



Planning Statement

Reserved Matters Planning Application

Reserved Matters relating to the application reference
10181/APP/2018/4485 at Frogditch Farm, Shepiston
Lane, Hayes



BERRYS

T: 01865 953180 | E: oxford@berrys.uk.com | berrys.uk.com

APPLICANTS DETAILS

Cappard Estates Ltd

ISSUED BY

Tom Bradfield

Principal Planner (Oxford)

Tom.bradfield@berrys.uk.com

07881108361

PROJECT

Demolition of existing buildings and the erection of replacement industrial buildings

Reserved Matters covering:

- (a) Layout
- (b) Scale
- (c) Appearance
- (d) Access
- (e) Landscaping

BERRYS

Worton Park
Cassington
Oxfordshire
OX29 4SX
berrys.uk.com

BERRYS

T: 01865 953180 | E: oxford@berrys.uk.com | berrys.uk.com

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1. Introduction, Site and History

Site Description

- 1.1 The site is located on the edge of Hayes. It is bound by Cherry Lane Cemetery to the west and open land to the north. To the east are open fields, and to the south, beyond Shepiston Lane, are the M4 motorway, commercial buildings and fields. It is approximately 1 mile north of Heathrow Airport.
- 1.2 Outline consent was received for the demolition of the existing structures and replacement with new buildings up to 1,402.9sqm in floor area on 28 February 2020 (ref. 10181/APP/2018/4485), with layout, scale, appearance, access and landscaping reserved. This application addresses these reserved matters.

Recent Site History

CLEUD (ref. 10181/APP/2010/1570)	Use of the site for the storage of plant hire, scaffolding, trenching equipment including the parking of associated vehicles and the operation of an associated groundwork contracting business involving the use of the existing buildings on the site by the operator for the ancillary servicing and maintenance of the plant hire and groundwork contracting equipment by the business
	Approved 09/2012
10181/APP/2013/3831	The demolition of existing buildings, erection of a storage warehouse building of 2,128sqm (use class B8) for the storage of industrial machinery and equipment, plant hire, scaffolding, and trenching equipment with associated car parking
	Withdrawn 2013
162687PTT	‘(1) use of front part of site to the parking of lorries, plant and other vehicles and open storage with the siting of no. 4 portacabins to provide an office, welfare and toilets, installation of a fuel pump and tank and jet wash with ancillary drainage, erection of new 2.4m palisade fencing and gates, retention of perimeter fencing, widening access junction and formation of access road and associated works; and (2) use of the rear part of the site for the parking of lorries, plant and other vehicles and open storage

	with outline application for the erection of industrial/warehouse buildings (up to 1622 sqm) with access, hardstanding, fencing, bund, and landscaping
	Withdrawn 2018
10181/APP/2018/4485	Outline planning application for the demolition of 5 existing buildings and construction of replacement building/s with a combined floor space of 1,402.9 sqm and associated hard standing, fencing and landscaping for use class B8.
	Granted 28/02/2020

2. Proposal

- 2.1 The outline consent gave permission for the demolition of existing buildings and the erection of new replacement buildings with hardstanding which will accommodate car parking, fencing and landscaping. The replacement buildings will be in the form of two separate warehouses. Both buildings will have a height of 6.5 meters and the floor area of the proposed buildings will be 1402.4sqm.
- 2.2 The proposal has received outline consent, this application addresses the reserve matters namely:
- (a) Layout
 - (b) Scale
 - (c) Appearance
 - (d) Access
 - (e) Landscaping
- 2.3 Details of the layout, scale, appearance access and landscaping can be found within the drawings submitted with this reserved matters application.

3. Planning Policy

3.1 The site is within The London Borough of Hillingdon. The policy framework is as below:

- National Planning Policy Framework (NPPF)
- London Plan
- The London Borough of Hillingdon Local Plan Part 1 (November 2012).
- The London Borough of Hillingdon Local Plan Part 2 (January 2020)

3.2 Given the principle of the proposals has been approved through the outline application, only policies related to layout, scale, appearance, access and landscaping will be assessed.

NPPF

3.3 The NPPF sets out the national level planning policies for England and how these should be applied. All Local and Regional Plans should conform with the NPPF and it must be taken into consideration when assessing development proposals. The NPPF seeks to achieve sustainable development, through economic, social and environmental objectives, with a presumption in favour of proposals that is considered to be sustainable development.

London Plan

3.4 The London Plan sets out the overall vision for London as a whole and should be the basis for all plans made by Local Planning Authorities. The Current London Plan was adopted in 2021.

Local Plan: Part 2

3.5 Policy DMHB8 notes that development proposals should make provision for the restoration and long-term management of landscaping.

3.6 Policy DMHB11 describes design considerations to be considered by the council when assessing new developments, such as a high standard of design taking into account the scale, layout, materials and landscaping

3.7 Policy DMHB12 sets out how to provide a well- designed, high quality, durable public realm. This includes ensuring that the public realm takes into account the established character of the area, suggestions being to use

appropriate landscaping, take into account the surrounding character, and safe pedestrian and cycle routes.

- 3.8 Policy DMHB 14 covers how trees and landscaping are to be incorporated into new developments, including that development proposals need to provide a landscape scheme.
- 3.9 Policy DMHB 15 details the measures for safe and attractive public and private spaces in new developments. It states that “*Development will be required to comprise good design and create inclusive environments whilst improving safety and security*”.
- 3.10 DMEI7 discusses biodiversity protection and enhancement in new developments. It suggests that designs and layouts retain or enhance any existing biodiversity.
- 3.11 DMT1 outlines transport requirements for new developments. These include ensuring it is safe within developments for pedestrians and cyclists, providing equal access and including access for disabled people, and addressing delivery and drop- off requirements.
- 3.12 DMT5 discusses how development proposals are to accommodate pedestrians and cyclists.
- 3.13 DMT6 discusses vehicle parking standards (in accordance with Appendix C Table 1) and mentions that new developments need to have conveniently located reserved parking for wheelchair users and people with restricted mobility.

4. Assessment

4.1 This section sets out the justification for the proposal under the following headings:

- Layout
- Scale
- Appearance
- Access
- Landscaping

Layout

- 4.2 The site has been designed to respond to the design principles in the NPPF, London Plan and Local Plan.
- 4.3 The proposal is a significant improvement to the site, as it will result in a formal layout. As a warehouse development within an industrial site, it is sympathetic to the existing character.
- 4.4 In line with the NPPF 110 and 112, and Policy DMT5 (London Plan), the building locations allow for ease of access by delivery vehicles in and out of the site in a safe manner. The proposal provides car parking near the warehouses, thereby making it more easily accessible and safer. The proposal would significantly increase accessibility for those with disabilities, with level access and a formal layout.
- 4.5 In line with Strategic Objective 7 (LPP1) and Policy DMHB11 (LPP2), refuse storage areas are positioned away from buildings in appropriate enclosures and are easily accessible.

Scale

- 4.6 The outline application response required that the proposal be no more than 1,402.9 sqm and no more than 6.5m in height. The proposal adheres to these requirements.
- 4.7 As the proposed scale is in line with the current scale of development, it is considered to reflect DMHB11 which states that the scale should take into account adjacent structures and “*building plot sizes and widths, plot coverage and established street patterns*”.

Appearance

- 4.8 At present there is open storage on the site. The enclosed warehouses will make the site appear neater and more visually attractive, as suggested by Paragraph 130 in the NPPF. Drawings PPL02, 04 and 05B show that in line with Policy D3 and BE1 (London Plan), and DMHB 11 (LPP2) attention has been paid to the architectural details and high quality, and appropriate building materials will be used. The design of the new warehouse buildings would be appropriate for the site and would be in keeping with the character and appearance of the wider area.
- 4.9 The new buildings would replace the existing collection of structures on the site, which would ensure that there would be minimal impact on the Green Belt.
- 4.10 Additional landscaping along the west, south and south east boundaries of the site, and the green space around the buildings add to the visual attractiveness.

Access

- 4.11 The NPPF paragraph 110 and 112 require developments to address disabilities, and create a safe and secure environment for pedestrians, cyclists, and vehicles. Policy D5 (London Plan) and BE1 (LPP1) require developments to be accessed safely and easily, as well as have a clear network of routes that are easy to understand.
- 4.12 The new layout increases safety on the site by providing different parking areas for trucks and cars. Uses and users are clearly separated, providing distinct routes for trucks, cars, pedestrians and bicycles.
- 4.13 The proposal takes into consideration Policy D3 (London Plan) which encourages developments to provide bicycle parking. Space is provided for four bicycles, which accords with the relevant standards.
- 4.14 At present car parking is in a fenced area to the west of the site. Access into the storage areas and buildings is not easy for anyone with restricted movement. New parking bays and allocated disabled bays are located adjacent to the unit entrances.
- 4.15 Policy T7 in the London Plan sets out the requirements for the provision of infrastructure for electric vehicles. The proposal provides electrical charging points for six bays and passive charging points for six bays.

Landscaping

- 4.16 Paragraph 130 sets out that developments should be “*visually attractive as a result of good architecture, layout and appropriate and effective landscaping*”. Policy DMHB 12 notes that development is encouraged to “*incorporate appropriate and robust hard landscaping*” and DMHB 14 requires that development proposals incorporate trees and landscaping, as well as a landscaping scheme. A landscape scheme has been included.
- 4.17 The increased planting and landscaping will serve to render the site more visibly attractive. The details are provided within the submitted plans.
- 4.18 The 2m high palisade fencing around the boundary of the site, along with a control access gate into the service areas increases the safety and security.

5. Conclusion

- 5.1 This application is for the submission of reserved matters for the outline application (ref 10181/APP/2018/4485) approved on 28 February 2020.
- 5.2 The reserved matters addressed are:
- (a) Layout
 - (b) Scale
 - (c) Appearance
 - (d) Access
 - (e) Landscaping
- 5.3 The layout of the proposal enhances the local site, increases safety and accessibility, and strengthens functionality. The proposal is consistent with the scale conditions imposed in the outline application decision notice. The appearance of the site will be significantly improved through the high quality design of the new buildings and the use of complimentary materials and landscaping. Through the provision of solar panels on the roof and charging points for electric vehicles, the proposal maximises the sustainability on the site, and represents a significant improvement beyond the existing arrangement.
- 5.4 All reserved matters will be in accordance with the NPPF, London Plan and Local Plan. Following BE1 in the LPP1 which states that, “*Support will be given for proposals that are consistent with local strategies, guidelines, supplementary planning documents and Hillingdon Local Plan: Part 2- Development Management Policies*”, we request that this application is approved without delay.