

PLANNING, DESIGN & ACCESS STATEMENT

Application for Temporary Planning Permission (Five Years ending 29th July 2030)

Proposed Class B8 Open Storage Use

Railway Station Yard, Field End Road, Ruislip, HA4 9NJ

Date: 25th May 2026

Prepared for: West London Storage Ltd

Local Planning Authority: London Borough of Hillingdon

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1.0 EXECUTIVE SUMMARY

This Planning Statement, Design and Access Statement and Planning Justification Report has been prepared by Towers Associates Ltd on behalf of West London Storage Ltd in support of an application for planning permission for the continued use of Eastcote Railway Yard as a Class B8 storage facility for a temporary period of five years ending 29th July 2030.

The application relates to previously developed land situated adjacent to Eastcote Underground Station and accessed directly from Field End Road. The site forms part of an established commercial and transport environment and has historically accommodated operational and storage-related activities associated with its railway yard setting.

The proposed use comprises the storage of vehicles, plant, equipment, materials and storage containers together with ancillary operational activity. The proposal does not involve manufacturing, industrial processing, fabrication, retail activity, waste management operations or the erection of permanent buildings.

The development represents a low-intensity storage use that is entirely consistent with the existing commercial character of the site. The proposal makes productive use of previously developed brownfield land, supports local businesses and employment activity and occupies a highly sustainable location immediately adjacent to Eastcote Underground Station.

This report demonstrates that the proposed development accords with the National Planning Policy Framework, the London Plan and the policies of the Hillingdon Local Plan and that there are no material planning reasons why temporary planning permission should not be granted.

2.0 INTRODUCTION

This report has been prepared to accompany a planning application submitted to the London Borough of Hillingdon seeking temporary planning permission for the continued use of Eastcote Railway Yard as a Class B8 storage facility.

The application seeks a temporary planning permission for a period of five years ending 29th July 2030. The temporary nature of the proposal is an important consideration and reflects the Applicant's intention to facilitate an appropriate interim use of the site whilst ensuring that the Local Planning Authority retains full control over the future use and redevelopment potential of the land.

The purpose of this report is to assess the proposal against the relevant planning policy framework and to demonstrate that the proposed use is appropriate in principle and acceptable in terms of design, transport, amenity and environmental considerations.

3.0 SITE LOCATION AND SURROUNDING CONTEXT

The application site is located on Field End Road in Eastcote within the London Borough of Hillingdon. The site lies immediately adjacent to Eastcote Underground Station and benefits from direct access onto Field End Road via an established vehicular entrance.

The site comprises previously developed land that has historically formed part of a railway and commercial environment. It consists predominantly of hard surfaced operational land enclosed by established boundaries and capable of accommodating commercial storage activity.

The surrounding area is characterised by a mix of transport infrastructure, commercial uses, local services and residential development. Eastcote Underground Station lies immediately adjacent to the site and provides direct access to both the Metropolitan and Piccadilly Lines, offering excellent public transport accessibility.

Given its location and historic function, the site exhibits a distinctly commercial character. Commercial vehicle movements, operational activity and transport-related uses already form an established part of the local environment. Consequently, the proposed use does not introduce a fundamentally different land use into the area but rather continues activity that is compatible with the site's existing character.

4.0 PLANNING HISTORY AND SITE CIRCUMSTANCES

The application site comprises previously developed brownfield land that has historically been associated with commercial and operational activities.

The current application seeks to regularise and continue the use of the site for storage purposes through the grant of a temporary planning permission. Importantly, the proposal does not seek permanent development rights and does not prejudice any future redevelopment opportunities that may arise during the temporary consent period.

The temporary nature of the proposal substantially reduces any perceived planning risk and enables the Local Planning Authority to retain complete control over the future planning status of the site.

5.0 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposal seeks permission for the continued use of the site for Class B8 storage purposes.

The use comprises the storage of vehicles, plant, equipment, materials and storage containers together with ancillary operational activities necessary for the effective management of the site.

The proposal does not involve manufacturing, fabrication, industrial processing, waste management activities or retail sales. No permanent buildings are proposed, and no significant physical alterations are required to facilitate the development.

The site will operate as a low-intensity storage facility serving local businesses and commercial operators. Activity will principally comprise vehicle arrivals and departures, occasional loading and unloading operations and general site management activities.

To provide certainty to neighbouring occupiers and the Local Planning Authority, operational activity involving deliveries, collections and loading operations will normally take place between 07:00 and 19:00 Monday to Saturday, with no routine operational activity on Sundays or Bank Holidays

6.0 NEED FOR THE DEVELOPMENT

The proposal provides an opportunity to make productive use of a sustainable brownfield site within an established urban area.

There remains a continuing demand throughout West London for secure storage facilities capable of accommodating vehicles, plant, equipment, containers and associated materials. Such facilities support a wide range of contractors, infrastructure operators, maintenance providers and service businesses whose activities contribute significantly to the local economy.

The site is particularly well suited to this role given its established commercial character, existing access arrangements and strategic location within the wider transport network.

The proposed development therefore provides a beneficial interim use that contributes positively towards economic activity whilst avoiding the risk of long-term vacancy or underutilisation of previously developed land.

7.0 DESIGN AND ACCESS STATEMENT

The proposal has been designed around the principle of making effective use of previously developed land whilst minimising environmental impacts and avoiding unnecessary physical intervention.

No permanent buildings are proposed, and the existing operational character of the site will be retained. The development therefore respects the established appearance of the yard and avoids introducing built form that would alter the visual character of the surrounding area.

Vehicular access will continue to be obtained via the existing access point onto Field End Road. No alterations to the access are proposed and the existing arrangement has demonstrated its suitability for commercial vehicle movements.

The internal layout provides adequate space for vehicle manoeuvring, loading and unloading activities and allows vehicles to enter and leave the site safely.

The development therefore represents a practical and proportionate use of the site that responds appropriately to its context and operational requirements.

8.0 TRANSPORT AND HIGHWAYS

A separate Transport Statement accompanies the application and demonstrates that the proposed development is acceptable in transport terms.

The site benefits from an established vehicular access and the proposed use is expected to generate modest levels of vehicle activity that are consistent with the site's commercial character.

Vehicle movements will be dispersed throughout the operational day and are not expected to create significant peak hour traffic impacts. Importantly, the proposal

does not result in a level of traffic generation that could reasonably be considered severe within the meaning of the National Planning Policy Framework.

The proposal therefore satisfies national and local transport policy objectives and does not give rise to any highway safety concerns.

9.0 RESIDENTIAL AMENITY AND NOISE

The impact of the proposed development upon neighbouring occupiers has been carefully considered.

The proposed use is limited to storage activities and does not involve manufacturing, fabrication, industrial processing, waste management or other intensive industrial operations. As such, the site will not generate the type or intensity of activity typically associated with general industrial uses.

The principal activities undertaken on the site will comprise vehicle arrivals and departures together with occasional loading and unloading operations.

The site is located within an existing urban and transport environment where background noise levels are already influenced by railway infrastructure and associated transport activity. Within this context, the proposed development is not expected to give rise to significant adverse effects in terms of noise, disturbance or vibration.

The development therefore accords with Policy DMHB11 of the Hillingdon Local Plan and the amenity objectives of the National Planning Policy Framework.

10.0 ECONOMIC BENEFITS

The proposal provides a number of important economic benefits.

The development will support local businesses by providing accessible storage facilities within a highly sustainable location. It will assist contractors, maintenance providers, infrastructure operators and service businesses that require secure operational space within West London.

The proposal also contributes towards the productive use of previously developed land and supports employment activity associated with the management and occupation of the site.

These benefits attract positive weight in the planning balance and contribute towards the economic objectives of sustainable development.

11.0 SUSTAINABILITY

The site occupies an exceptionally sustainable location immediately adjacent to Eastcote Underground Station.

Future occupiers and visitors benefit from direct access to the Metropolitan and Piccadilly Lines together with local bus services, footways and cycle infrastructure.

The proposal therefore promotes sustainable travel patterns and reduces dependence upon private car use when compared to less accessible storage facilities located outside urban areas.

The continued use of previously developed land also aligns with wider sustainability objectives relating to land efficiency and urban regeneration.

12.0 PLANNING POLICY ASSESSMENT

The proposal accords with the National Planning Policy Framework by supporting sustainable development, promoting the effective use of brownfield land and avoiding unacceptable transport or amenity impacts.

The development is also consistent with the strategic objectives of the London Plan, particularly those relating to sustainable transport, efficient land use and the protection of employment-generating activities.

At a local level, the proposal complies with the relevant policies of the Hillingdon Local Plan relating to transport, design, amenity and sustainable development.

13.0 RESPONSE TO POTENTIAL OBJECTIONS

Concerns regarding traffic generation are addressed by the accompanying Transport Statement, which demonstrates that vehicle movements remain modest and can be accommodated safely within the local highway network.

Potential concerns regarding noise and disturbance are mitigated by the nature of the proposed use, which is limited to storage activities and excludes manufacturing, fabrication and industrial processing operations.

Visual impacts are limited by the absence of permanent buildings and the retention of the site's existing commercial character.

Finally, concerns regarding long-term intensification are addressed by the temporary five-year nature of the consent sought, ensuring that the Local Planning Authority retains complete control over the future use of the site.

14.0 PLANNING BALANCE

The proposal delivers a range of clear planning benefits. It makes productive use of previously developed land, supports local businesses and employment activity, occupies a highly sustainable location and generates no significant adverse impacts in relation to transport, amenity or environmental considerations.

Particular weight should be attached to the temporary and reversible nature of the proposal. The development can be discontinued at the expiry of the consent period without prejudice to any future redevelopment opportunities.

When assessed against the development plan as a whole, the benefits of the proposal clearly outweigh any limited impacts.

15.0 CONCLUSION

The proposed development represents an appropriate and sustainable use of previously developed land within an established commercial and transport environment.

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The Applicant has deliberately limited both the scale and intensity of the proposed operations and is seeking a temporary planning permission for a period of five years only which ends on the 29th July 2030. The proposal represents a low-intensity Class B8 storage use and does not involve the level of activity typically associated with larger logistics, warehousing or industrial developments.

The proposal supports local businesses, contributes positively to the local economy, generates modest levels of traffic and creates no unacceptable impacts upon neighbouring occupiers.

Accordingly, it is respectfully submitted that planning permission should be granted.