured to the warehouse use to prevent detrimental impacts arising from an alternative use which is not permitted, including impacts on town centres, the local highway network and air quality, in accordance with Policies DME 3, DMTC 1, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SD7, T4 and SI 1 of the London Plan (2021) and paragraphs 87, 111 and 174 of the National Planning Policy Framework (2023).

8. NONSC Hours of Operation

The development hereby approved shall not operate core working hours outside of 07:30 to 18:00 Monday to Friday. Only vehicle recovery operations can take place outside of the permitted core working hours (07:30 to 18:00 Monday to Friday).

The development hereby approved shall not operate outside of 08:00 and 13:00 hours on Saturdays.

The development hereby approved shall not operate on Sundays and Bank Holidays.

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 Noise Levels

For the lifetime of the development hereby permitted the rating level (LAr) of noise caused by its operation shall not exceed:

- 40 dB LAr 15 min for any fifteen-minute period between 2300 and 0700; and
- 50 dB LAr 1 hour for any one-hour period between 0700 and 2300.

The noise levels specified above are determined one metre free field external to any window or door of any permanent residential, or equivalently noise sensitive premises, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.

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).

10. 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 (2023).

11. NONSC Connection to Future District Heating Network

The development hereby approved shall connect to a district heating network should one become available in future and should it be viable to do so.

REASON

To ensure compliance with Policy SI 3 of the London Plan (2021).

12. NONSC Digital Connectivity Infrastructure

The development hereby approved shall ensure that sufficient ducting space for full fibre

connectivity infrastructure is provided.

REASON

To ensure compliance with Policy SI 6 of the London Plan (2021).

13. NONSC Construction Management and Logistics Plan

Prior to the commencement of works on site, a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with relevant stakeholders). This plan shall detail:

- i. The phasing of the works;
- ii. The hours of work;
- iii. On-site plant and equipment;
- iv. Measures to mitigate noise and vibration;
- v. Measures to mitigate impact on air quality;
- vi. Waste management;
- vii. Site transportation and traffic management, including:
 - (a) HGV Routing enforcement;
 - (b) Signage;
 - (c) Vehicle types and sizes;
 - (d) Hours of arrivals and departures of staff and deliveries (avoiding peaks);
 - (e) Frequency of visits;
 - (f) Parking of site operative vehicles;
 - (g) On-site loading/unloading arrangements;
 - (h) Use of an onsite banksman (if applicable);
 - (i) Use of consolidation centres to reduce HGV movements;
 - (j) Achieve FORS Gold standard and 5* Direct Vision Standard;
 - (k) Encourage use of active travel;
- viii. The arrangement for monitoring and responding to complaints relating to demolition and construction;
- ix. Details of cranes and other tall construction equipment (including the details of obstacle lighting); and
- x. Measures to avoid and mitigate impacts to the Yeading Brook, Minet County Park and Hitherbroom Park Site of Importance for Nature Conservation.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

The construction works shall be carried out in strict accordance with the approved plan.

REASON

To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (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: Part 2 (2020).

14. NONSC Tree Protection

The tree protection measures (including tree protection fencing) detailed in the Arboricultural Impact Assessment (Dated 7th December 2023) shall be installed prior to commencement of development and thereafter retained throughout the demolition and construction period.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

15. COM10 Trees to be retained

Trees, hedges and shrubs shown to be retained on the approved plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

16. NONSC Contaminated Land

(i) The development hereby permitted (excluding demolition, site clearance and supplementary ground investigation works e.g. beneath demolished buildings) shall not commence until a scheme to address unacceptable contamination, in accordance with the Environment Agency's guidance "Land contamination risk management" (LCRM), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of an 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:

a) A detailed remediation strategy, to also include how completion of the remedial works will be verified, along with the details of a watching brief to address undiscovered contamination, shall be agreed in writing with the LPA. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If, during remedial or development works, contamination not addressed in the submitted remediation strategy 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 verification report shall include the details of the final remediation works and demonstrate that they have been conducted 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 and/or engineering 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 factual results and interpretive reports of this laboratory testing including details of placement of the suitable materials shall be submitted to 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.

17. NONSC Site Access

Notwithstanding the approved drawings, and prior to commencement of development, a scheme for the amendment of the southern radius to the bellmouth and amendment to the

entry radius of the access road (connecting Sipson Road to the site) shall be submitted and approved in writing by the Local Planning Authority. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

The approved details shall thereafter be implemented and retained for the lifetime of the development.

REASON

To safeguard highway safety in accordance with Policy T2 and T4 of the London Plan (2021).

18. NONSC Materials

Prior to the commencement of above ground construction works for the development, details and samples of materials and external surfaces for the development shall be submitted to and approved in writing by the Local Planning Authority.

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).

19. 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. 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, and including (but not limited to) dense planting on the southern boundary in order to achieve effective screening of the site from views taken from the south

1.b Written specification of planting and cultivation works to be undertaken

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage (showing provision for 8no. secure and covered spaces, in accordance with London Cycling Design Standards)

2.c Means of enclosure/boundary treatments

2.d Vehicle Parking Layouts:

- 34 no. staff and visitor car parking spaces total, including:

- 7 no. staff and visitor car parking spaces are served by active charging infrastructure;
- 27 no. staff and visitor car parking spaces are served by passive charging infrastructure;
- 3 no. staff and visitor car parking spaces will be designated disabled persons parking bays and 3 no. spaces will be designated as enlarged parking bays.
- 15 no. external HGV parking spaces total and 8 no. internal workshop HGV parking spaces total, including:
 - 7 no. external HGV spaces served by active 22Kw EVCPs;
 - 8 no. external HGV spaces served by passive electric vehicle charging infrastructure; and
 - 4 no. internal HGV spaces within the workshop to be served by active 22Kw EVCPs.

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures

3. Living Roofs

3.a Details for the provision and maximisation of 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 turfing/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. Other

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

6.b Proposed finishing levels or contours

7. Confirmation of the final Urban Greening Factor score

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, T6, T6.2 and T7 of the London Plan (2021).

20. NONSC Bird Hazard Management Plan

Prior to the commencement of above ground works, 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.

Although it is not anticipated that the proposed ponds will result in a significant increase in available habitat relative to the existing situation. If the ponds start to attract or support Waterfowl or Gull species, then the applicant must agree as part of this condition, to implement further habitat measures to bird proof the ponds.

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 and any proposed open water to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

21. NONSC Ecological Enhancement Scheme

Prior to commencement of development above ground level (excluding demolition), a detailed ecological enhancement scheme detailing biodiversity net gain 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 biodiversity value through the use of features and measures within the landscaping (i.e. nectar rich and diverse planting including living 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 EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan: Parts 2 (2020) and Policies G6 and G7 of the London Plan (2021).

22. NONSC Sustainable Drainage Scheme Details

Prior to commencement (except for demolition, ground and enabling work) any relevant phase of this development (excluding demolition and site clearance), a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority in consultation with the relevant stakeholders. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

- i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided.
- ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.
- iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change. Developments should aim to meet greenfield runoff rates unless a suitable justification can be provided.
- iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for the entire site area for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.
- v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and the depth of the flooding confirmed. Safe access and egress for the site must be demonstrated.

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

- i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.
- ii. Include details of the necessary inspection regimes and maintenance frequencies.

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

REASON

To ensure that surface water run off is controlled 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), Policies SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2023); and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

23. NONSC Water Infrastructure Details

Prior to the commencement of the development (not including demolition and site clearance), water infrastructure details shall be submitted to and approved in writing by the Local Planning Authority. This detail shall:-

- i) achieve at least the BREEAM excellent standard for the 'Wat 01' water category 160 or equivalent;
- ii) incorporate measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water consumption rates and to maximise future-proofing;
- iii) seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided; and
- iv) take action to minimise the potential for misconnections between foul and surface water networks.

The development must proceed and be occupied in accordance with the approved scheme.

REASON

To ensure compliance with Policy SI 5 of the London Plan (2021).

24. 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 (2023), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

25. NONSC Written Scheme of Investigation

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no demolition or development shall take place other than in

accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A.The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B.Where appropriate, details of a programme for delivering related positive public benefits

C.The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

REASON

To secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) and paragraph 211 of the National Planning Policy Framework (2023).

26. NONSC Parking Design and Management Plan

Prior to the first operation of the development, a Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. This should ensure that there is a robust management scheme for the change in shifts and mitigation against the highways safety risks that could arise from the overlap of trips made to and from the site during such shift changes.

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

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 Policies T4 and T6 of the London Plan (2021).

27. NONSC Delivery, Servicing and Waste Management Plan

Prior to the first operation of the development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). This should accord with Transport for London's Delivery and Servicing Plan Guidance and shall include:

- (i) The expected number and time of delivery and servicing trips to the site, including how deliveries will be scheduled to avoid several delivery vehicles arriving at the site simultaneously;
- (ii) The types of vehicles that will be servicing the site, including all relevant swept path analysis for these vehicles;

- (iii) Loading bay locations and layouts and vehicle turning areas;
- (iv) Routing of delivery and servicing vehicles to and from this site, and how this routing will be enforced;
- (v) Measures that will be implemented to reduce the impact of servicing movements;
- (vi) The requirement for all vehicles to achieve FORS Gold and 5* Direct Vision standard, and detail on how this will be enforced;
- (vii) Detail on re-timing of deliveries to minimise impact on congestion and noise pollution; and
- (viii) Mechanisms for monitoring and review.

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 Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

28. NONSC Operations Management Plan

Prior to operation of the development, a full and detailed Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The plan shall demonstrate (but is not limited to):

- (i) Deliveries and collections including explanation as to how such trips will be scheduled to avoid several vehicles arriving at the site simultaneously;
- (ii) The types of vehicles that will be servicing the site, including all relevant swept path analysis for these vehicles;
- (iii) Loading bay locations and layout and vehicle turning areas;
- (iv) HGV routing to and from this site, and how this routing will be enforced;
- (v) The requirement for all vehicles to achieve FORS Gold and 5* Direct Vision standard, and detail on how this will be enforced;
- (vi) Detail on re-timing of deliveries to minimise impact on congestion and noise pollution;
- (vii) Targets and measures that will be implemented to increase the level of electric vehicles attending this site;
- (viii) Measures that will be implemented to ensure pedestrian and cyclist safety;
- (ix) Measures that will be implemented to reduce movement through consolidation; and
- (x) Mechanisms for monitoring and review.

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

REASON

To ensure appropriate operation of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

29. NONSC Energy Monitoring, Recording and Reporting

Prior to the first operation of the development, an updated Energy Statement, including 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 S12) and the GLA Energy Assessment Guidance (2022 or as amended).

The development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the required carbon savings, 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 agreement.

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 S12 of the London Plan (2021).

30. 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).

31. NONSC Circular Economy Monitoring Report

Prior to first operation of the development, a post-construction monitoring report should be completed in line with the Greater London Authority's (GLA) Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to operation of the development.

REASON

In the interests of sustainable waste management and in order to maximise the re-use of materials, in accordance with Policy SI 7 of the London Plan (2021).

32. NONSC Whole Life-Cycle Carbon Assessment

Prior to the first operation of the development the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to operation of the development.

REASON

In the interests of sustainable development and to maximise on-site carbon dioxide savings, in accordance with Policy SI 2 of the London Plan (2021).

33. NONSC Fire Safety

Prior to first operation of the development, the additional fire safety information shall be submitted to and approved in writing by the Local Planning Authority. This shall include a site plan which shows:

- The layout and positioning of the fire appliances; and
- The location of assembly points.

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

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

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. 172 Section 106 Agreement

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

4. 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. 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. 115 Control of Environmental Nuisance from Construction Work

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

A. Demolition and construction works 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.

6.

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.

7.

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/>)

To apply for future crane permits, please follow the link via CAA website:

Crane notification | Civil Aviation Authority (caa.co.uk)

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.

8.

The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 205.

I envisage that the archaeological fieldwork would comprise the following:

Excavation

Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

In order to define the mitigation strategy the proposed groundworks should be overlain on the 2001 trial trench plan and any areas of likely existing modern disturbance in order to target investigation.

9.

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. Application forms should be completed on line via <https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C02%7CPlanningEConsult%40Hillingdon.Gov.UK%7C52372553daa94d7a390c08dc18d627d2%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7C638412555282830008%7CUnknown%7CTWfPbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQljoiv2luMzliLCJBTil6lk1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=w6lVrgl2KrPaazuv3yc1nFlwLtgP016c0l9hhnJLEyk%3D&reserved=0>. Please refer to the Wholesale; Business customers; Groundwater discharges section.

10.

The development hereby approved includes the carrying out of alterations to the radius to the southern side of the vehicular access and kerb radius. Prior to undertaking work on the adopted highway you would require a Section 184 licence from the Highway Authority. The works shall be to the specification and constructed to the satisfaction of the Highway Authority. Fees are payable for the approval of the highway details, and inspection of the works. Further information and an application form are available on the London Borough of Hillingdon website <https://www.hillingdon.gov.uk/dropped-kerb-form>

11.

It is considered that a condition based on fixed noise levels is consistent with noise and planning policy by relating external noise levels to the point at which adverse effects on health and quality of life start to be observed. The limit values are intended to be consistent with the evidence base that formed the bases for the guidelines published by the WHO in 1999 and 2009 the former being reflected in guidance: 'Guidance on Sound Insulation and Noise Reduction for Buildings' BS8233 2014. This is combined with the assessment principles and procedures detailed in guidance: 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.' This is used to set reference time periods for the assessment and adjust measured or calculated LAeq values for character as detailed in BS4142.

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 (2021) and national guidance.

DMAV 1 Safe Operation of Airports

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
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 SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T7	(2021) Deliveries, servicing and construction
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF13 -23	NPPF13 23 - Protecting Green Belt land
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF15 -23	NPPF15 23 - Conserving and enhancing the natural environment
NPPF16 -23	NPPF16 23 - Conserving and enhancing the historic environment
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making

NPPF6 -23 NPPF6 23 - Building a strong, competitive economy
NPPF7 -23 NPPF7 23 - Ensuring the vitality of town centres
NPPF8 -23 NPPF8 23 - Promoting healthy and safe communities
NPPF9 -23 NPPF9 23 - Promoting sustainable transport

Appendix 2: Relevant Planning History

67666/APP/2019/1245 Former Sipson Garden Centre Sipson Road Sipson
Reinstatement of Garden Centre (Use Class A1) with replacement buildings, outdoor sales areas, hard-standing, associated car parking and landscaping
Decision: 27-05-2020 Approved

67666/APP/2021/2977 Former Sipson Garden Centre Sipson Road Sipson West Drayton
Proposed use of site for specialist vehicle storage area for a temporary period of 2 years.
Decision: 13-05-2022 Refused

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
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

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking

LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
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 SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T7	(2021) Deliveries, servicing and construction
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF6 -23	NPPF6 23 - Building a strong, competitive economy
NPPF7 -23	NPPF7 23 - Ensuring the vitality of town centres
NPPF8 -23	NPPF8 23 - Promoting healthy and safe communities
NPPF9 -23	NPPF9 23 - Promoting sustainable transport
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF13 -23	NPPF13 23 - Protecting Green Belt land
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF15 -23	NPPF15 23 - Conserving and enhancing the natural environment

NPPF16 -23 NPPF16 23 - Conserving and enhancing the historic environment