

DWD

Planning

Statement

Unit B, Prologis Distribution park,
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Revision	Description	Originated	Checked	Reviewed	Authorised	Date
1	Final					
DWD Job Number:						

1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared on behalf of the applicant, in support of an application for full planning permission for a proposed development Unit B, Prologis Distribution park, Stockley Road, Hillingdon, West Drayton UB7 9FN (the 'Site').
- 1.2 The application comprises minor site alterations to an existing distribution facility. The full disruption of development is:
- 1.3 *Full planning permission for site alterations comprising, operational yard reconfiguration, new canopies, dock door alterations, ground level modifications, installations of a welfare unit, and access adjustment."*
- 1.4 This Planning Statement describes the proposed development and assesses the development against the Development Plan. This statement will also outline the material benefits of the proposal.
- 1.5 This application is supported by the following technical reports.

Document Title	Author
Transport Statement	Paul Basham Associate
Biodiversity Net Gain Report	Tetra Tech
Landscape Strategy	Tetra Tech
Preliminary Ecological Appraisal Tech Note Report	Tetra Tech
Drainage and Flooding Compliance Statement	Goodson Associates
Arboricultural Impact Assessment	Tetra Tech
Preliminary Geo-Environmental Risk Assessment	Lucion
External Lighting Lux Levels Plot	LTA

- 1.6 In addition, the following drawings have been submitted with the application to illustrate the proposed scheme.

Drawing Title	Reference
Site Location Plan	SMR-00-00-DR-A-2002-S4-P4

EXISTING SITE PLAN	SMR-00-GF-DR-A-2003-S4-P5
PROPOSED SITE PLAN	SMR-00-XX-DR-A-2004-S4-P5
EXISTING ELEVATIONS	SMR-00-XX-DR-A-2005-S4-P4
PROPOSED ELEVATIONS	SMR-00-00-DR-A-2006-S4-P5
WELFARE CABIN AND GATE DETAIL	SMR-00-00-DR-A-2009-S4-P4
EXISTING AND PROPOSED SECTIONS	SMR-00-XX-DR-A-2010-S4-P3
CANOPY ROOF PLAN AND EXTERNAL FURNITURE DETAILS	SMR-00-00-DR-A-2011-S4-P3

1.7 The remainder of this Statement is set out as follows:

- Section 2 describes the site and the surrounding area;
- Section 3 sets out the proposals for the site that are the subject of this planning application;
- Section 4 assesses the proposed development against the relevant national and local planning policies and other material considerations; and,
- Section 5 sets out our overall conclusions on the planning merits of the proposals.

2.0 SITE LOCATION DESCRIPTION AND PLANNING HISTORY

Site Description

- 2.1 The Site is located within the administrative boundary of the London Borough of Hillingdon and forms part of the Stockley Road industrial area to the south of West Drayton town centre. The Site comprises an established warehouse and distribution facility situated to the east of Stockley Road and in proximity to the Grand Union Canal and railway infrastructure to the north.
- 2.2 The Site consists of a large, broadly rectangular parcel of previously developed land occupied by a substantial, modern industrial warehouse building with associated service yard areas, vehicle circulation space, car parking, and ancillary infrastructure. The building is single-storey in form with a substantial footprint typical of strategic logistics and distribution operations.
- 2.3 Vehicular access to the Site is taken from the local highway network via Stockley Road, which connects to the wider strategic road network, including the A408 and Junction 4 of the M4 motorway. The Site is well connected to Heathrow Airport and the surrounding strategic employment corridor. The surrounding road infrastructure is designed to accommodate heavy goods vehicles associated with industrial and logistics uses.
- 2.4 The Site is located within a well-established industrial and logistics area characterised by large-scale warehousing, distribution centres, and other employment-generating uses. Surrounding development is predominantly commercial and industrial in nature, with buildings of comparable scale, height, and massing. Railway infrastructure forms the northern boundary, while areas of open land and water features lie to the west. Residential areas are located to the east beyond the wider industrial estate; however, these are physically separated from the Site by intervening employment uses and estate roads.
- 2.5 The Site is not located within a Conservation Area and there are no statutory listed buildings within the Site boundary. The surrounding area does not exhibit a prevailing heritage character, and the immediate context is defined by modern industrial development.

Planning History

- 2.6 The Council's planning records show that the Site benefits from an outline permission for the 'redevelopment of the site for a mixed use comprising (Use Classes B1(a) and (c), B2 and B8) Employment Uses and C3 Residential Use (up to a maximum of 101 units) with associated access, parking and landscaping (outline application). (ref: 18399/APP/2004/2284) approved in August

2005. Phased issuing of details was approved under application (ref: 18399/APP/2005/3415) in January 2006.

- 2.7 A reserved matters application (ref: 18399/APP/2009/423) was made in respect to this outline permission and issued in May 2009, with the subject building comprising 'Unit B' of this application. The existing warehouse was built in accordance with the reserved matters application and is in lawful use as a storage and distribution warehouse (Use Class B8).
- 2.8 Details of the applications relevant to the Site are listed in Appendix A.

3.0 PROPOSED DEVELOPMENT

- 3.1 The development includes site alterations comprising, operational yard reconfiguration, new canopies, dock door alterations, ground level modifications, installations of a welfare unit, and access adjustment.”. The primary warehouse structure is retained and there is no substantive increase in built footprint.
- 3.2 The proposed alterations are considered necessary upgrades which will enhance the operations of the existing occupier. The proposed alterations will not result in a loss of landscaping and have been deliberately sited to minimise impacts from an operational perspective and in terms of neighbouring sites.
- 3.3 The scale of the alterations would be modest within the context of the site, and the unit has been designed to respect the character and appearance of the existing buildings and associated works of the surrounding area.
- 3.4 The alterations would be constructed on existing hardstanding. Furthermore, the drainage management systems would be integrated into the existing system approved by the base of the consent application.

4.0 PLANNING POLICY CONSIDERATIONS

- 4.1 This section sets out the national and local planning policy framework relevant to the determination of this application. The proposals have been considered in the context of achieving sustainable development, supporting a strong and competitive economy, securing high-quality design, and addressing climate change and flood risk.
- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the statutory development plan unless material considerations indicate otherwise.
- 4.3 The statutory development plan for the purposes of this application comprises the following documents forming Hillingdon’s current development plan:
- 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 London Plan (2021)
 - The West London Waste Plan (2015)
- 4.4 Policies within the above documents are used by Hillingdon Council to decide planning applications and guide future development in the borough.
- 4.5 In addition to the adopted development plan, the following national policy and guidance are material considerations in the determination of planning applications:
- National Planning Policy Framework (NPPF) (latest revision);
 - National Planning Practice Guidance (NPPG); and
 - Relevant national planning policy on waste and traveller sites.
- 4.6 These documents set out the Government’s planning policies and how they are expected to be applied at the local level.
- 4.7 Below is a table summarising the relevant Hillingdon Local Development Plan Policies.

Material consideration	Relevant Policies
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<p>Employment</p>	<ul style="list-style-type: none"> • Local Plan Part 1 (2012): Policy E1 – Managing the Supply of Employment Land and Premises • Local Plan Part 2 (2020): Policy DMCI 7 – Industrial and Warehouse Development • London Plan (2021): Policy E4 – Land for Industry, Logistics and Services to Support London’s Economic Function
<p>Design</p>	<ul style="list-style-type: none"> • Local Plan Part 1 (2012): Policy BE1 – Built Environment • Local Plan Part 2 (2020): Policy DMHB 11 – Design of New Development • Local Plan Part 2 (2020): Policy DMHB 12 – Alterations and Extensions • London Plan (2021): Policy D3 – Optimising Site Capacity through the Design-led Approach • London Plan (2021): Policy D4 – Delivering Good Design
<p>Amenity</p>	<ul style="list-style-type: none"> • Local Plan Part 1 (2012): Policy EM8 – Land, Water, Air and Noise • Local Plan Part 2 (2020): Policy DMHB 11 – Design of New Development • Local Plan Part 2 (2020): Policy DMEI 14 – Air Quality • London Plan (2021): Policy D14 – Noise
<p>Environmental</p>	<ul style="list-style-type: none"> • Local Plan Part 1 (2012): Policy EM8 – Land, Water, Air and Noise • Local Plan Part 2 (2020): Policy DMEI 14 – Air Quality • Local Plan Part 2 (2020): Policy DMEI 13 – Management of Environmental Nuisance • London Plan (2021): Policy SI 1 – Improving Air Quality
<p>Flood and Drainage</p>	<ul style="list-style-type: none"> • Local Plan Part 1 (2012): Policy EM6 – Flood Risk Management • Local Plan Part 2 (2020): Policy DMEI 9 – Management of Flood Risk • London Plan (2021): Policy SI 12 – Flood Risk Management
<p>Transport</p>	<ul style="list-style-type: none"> • Local Plan Part 1 (2012): Policy AM7 – Consideration of Traffic Generated by Proposed Developments

	<ul style="list-style-type: none">• Local Plan Part 2 (2020): Policy DMT 1 – Managing Transport Impacts• Local Plan Part 2 (2020): Policy DMT 2 – Highway Impacts• London Plan (2021): Policy T3 – Transport Capacity, Connectivity and Safeguarding• London Plan (2021): Policy T4 – Assessing and Mitigating Transport Impacts
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5.0 POLICY COMPLIANCE

Achieving sustainable development

- 5.1 The proposed development represents sustainable development in accordance with the London Borough of Hillingdon Development Plan, comprising the Local Plan: Part 1 (2012), Local Plan: Part 2 (2020), Site Allocations and Designations (2020), and the London Plan (2021). The proposals relate solely to external and operational alterations to an existing lawful warehouse within a designated employment area.
- 5.2 The development will support the continued and efficient operation of the established industrial use through the provision the provision of site alterations. The scheme does not introduce a change of use or materially intensify the established employment function. It therefore accords with Policy E1 (Local Plan Part 1), Policy DMCI 7 (Local Plan Part 2), and Policy E4 of the London Plan, which support the protection and optimisation of industrial and logistics land.
- 5.3 The proposed works are modest in scale and appropriate to the industrial context of the site. The design and operational improvements align with Policies BE1, DMHB 11 and DMHB 12, together with London Plan Policies D3 and D4. Transport, environmental and amenity considerations are appropriately addressed in accordance with relevant Development Plan policies.
- 5.4 Overall, the proposals represent investment in and optimisation of an existing employment site without adverse impacts, and are therefore consistent with the objectives of sustainable development when the Development Plan is read as a whole.

Building a strong and Competitive Economy

- 5.5 The National Planning Policy Framework (NPPF) places significant weight on supporting economic growth and the expansion of existing businesses. The application site comprises an established and lawful warehouse facility located within a designated employment area, and the proposed alterations are intended to improve operational efficiency and functionality in response to modern logistics requirements.
- 5.6 The proposals accord with Policy E1 of the Local Plan: Part 1 (2012), Policy DMCI 7 of the Local Plan: Part 2 (2020), and Policy E4 of the London Plan (2021), which seek to protect and optimise industrial and logistics land to support London's economic function. The development enhances the performance of an existing employment site without introducing a change of use or expanding beyond the established developed footprint.

- 5.7 By facilitating operational improvements and supporting the continued effective use of the site for employment purposes, the scheme contributes positively to the local economy and supports job retention. The proposals therefore represent sustainable economic development in accordance with national and local planning policy.

Promote Sustainable Transport

- 5.8 A Transport Statement has been prepared by Paul Basham Associates (January 2026) in support of the application. The Statement assesses the transport implications of the proposed site alterations at the existing warehouse facility at Stockley Road, Hayes.
- 5.9 The proposals comprise operational and layout alterations within the existing site boundary, including yard reconfiguration, the provision of a new access for delivery vans, and associated circulation improvements. As confirmed within the Transport Statement, the development will not result in any intensification of vehicle movements beyond the site's lawful baseline and will therefore not materially impact the operation of the local highway network
- 5.10 Existing access points are to be retained, with a modest additional access introduced to improve internal vehicle circulation. Swept path analysis demonstrates that articulated HGVs, delivery vans and standard vehicles can safely enter, manoeuvre and exit the site following the proposed alterations. The proposals are therefore compliant with Policies DMT 1 and DMT 2 of the Local Plan: Part 2 (2020), Policy AM7 of the Local Plan: Part 1 (2012), and London Plan Policy T4.
- 5.11 In terms of sustainable transport accessibility, the site is served by pedestrian and cycle infrastructure within Prologis Park and benefits from nearby bus services on Stockley Road, with connections to Hayes & Harlington Station and West Drayton Station (Elizabeth Line). The development does not alter staff parking arrangements or reduce sustainable travel opportunities.
- 5.12 The Transport Statement concludes that the proposals will have no material impact on highway safety or capacity and that the existing transport network can continue to accommodate the site's operation safely and efficiently. The development therefore accords with the transport objectives of the NPPF and the Development Plan.

Achieving well design places

- 5.13 Chapter 12 of the NPPF confirms that good design is fundamental to sustainable development and that development should be visually attractive, sympathetic to local character and history, and function well over its lifetime. At a regional and local level, London Plan Policy D3 (Optimising Site Capacity through the Design-Led Approach), Policy D4 (Delivering Good Design), and Policy DMHB

11 (Design of New Development) of the Hillingdon Local Plan seek to secure high-quality design that responds positively to local context and ensures appropriate scale, appearance and layout.

- 5.14 The proposed development comprises external alterations to an existing warehouse facility, including the addition of a canopy, new HGV dock doors and level access doors to the southern elevation, a modular welfare unit, additional louvres, and associated yard reconfiguration. The primary warehouse building is retained in full and there is no material increase in overall building footprint or height beyond the modest canopy structure.
- 5.15 In scale and massing terms, the proposed canopy has been designed to remain proportionate to the host building and subservient to the main warehouse form. Its functional industrial appearance reflects the operational character of the site and surrounding employment area. The modular welfare unit is single storey and modest in scale, positioned within the service yard where it will be read as ancillary to the principal building. External materials and finishes for new openings and louvres will match or complement the existing façade, ensuring visual continuity and maintaining a cohesive industrial aesthetic.
- 5.16 The revised yard layout has been carefully designed to improve servicing efficiency and safety, including clearer vehicle manoeuvring routes and the rationalisation of servicing areas. The works remain entirely within the established operational envelope of the site and do not introduce incongruous features or alter the prevailing character of the industrial estate.
- 5.17 Given the functional industrial context and the established built form of the surrounding employment area, the proposals represent a proportionate and contextually appropriate enhancement to an existing logistics facility. The development will function effectively for its intended use without giving rise to visual harm and therefore accords with the NPPF, London Plan Policies D3 and D4, and Policy DMHB 11 of the Hillingdon Local Plan.

Meeting the Challenge of Climate Change and Flooding

- 5.18 Section 14 of the NPPF seeks to ensure that development is appropriately located and designed to minimise vulnerability to climate change and flooding. London Plan Policy SI12 (Flood Risk Management) and Policy SI13 (Sustainable Drainage), together with Policies DMEI 9 (Flooding) and DMEI 10 (Water Management, Efficiency and Quality) of the Hillingdon Local Plan, require development to be safe for its lifetime, not increase flood risk elsewhere, and incorporate sustainable drainage principles.
- 5.19 A Flood Risk Assessment and Drainage Strategy has been prepared in support of the application. The site is located within Flood Zone 1 (low probability of fluvial flooding) according to the

Environment Agency Flood Map for Planning. The development comprises external operational alterations within an established industrial site and does not introduce a more vulnerable land use. The proposals are therefore appropriate in flood risk terms.

- 5.20 The submitted assessment confirms that the site is not at material risk from fluvial or tidal flooding and that the development will remain safe for its intended lifetime, taking into account climate change allowances in accordance with current Environment Agency guidance. As the works relate to external alterations to an existing building, the proposals do not increase the vulnerability classification of the site.
- 5.21 In respect of surface water, the site is already largely hardstanding and served by an established drainage network. The proposed alterations do not result in a material increase in impermeable area and the existing drainage strategy will be retained. Reconfigured yard levels will ensure that runoff continues to drain appropriately and that established exceedance routes are maintained. The development will therefore not increase surface water flood risk either on site or to adjoining land.
- 5.22 The assessment also considers other sources of flooding, including groundwater, sewer and reservoir flooding, and confirms that risks are low. The scale and nature of the development do not give rise to additional flood pathways or capacity pressures within the drainage network.
- 5.23 Overall, the development is safe for its lifetime, does not increase flood risk elsewhere and incorporates proportionate drainage management consistent with sustainable development objectives. The proposals therefore comply with the NPPF, London Plan Policies SI12 and SI13, and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan.

Conserving and enhancing the natural environment

Ecology

- 5.24 A Preliminary Ecological Appraisal (PEA) has been undertaken by Tetra Tech (February 2026) in support of the application.
- 5.25 The Site comprises predominantly developed land, including warehouse buildings, hardstanding, and associated circulation areas. Ecological features within the red line boundary are limited to two semi-mature urban trees and a small area of introduced shrub planting located to the north-east of the Site.
- 5.26 The desk study identified no statutory designated sites within 2km and no likely significant effects on the South West London Waterbodies SPA/Ramsar. The Site lies within an SSSI Impact Risk Zone;

however, due to the nature and scale of the proposals and the absence of hydrological connectivity, no consultation with Natural England or Habitats Regulations Assessment is required.

- 5.27 Field survey work confirmed that the Site offers negligible suitability for bats, badgers, reptiles, amphibians and other protected species. The only ecological receptor of note is the limited potential for breeding birds associated with the two trees and shrub planting.

Biodiversity Net Gain

- 5.28 A Biodiversity Net Gain (BNG) Baseline Report has been prepared by Tetra Tech (February 2026) using the DEFRA Statutory Biodiversity Metric. The Site extends to approximately 0.8ha and comprises predominantly developed land, including buildings and sealed hardstanding, which carry no biodiversity unit value under the Metric.
- 5.29 The baseline assessment identifies a total of 0.05 habitat units on site. These units are derived from two urban trees (medium distinctiveness, poor condition) and a small area of introduced shrub planting (low distinctiveness). No irreplaceable habitats are present and the Site is not located within a designated biodiversity opportunity area or Local Nature Recovery Strategy area.
- 5.30 The proposed development will require the removal of the two urban trees and the area of shrub planting to facilitate the revised access and yard configuration. As a result, the development must deliver a minimum 10% biodiversity net gain, equating to a requirement for +0.06 habitat units post-development, in accordance with the Statutory Metric
- 5.31 Given the operational constraints of the Site and its predominantly hard-surfaced industrial character, it is not feasible to deliver the required uplift in biodiversity units on-site without compromising operational requirements. The Applicant therefore proposes to secure the required habitat units (and any additional units necessary to satisfy trading rules) through the purchase of off-site biodiversity credits from an approved habitat bank.
- 5.32 Subject to securing the required off-site biodiversity units, the development will achieve the mandatory 10% biodiversity net gain and will therefore comply with statutory BNG requirements, the NPPF, London Plan Policy G6, and the relevant policies of the Hillingdon Local Plan.

Contaminated land

- 5.33 A Preliminary Geo-Environmental Risk Assessment (PRA) has been prepared by Lucion (Report Ref. 116075.703203_REP_Unit B_Prologis Distribution_PRA_180226 v2, February 2026) in support of the application. The assessment has been undertaken to consider potential risks associated with

land contamination in the context of the proposed yard alterations, canopy, dock levellers and welfare unit.

- 5.34 The PRA confirms that the Site is underlain by hardstanding and Made Ground, over superficial deposits of Langley Silt and Lynch Hill Gravel, with London Clay at depth. The Site is not located within a groundwater Source Protection Zone and previous investigations have not identified significant widespread contamination. The preliminary risk assessment identifies a low risk to human health and controlled waters in the context of the proposed development.
- 5.35 Historical uses within the wider area include brick works, railway infrastructure, and former industrial activity. However, the Site has been redeveloped and operated as a warehouse and distribution facility since 2008. The PRA concludes that widespread contamination is unlikely, with only the potential for localised Made Ground and limited areas of infilled land to present a low risk.
- 5.36 With regard to ground gas, the assessment indicates that a significant gas risk is unlikely. Previous investigations did not record elevated ground gas concentrations and no specific gas protection measures are considered necessary for the proposed welfare unit, given its limited scale and the nature of the works.
- 5.37 The report recommends that further intrusive investigation for contamination purposes is not required. Standard construction best practice, including a watching brief and hotspot protocol in the event of unexpected contamination, together with appropriate asbestos awareness during groundworks, will ensure that risks remain suitably controlled.
- 5.38 On this basis, the proposed development poses no unacceptable risk to human health, controlled waters, or the wider environment and complies with the NPPF and relevant Development Plan policies relating to land contamination.

6.0 CONCLUSION

- 6.1 This Planning Statement demonstrates that the proposed development comprises a series of proportionate operational and external alterations to an established and lawful warehouse and distribution facility within a designated Strategic Industrial Location. The proposals do not involve a change of use, intensification beyond the lawful baseline, or material expansion of the building footprint. Rather, they represent functional enhancements necessary to support the continued and efficient operation of the site.
- 6.2 As set out within this Statement and the accompanying technical assessments, the development accords with the relevant provisions of the National Planning Policy Framework, the London Plan (2021), and the Hillingdon Local Plan when read as a whole. The proposals support sustainable economic activity and employment retention, maintain safe and efficient transport arrangements, and respond appropriately to their established industrial context in design and layout terms.
- 6.3 The supporting reports confirm that the development will not give rise to unacceptable impacts in relation to flood risk, drainage, contamination, biodiversity, amenity, or highway safety. The site is suitable for its continued employment use, and the proposed works will not adversely affect ecological receptors, neighbouring land, human health, or controlled waters. The statutory 10% Biodiversity Net Gain requirement will be achieved through the secured purchase of off-site biodiversity units in accordance with the Environment Act 2021 and national policy.
- 6.4 In overall planning terms, the development represents sustainable development. It supports the optimisation of an existing industrial site within a designated employment location without giving rise to material planning harm. The proposals are therefore fully compliant with national, regional and local policy objectives, and it is respectfully requested that the Local Planning Authority grants planning permission accordingly.

APPENDIX 1: PLANNING HISTORY

Application reference	Description of development	Decision	Decision date
18399/APP/2022/2948	Installation of a temporary canopy	Approved	14.02.2023
18399/APP/2021/833	Alterations to an existing warehouse including the installation of external plant, additional doors, the installation of internal mezzanine and associated works	Approved	29.04.2021
18399/ADV/2018/11	7 freestanding internally illuminated monolith signs	Approved	20.04.2018
18399/APP/2015/1396	The replacement of three of the at-grade access doors on the north elevation with six dock-level doors	Approved	14.05.2015
18399/ADV/2014/101	Installation of 2no. high level non illuminated panel signs	Approved	31.12.2014
18399/APP/2014/1907	Non Material Amendment to planning permission ref: 18399/APP/2013/1019 (Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works within the existing Prologis Park development) to increase external levels and alter parapet and ridge heights	Approved	26.06.2014
18399/APP/2013/2298	Non Material Amendment (to alter the size of Unit C, and amendments to loading dock doors and service yard) to permission 18399/APP/2013/1019 (Erection of distribution warehouse units (Use Class B9) with ancillary offices, associated car parking, access and associated landscape works)	Approved	08.10.2013
18399/APP/2013/1019	Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works within the existing Prologis Park development	Approved	18.07.2013
18399/APP/2010/2814	Variation of conditions 2, 4, 5, 6, 7, 9, 12, 13, 14, 15, 16, 17, 18 and 19 (to allow the phased development of the overflow car park and Units C and D) of planning permission ref: 1839/APP/2010/545 dated	Approved	17.02.2001

	<p>25/06/2010: Reserved matters (details of access, appearance, landscaping, layout and scale for two units with ancillary offices and associated car parking including an overflow car park) in compliance with condition 3 of planning permission ref: 18399/APP/2005/3415 dated 02/03/2006 (Variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 and 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref: 18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed-use development).</p>		
18399/APP/2010/545	<p>Reserved matters (details of access, appearance, landscaping, layout and scale for two units with ancillary offices and associated car parking including an overflow car park) in compliance with condition 3 of planning permission ref: 18399/APP/2005/3415 dated 02/03/2006 (Variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 and 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref: 18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed-use development).</p>	Approved	25.06.2010
18399/ADV/2009/41	<p>Installation of 1 non-illuminated fascia sign</p>	Withdrawn	12.11.2010
18399/APP/2007/2724	<p>Reserved matters (details of siting, design, external appearance and landscaping) of units C and D (employment component) in compliance with condition 3 of planning permission ref. 18399/APP/2005/3415 dated 27/01/2006: Variation of conditions (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref. 18399/APP/2004/2284 dated 19/08/2005: redevelopment of the site for a mixed-use development comprising Use Classes B1(a) & (c), B2 and B8 Employment and C3 Residential Use (up to a maximum of 101 units) with associated access, parking and landscaping.</p>	Approved	17.12.2007

<p>18399/APP/2007/2725</p>	<p>Reserved matters (details of siting, design, external appearance and landscaping) of units C, D and G (employment component) in compliance with condition 3 of planning permission ref: 18399/APP/2005/3415 dated 27/01/2006: Variation of conditions (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref. 18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed-use development comprising Use Classes B1(a) & (c), B2 and B8 Employment Uses and C3 Residential Use (up to a maximum of 101 units) with associated access, parking and landscaping.</p>	<p>Approved</p>	<p>17.12.2007</p>
<p>18399/APP/2006/2308</p>	<p>Reserved matters (details of siting, design, external appearance & landscaping) of Unit F (employment component) in compliance with condition 3 of planning permission ref. 18399/APP/2005/3415 dated 27/01/2006: Variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 and 30 (to allow sperate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref. 18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed use development comprising Use Classes B1(a) and (c), B2 and B8 employment uses and C3 residential use *up to a maximum of 101 units) with associated access, parking and landscaping.</p>	<p>Approved</p>	<p>03.11.2006</p>
<p>18399/APP/2006/547</p>	<p>Reserved matters (details of siting, design, external appearance and landscaping) of Units B, E and F (employment component) in compliance with condition 3 of planning permission ref.18399/APP/ 2005/3415 dated 27/01/2006: Variation of conditions 2,3,7,8,10,11,13, 20,21,22,26,29 and 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref. 18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed use development comprising Use Classes B1(a) and (c), B2 and B8 employment uses and C3 residential</p>	<p>Approved</p>	<p>12.07.2006</p>

	use (up to a maximum of 101 units) with associated access, parking and landscaping		
18399/APP/2006/524	Reserved matters (details of siting, design, external appearance and landscaping) of the residential component (101 units) in compliance with condition 3 of planning permission ref. 18399/APP/2005/3415 dated 27/01/2006: 'Variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 & 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref. 18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed-use development comprising Use Classes B1(a) & (c), B2 and B8 employment uses and C3 residential use (up to a maximum of 101 units) with associated access, parking and landscaping.	Approved	26.07.2006
18399/APP/2005/3415	Variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 & 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref. 18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed-use development comprising Use Classes B1(a) & (c), B2 and B8 Employment Uses and C3 Residential Use (up to a maximum of 101 units) with associated access, parking and landscaping	Approved	02.03.2006
18399/APP/2005/2437	Variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 & 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of planning permission ref: 18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed-use development comprising Use Classes B1(a) & (c), B2 and B8 Employment Uses and C3 Residential Use (up to a maximum of 101 units) with associated access, parking and landscaping (outline application).	Approved	02.11.2005
18399/APP/2004/2284	Redevelopment of the site for a mixed-use comprising (Class B1(a) & (c), B2 and B8) Employment Uses and (Class C3) Residential (up to a maximum of 101 units)	Approval	19.08.2005

	with associated access, parking and landscaping (outline application).		
18399/APP/2004/2283	Redevelopment of the site for a mixed-use development comprising Use Classes B1(a) & (c), B2 and B8 Employment Uses and C3 Residential Use (up to a maximum of 101 units) with associated access, parking and landscaping (hybrid application).	Refusal	22.03.2005

APPENDIX 2:

APPENDIX 3: