

Professional Plans

Submission to Hillingdon Council

Planning, Design and Access Statement

Site: Warehouse,

69-71 Fairfield Road

West Drayton

UB7 8EZ

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1.0 INTRODUCTION

1.1 This Planning, Design and Access Statement has been prepared in support of an application at:

'Warehouse, 69-71 Fairfield Road, West Drayton UB7 8EX

(hereafter referred to as the "Site"), as shown on the Site Location Plan.

1.2 The description of the proposal is as follows:

'Change of use from a Warehouse (B8 use) to a MOT test centre (Sui Generis use)

This application also includes the submission of a Noise Impact Assessment dated 23rd January 2024

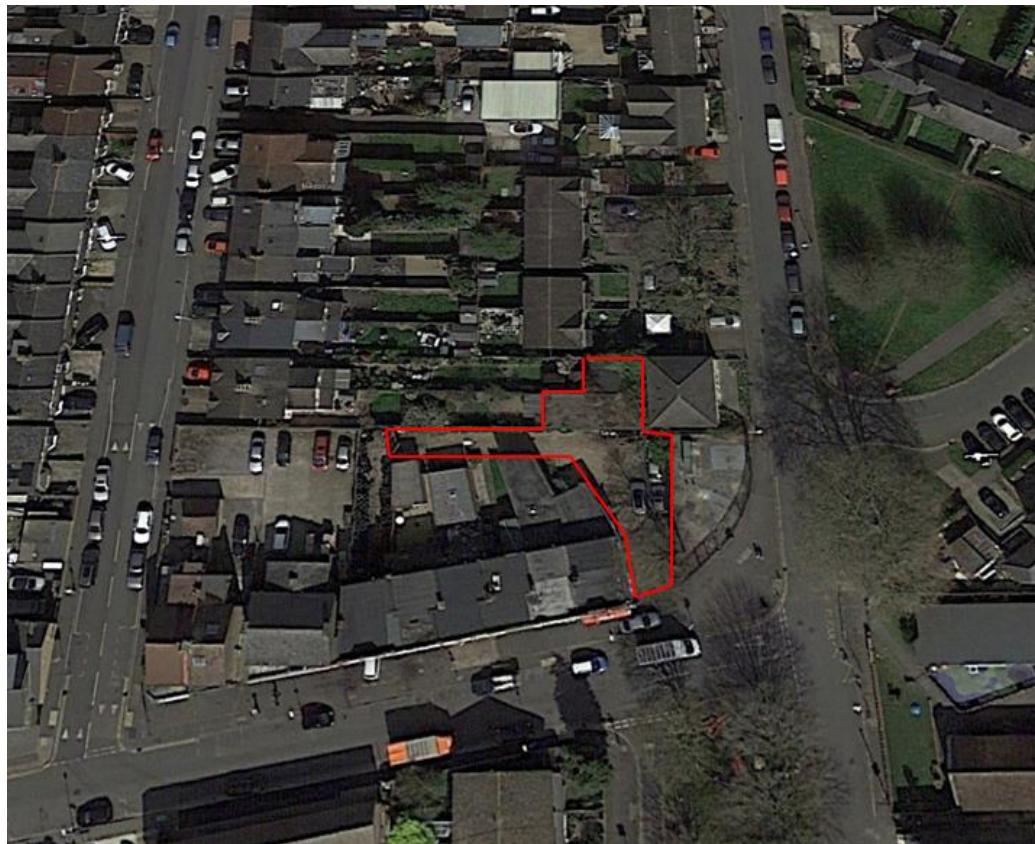
1.3 This statement reviews the proposal against the relevant policies within the Hillingdon Council's Statutory Development Plan (SDP) document suite, and concludes that the proposed development is in accordance with the relevant policies of the SDP.

2.0 SITE CONTEXT & SURROUNDINGS



Warehouse, 69-71 Fairfield Road, West Drayton UB7 8EX

- 2.1 The site comprises an warehouse building set back from the highway adjacent to the main access to the site. The building has a simple form with a flat roof. There are two opening in the front elevation consisting of a pedestrian door and a loading door which provides vehicle access. The building has an open plan layout for storage and an office.
- 2.2 The site has an independent vehicle access, adjacent to main entrance to the warehouse building. A gravelled forecourt provides sufficient space for vehicle parking and circulation. The site is enclosed with a post and wire fence. Mature trees and planting extend along the highway verge, filtering views of the building and forecourt.
- 2.3 The site is in use as warehouse (Use Class B8) storing and distributing tyres. Prior to this, the site was used for various commercial/industrial purposes including a workshop.
- 2.4 The surrounding area is mixed use in character that includes residential properties, shops and mechanical garages.
- 2.5 The application site is not 'constrained' by any significant planning constraints, as is outside of other planning designations such as the Green Belt. The existing property in not listed or locally listed and not within a designated Conservation Area. There are no trees within the site subject to a Tree Protection Order (TPO).



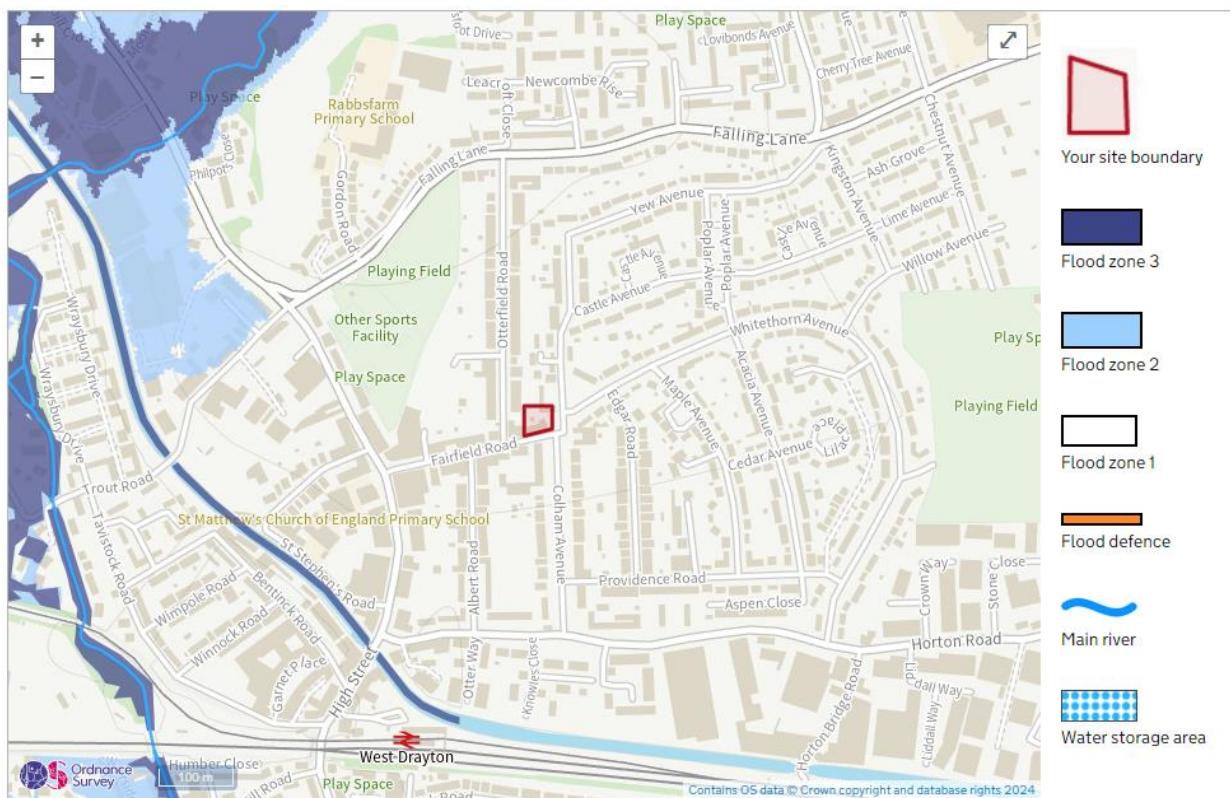
Aerial view of the application site

Source: Google Earth Pro



Street view of the application site

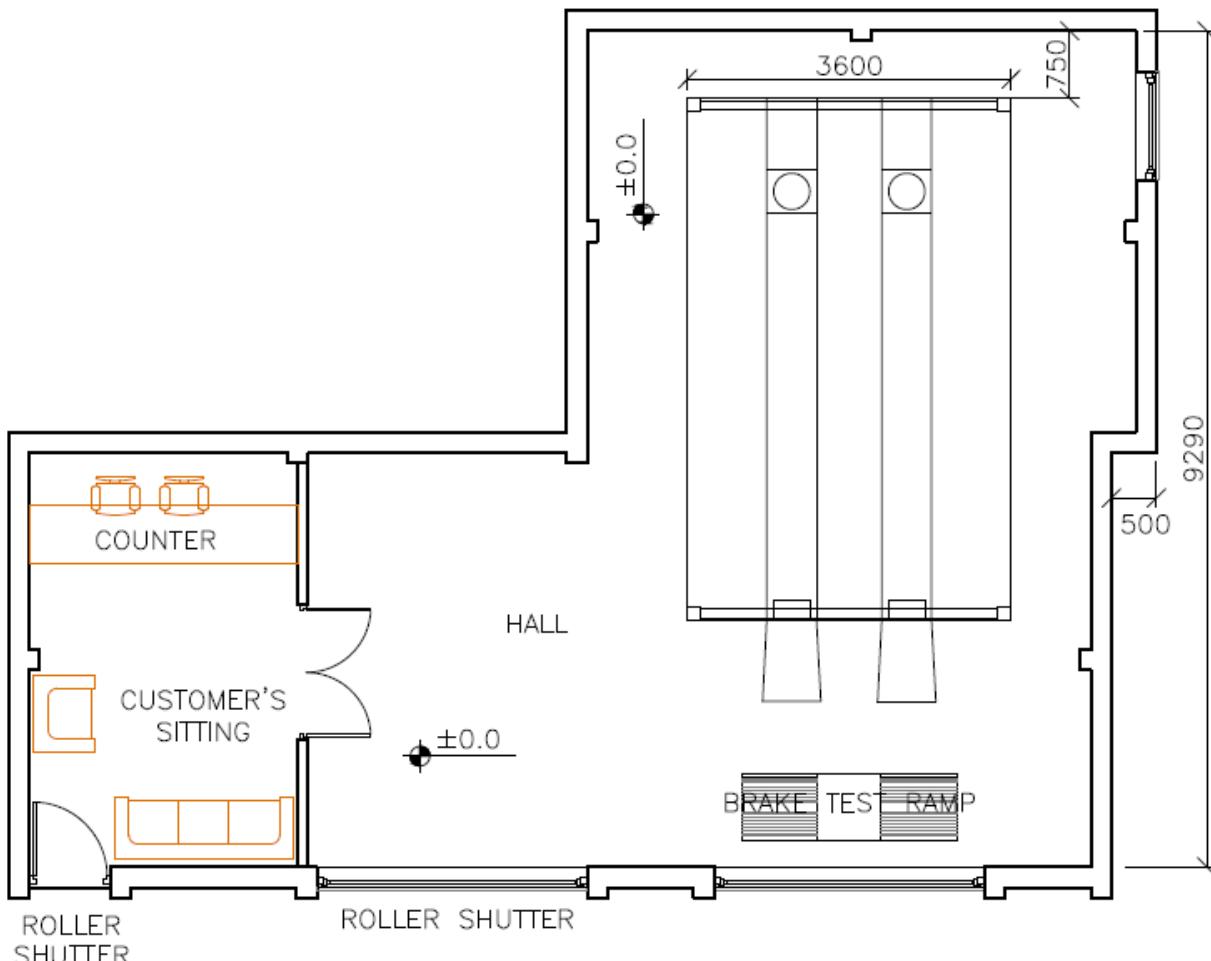
2.6 The site is located within in flood zone 1 which has a low probability of flooding.



Source: <https://flood-map-for-planning.service.gov.uk/>

3.0 PROPOSED DEVELOPMENT

3.1 The proposal seeks permission for the change of use to a MOT test centre.



Proposed layout

3.2 One vehicle bay is proposed in the building to be used for the new MOT test centre. The forecourt would be used for parking. The proposed use will not result in an increase in the footprint of the existing building, however; it is proposed to raise the height of part of the building to accommodate the installation of a MOT lift.

3.3 The business will generate a number of full-time and part-time employment opportunities for local people. The proposed opening hours are 0800 to 1800 Monday to Friday and 0800 to 1600 on Saturday. All MOT's will be pre-booked appointments only.

Waste Storage Facilities

3.4 All refuse and recycling will be stored in dedicated 1100 litre refuse bins within the designated storage area. These will be taken to the relevant collection point in accordance with the agreed procedure where collections shall take place on a regular basis in accordance with the needs of the occupier.

Access and Parking

3.5 The site contains a gravelled forecourt which will be used for delivery drivers, including e-bikes/motorcycles to the MOT test centre.

3.6 To the front, there is a customer parking area with 3 car parking spaces and ample parking in the nearby public car park - Fairfield Road Car Park. Therefore the need for onsite car parking spaces will be limited.

4.0 RELEVANT PLANNING HISTORY

Application site

4.1 Ref: 11917/APP/2010/2153 - Continued use of building as a warehouse (Application for a Certificate of Lawfulness for an Existing Development).

Other relevant applications

4.2 Ref: 24045/APP/2021/1500 - Extension to provide store/workshop area for servicing of electric/hybrid Vehicles - 20A Otterfield Road, Yiewsley.

4.3 Planning permission to extend the workshop area for servicing of electric / hybrid vehicles, including a new shutter door within the east elevation of the building and includes raising the roof of the adjoining office building so that it forms a continuous uniform roof slope linking the main workshop building with the new extension was granted conditional permission on 7th July 2021. This vehicle repair use, including an MOT service is still in operation. The application is relevant as it introduced a similar MOT use nearby within close proximity to residential properties. Accordingly, the use is acceptable in principle.

5.0 PLANNING POLICY FRAMEWORK

Local Planning Policy

5.1 The starting point for assessing development proposals is always the Development Plan. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states *“if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise”*.

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

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

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

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

BE1 - Built Environment
EM8 - Land, Water, Air and Noise

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

DMHB 11 - Design of New Development
DMHB 12 - Streets and Public Realm
DMEI 10 - Water Management, Efficiency and Quality
DMT 2 - Highways Impacts
DMT 6 - Vehicle Parking

The London Plan (2021):

D11 - Safety, security and resilience to emergency
D14 – Noise
SI13 - Sustainable drainage

- 5.4 The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.
- 5.5 Central Government advice relevant to this application is contained within the National Planning Policy Framework. The most relevant aspects of the Framework are summarised below.
- 5.6 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 5.7 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. Paragraph 8 identifies the three dimensions to sustainable development, which are economic, social and environmental.
- 5.8 Section 4 requires local planning authorities to approach decisions on proposed development in a positive and creative way. Paragraph 38 states that decision-makers should seek to approve applications for sustainable development where possible.
- 5.9 Section 6 'Building a strong, competitive economy' requires planning policies and decisions to help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 5.10 Section 9 'Promoting sustainable transport' at paragraph 103 recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
- 5.11 Section 11 'Making effective use of land', meeting the need for homes and other uses now has its own chapter within the NPPF, which requires local planning authorities to make as much use of previously developed land as possible to reduce the pressure on more sensitive greenfield sites.

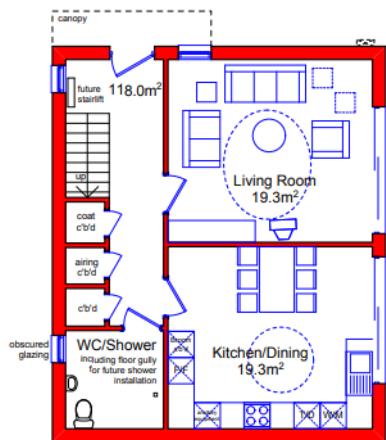
5.12 Section 12 'Achieving well-designed places' at paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. It notes that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

6.0 PLANNING APPRAISAL

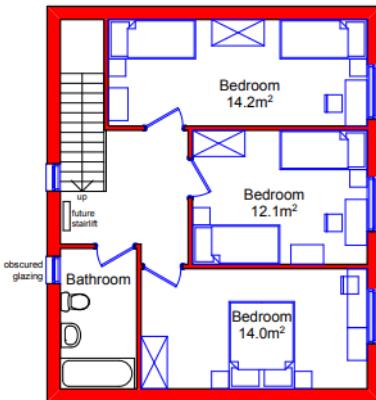
Impact on the amenities of the occupiers of neighbouring residential properties

6.1 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires, amongst other criteria, that development proposals should not adversely impact on the amenity of adjacent properties and open space.

6.2 The proposed building to be used for the new MOT test centre sits behind the adjacent residential properties on Otterfield Road to the west, and Yew Avenue to the east. The nearest residential property effected by the proposal is 1 Yew Avenue. The floor plans approved under (ref: 66010/APP/2009/977) for 1 Yew Avenue shows a w/c shower room and staircase on the ground floor, with a bathroom and staircase on the first floor. As shown below:



Ground Floor Plan as Proposed - Scale 1:100



First Floor Plan as Proposed - Scale 1:100

6.3 Given that this property does not have any window at either ground or first floor that is serving a habitable room on either the side of its rear elevations and the approximate 1m set back from the side boundary which is marked by 1.8m high close boarded fencing, it is considered that there would be no significant adverse impacts on this property as a result of the proposed built form. This is further supported by the Noise Impact Assessment dated 23rd January 2024.

Noise

6.4 Policy D14 of the London Plan (March 2021) requires noise impacts to be reduced, managed and mitigated by amongst other criteria, avoiding significant adverse noise impacts on health and quality of life, mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses and improving and enhancing the acoustic environment.

6.5 Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

6.6 The proposed MOT test centre will operate during normal working hours when background noise levels within this area is fairly high (from the tyre shop at 61 Fairfield Road and Car repairs & MOT Test Centre at 20A Otterfield Road) and when the potential for disturbance would be low. The proposed use would not operate late at night or in the early hours of the morning, when residents can reasonably expect a quieter environment, mitigating any potential harm.

6.7 It is noted that there is already a tyre/motor repair and MOT garage and other comparable industrial uses (Class B2) within this area that have been approved by the Council, adding to the case this proposal must be acceptable. In addition, there is a garage (M Finlayson) on 20A Otterfield Road which adjoins residential properties and forms part of the character of this mixed use area.

6.8 This application is supported by a Noise Impact Assessment dated 23rd January 2024. The assessment concluded that the proposed development of an MOT testing station will have a low noise impact on surrounding noise sensitive receptors, and recommends that there should be no objection to the proposed development on noise grounds.

6.9 The proposed development would not therefore harm the amenity or living conditions of the surrounding users or occupiers, in compliance with the provisions of Policy D14 of the London Plan (March 2021), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

Impact on Street Scene

6.10 The Hillingdon Local Plan: Part One Strategic Policy BE1 seeks a quality of design in all new development 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.

6.11 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

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

- I. harmonising with the local context;
- II. ensuring the use of high quality building materials and finishes;

- III. ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- IV. protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and undesignated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

6.12 Policy DMHB 12 requires amongst other criteria that public realm design takes account of the established townscape character and quality of the surrounding area.

6.13 The proposal to extend the roof of the existing warehouse to accommodate the MOT lift will be erected with matching materials to the existing building. The site is partially visible from the junction of Yew Avenue and Fairfield Road, with landscaping mitigating any potential harm on the visual amenity of the street scene. The proposed change of use by reason of its design, scale and siting is therefore entirely appropriate in this mixed use area.

Car parking and highway safety

6.14 The NPPF sets out the Government's approach to promoting sustainable transport and encourages solutions which reduce congestion and facilitate the use of sustainable modes of transport. It specifies that local parking standards should take into account the accessibility of a proposed development, the type, mix and use of the development, the availability of, and opportunities for, public transport, local car ownership levels, and an overall need to reduce the use of high emission vehicles. This is underpinned by a core principle of the Framework to make the fullest possible use of public transport, walking and cycling. The NPPF clarifies 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.

6.15 Policy DMT 2 states that Development proposals must ensure that: i) safe and efficient vehicular access to the highway network is provided to the Council's standards;

6.16 Policy DMT 6 requires development to accord with the council's adopted car parking standards.

6.17 The application site is centrally located within close proximity to Yiewsley High Street with excellent access to public transport networks. The location allows for staff members to travel to the site by sustainable modes of transport (train, bus, walking or cycling).

6.18 The warehouse and gravelled forecourt provide a informal parking arrangement that is sufficient to cater for the needs of the proposed MOT centre. It is noted that due to the nature of the use, it is possible to double park vehicles to optimise the use of the forecourt. Vehicles can therefore be securely stored on-site, ensuring the proposal would not harm highway safety or result in severe residual cumulative impacts on the road network.

6.19 The site is accessed via the existing crossover and the proposal is unlikely to generate additional traffic movements when compared to the existing storage and distribution use.

6.20 Consequently, there is no evidence to suggest that the proposed development will have a detrimental impact on safety of the road users as there are no changes proposed to public highway or access arrangements.

6.21 The site therefore provides adequate on-site parking and would not give rise to conditions prejudicial to highway safety in accordance with the NPPF.

7.0 CONCLUSION

7.1 The proposal is for the change of use to a MOT centre is entirely appropriate within this commercial area. The proposal provides employment and a valuable service to the community without harming amenity or the highway network. The principle of the proposed change of use within this designated commercial area is therefore acceptable.

7.2 The proposed change of use would not have any implications on the character and appearance of the site, street scene or surrounding area.

7.3 The proposal would not harm the visual or residential amenity of the surrounding users or occupiers.

7.4 Parking provision is acceptable and the proposal would not harm highway safety.

7.5 For the reasons outlined in this Statement, we consider that the proposals for the development of this site are acceptable in planning terms.