



JULY 2022

NCP Heathrow Flightpath, Bath Road, Heathrow, UB7 0DU

Planning Statement

Iceni Projects Limited on behalf of
Heathrow NCP Property Limited

July 2022

ICENI PROJECTS LIMITED
ON BEHALF OF HEATHROW
NCP PROPERTY LIMITED

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**NCP Heathrow Flightpath, Bath Road,
Heathrow, UB7 0DU**

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1. INTRODUCTION

- 1.1 Icení Projects Limited ('Icení') are appointed by Heathrow NCP Property Limited (our 'Client') to advise on town planning matters relating to the land at NCP Heathrow Flightpath, Bath Road, Heathrow, UB7 0DU (the 'site'). The site is situated within the administrative boundary of The London Borough of Hillingdon ('LB Hillingdon').

Structure of the Planning Statement

- 1.2 The purpose of this Statement is to provide an overview of the existing site, the site history and to provide an assessment of the key planning considerations for the proposed development. The Statement is structured in the following format:

- Section 2 – Site and Surrounding Context;
- Section 3 – Planning History;
- Section 4 – Pre-application;
- Section 5 – Proposed Development;
- Section 6 – Planning Policy Context;
- Section 7 – Assessment of Application Proposals; and
- Section 8 – Conclusion.

Supporting Technical Material

- 1.3 The development proposals have been informed by a wide range of technical assessments, based on an agreed list of technical documents with the Case Officer. The following documents have been submitted in support of this application and should be referred to during the determination of this application:

- Arboricultural Impact Assessment, prepared by Tamla Trees;
- Air Quality Assessment, prepared by Mayer Brown;
- Biodiversity Metric Assessment, prepared by Middlemarch;
- BREEAM Pre-Assessment & Summary Tracker, prepared by SCS;
- Design and Access Statement (including Photographs/Photomontages/CGIs), prepared by Chetwoods;

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- Ecology Assessment, prepared by Middlemarch;
 - Fire Statement, prepared by Hydrock;
 - Flood Risk Assessment, prepared by Hydrock;
 - Drainage Strategy and Layout, prepared by Hydrock;
 - Landscaping Plans and Specifications, prepared by EPD;
 - Lifecycle Assessment, prepared by SCS;
 - Lighting Layout and Assessment, prepared by MBA;
 - Noise Impact Assessment, prepared by Mayer Brown;
 - Planning Statement, prepared by Icení Projects;
 - Stage 1 Ground Conditions Assessment, prepared by Hydrock;
 - Statement of Community Engagement, prepared by Icení Projects;
 - Sunlight, Daylight and Overshadowing Assessment, prepared by Hollis;
 - Sustainability and Energy Statement, prepared by Icení Projects;
 - Transport Assessment, prepared by Mayer Brown;
 - Travel Plan, prepared by Mayer Brown; and
 - Vehicle Tracking, prepared by Hydrock.

2. SITE AND SURROUNDING CONTEXT

- 2.1 The site is approximately 1.6 hectares in size and is located a short distance to the north of Heathrow Airport. The site comprises an existing brownfield site, which has previously operated as a surface level car park providing around 630 parking spaces. It was last used by NCP as a car park in August 2021.
- 2.2 The site is bound by the A4 (Bath Road) to the south, and the M4 spur - Tunnel Road West to the east of the site. A former Metropolitan Police facility is located to the north of the site, with residential dwellings along Sipson Way located to the west. A small parade of shops, including a convenience store and a takeaway/cafe is located to the north-west corner of the site.
- 2.3 The site is currently accessed via a bridge leading from the Radisson Hotel and Conference Centre to the west, with Sipson Road providing access to the A4 (Bath Road). The site also includes several trees to its boundaries, with a cluster on the western boundary providing screening between the site and the rear of the residential properties along Sipson Way.
- 2.4 The site is located within the Hillingdon Air Quality Management Area, the A4 Corridor Air Quality Focus Area, the Heathrow Archaeological Priority Area, a Critical Drainage Area and Flood Zone 1. The northern half (approximately) of the site has a Public Transport Accessibility Level (PTAL) of 2 and the southern half (approximately) of the site has a PTAL of 3.

3. PLANNING HISTORY

- 3.1 Following a review of LB Hillingdon's online planning register, the planning history relating to the site (as found online) is included below. A certificate was granted to confirm the existing lawful use of the site as a car park in 2011. New vehicular access to the A4 was granted permission in 2011 and 2021.

Reference	Description	Decision
41632/APP/2021/1301	Provision of a new vehicular access to existing NCP car park via A4 Bath Road.	Conditional Permission 28/06/2021
41632/APP/2010/2301	New vehicular access to A4.	Conditional Permission 02/02/2011
41632/APP/2010/2428	Use of land as car park (Application for a Certificate of Lawful Development for an Existing Development)	Approved 04/01/2011
41632/APP/2002/147	Relocation of existing entrance from rear of the Excelsior hotel to the Bath Road	Conditional Permission 26/03/2004

Contextual Planning History

- 3.2 A review of the planning history for the nearby area has identified two relevant applications at 546 Sipson Road, immediately to the north of the site,
- 3.3 An appeal for hotel scheme was dismissed in 2019, due to the size and massing of the proposals having an overbearing impact on the residential units to the northwest of the site.
- 3.4 Planning permission was then granted in August 2020 for a reduced scheme at this site, for a 302-bedroom hotel up to 6 storeys in height.

546 Sipson Road

Reference	Description	Decision
11068/APP/2020/1586	Redevelopment including the demolition of the existing building and the erection of a new building ranging between 1 and 6 storeys to provide a 302-bedroom hotel (Use Class C1) with basement and ancillary facilities including restaurant, car parking, coach parking, hard and soft landscaping and associated works.	Conditional Permission 19/08/2020
11068/APP/2018/1852	Demolition of the existing buildings, the extension to the basement and development of a part 2/3 and part 4 to 6 storey hotel comprising 275 hotel beds centred around an atrium along with ancillary facilities including car parking, coach parking and associated landscaping.	Refused 20/12/2019

4. PRE-APPLICATION

- 4.1 Prior to the submission of this application, a pre-application meeting was held with LB Hillingdon, together with pre-application engagement with local residents and Councillors. A summary is provided below.

London Borough of Hillingdon

- 4.2 A pre-application meeting was held on 2nd November 2021 (ref: 41632/PRC/2021/220) for a scheme for an industrial/ logistics scheme, providing a total of 4 individual units for Classes B2, B8 and/or E(g)(ii)/(iii) totalling 8,563 sqm. Within the pre-application feedback the principle of the proposed land uses was supported, with the Council acknowledging in their pre-application response that planning policy encourages the redevelopment of previously developed land, and that industrial uses would be appropriate in this location.
- 4.3 The design and layout of the scheme was generally supported, subject to the use of appropriate materials and the impact of development on neighbouring residential properties. In particular it was recommended that careful consideration should be given to the materials used to break up the bulk, scale and massing of the elevations.
- 4.4 The landscaping buffer proposed to the edges of the site was welcomed, particularly along the western boundary to separate the proposed industrial use from the residential properties in Sipson Way. However, it was also stated that the Council would like to see some hardstanding within the site layout broken up with additional soft landscaping, to provide a softer setting to the industrial type buildings.
- 4.5 Concerns were raised regarding the ongoing maintenance of the access bridge from the Radisson Hotel and Conference Centre. However, based on subsequent correspondence it is understood that the bridge is adopted highway. The highway authority is therefore responsible for the maintenance of this bridge.
- 4.6 The Council recommended that further technical information should be provided to demonstrate that the proposal would not result in any unacceptable harm to the light and outlook of neighbouring properties, and that there would be no unacceptable harm in terms of noise impact and air quality.
- 4.7 The acceptability of the scheme was also subject to further technical information being provided, demonstrating that the scheme was satisfactory with regards to transport, sustainability, ecology, flood risk, contamination and fire safety.

Pre-application Public Engagement

- 4.8 In accordance with the feedback received during the pre-application process, a consultation exercise was undertaken prior to the submission of the planning application, in accordance with the best practice, as set out in the 2021 National Planning Policy Framework (NPPF), the National Planning Practice Guidance (NPPG) and LB Hillingdon's Statement of Community Involvement (November 2021).
- 4.9 This consultation approach included a community newsletter delivered to 250 nearby homes and businesses with an outline of the proposal; a dedicated consultation email and telephone number to receive feedback and any enquiries about the development, and a dedicated consultation website providing details of the proposals and encouraging feedback. Local ward councillors were also briefed on the scheme. Full details are set out in the accompanying Statement of Community Engagement.

5. PROPOSED DEVELOPMENT

5.1 The application proposals described below have been informed by local and regional planning guidance. Following receipt of advice in the pre-application meeting, the design comments have been taken into consideration when finalising the scheme to ensure it is of the highest quality at submission.

5.2 This application proposes the comprehensive redevelopment of the site to provide four new commercial units. Specifically, planning permission is sought for the following:

“Demolition of existing car park and redevelopment for industrial (Use Class B2); storage or distribution (Use Class B8); and/or light industrial (Use Class E(g)(iii)) purposes, with ancillary office space, landscaping, car parking, servicing and access arrangements.”

Employment Floorspace

5.3 The proposed development comprises the construction of industrial/ logistics buildings, providing a total of 4 individual units for flexible Class B2, B8 and/or E(g)(iii) purposes.

5.4 The proposed development will comprise a total of 8,362 sqm (GIA) of floorspace. The proposed floorspace schedule is set out below:

Unit Schedule Summary

Unit No.	Warehouse (GIA)	Office (GIA)	Open Mezzanine (GIA)	Total (GIA)
110	1,282 sqm	209 sqm	266 sqm	1,757 sqm
120	1,892 sqm	245 sqm	134 sqm	2,271 sqm
130	2,300 sqm	282 sqm	143 sqm	2,725 sqm
140	1,237 sqm	185 sqm	187 sqm	1,609sqm
TOTAL	6,711 sqm	921 sqm	730 sqm	8,362 sqm

5.5 The proposals include ancillary office floorspace associated with the B2, B8 and E(g)(iii) uses, as well as internal mezzanine level floorspace.

Layout and Scale

5.6 The proposed development consists of one warehouse building set out across 4 rectangular units. The units face eastwards, consisting of two central larger units (120 and 130), with two smaller units

(110 and 120) set either side of these. The units will be predominantly accessed via level access and personnel entrance doors within the eastern (front) elevation.

- 5.7 The warehouse building includes a gently sloping pitched roof, with a parapet taking the maximum height of the building to 13 m. The building will be set back from the eastern boundary with the M40 by approximately 25-30 metres to allow for a car parking and yard area in front of the warehousing units.
- 5.8 The building will be set back from the western boundary shared with residential gardens to take into consideration residential amenity and the group of existing trees situated along this boundary. An enhanced landscaped area is situated along this western boundary to screen the development from the residential properties to the west. The orientation of the buildings has also been designed to shield the adjacent residential dwellings from the activity within the yard areas to the east.
- 5.9 Additional soft landscaping is proposed along the entrance into the site from Bath Road, as well as along the northern side boundary. The landscaped areas to the south-east of the proposed building will provide staff amenity areas, such as external seating & picnic areas, and cycle parking provision.
- 5.10 It is proposed to create a new vehicular site access to the south of the site via Bath Road, providing access to the level access entrances and parking for each unit. This replicates the previously approved vehicular access from Bath Road. Car parking will be located to the east and south of the main warehouse building.

Design and Materiality

- 5.11 The proposed development aims to deliver a high quality, exemplar urban logistics scheme, showcasing design, sustainability and providing a development that is not only functionally sound but achieving a high quality of urban design as well.
- 5.12 The units will be broadly rectangular in form with the main entrance and service core accessed at ground floor, with the ancillary offices located on the ground floor and first floor mezzanine levels. The units proposed are also flexible enough for adaption so they can be used by different kinds of occupier without significant structural alterations. Furthermore, the design of the scheme incorporates measures to reduce crime/ the fear of crime, including factors such as lighting, surveillance and physical measures.
- 5.13 As illustrated in the accompanying Design & Access Statement, the proposed materials are of a high quality and include dark grey cladding and micro-rib flat panelling to give the building a classic industrial appearance which will be softened by the two-tone colour scheme and high-level windows,

which break up the bulk, scale and massing of the elevations. The windows and openings also provide an element of activation along the eastern (front) elevation.

- 5.14 A Fire Safety Strategy has been produced in support of this application which demonstrates the scheme has been designed in accordance with relevant standards for all areas. The strategy sets out detailed measures for the design, detection & alarm systems, evacuation, ventilation and fire service access, to minimise the risk of fire and ensure that the buildings will be safe.

Landscaping and Arboriculture

- 5.15 An enhanced landscaping scheme is proposed to complement the proposed development through implementing a range of soft and hard landscape features which will contribute towards an overall high-quality scheme.
- 5.16 As illustrated within the accompanying Landscape Planting Layout Plan (Drawing No. 001 Rev. B) a total of 54 standard trees and 1,803 whip trees are proposed to be planted across the site, in addition to shrub planting, ornamental ground cover, a wildflower area and a total of 1,000 trees within the native hedgerow. The majority of trees within the site will also be retained, including all trees to the western boundary.
- 5.17 Following pre-application discussions and the local engagement exercise, the western boundary of the site has been designed to retain the existing mature trees and therefore reduce the visual impact of the proposed development to the residential dwellings to the west. A detailed landscaping scheme will be implemented along this boundary, creating a landscape buffer comprising of a grassland area, planting, and treeline boundary, partially screening the units from views to the east.
- 5.18 The soft landscaping scheme will also include grassland, planting and trees to the north, east and south boundaries of the site. An amenity area for those working on the site is proposed to the south-east of the site, including breakout seating. Additional planting is also proposed along this boundary to further assist with urban greening within the site.
- 5.19 The proposed hard landscaping shall also be of a high quality and has been designed with safety and security in mind, thereby contributing to the operational functionality of the site.

Car Parking, Cycle Parking and Access

- 5.20 Access to the site will be via a left-in left-out (LILO) access at the south of the site onto Bath Road. The access will have footway provision on both sides of the access. This junction has the same geometry as was approved under planning application 41632/4/APP/2021/1301.

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- 5.21 The new junction will lead into a 7.3m wide access road to serve the industrial units. Gates within the site will be set back so that HGVs can pull up clear of the footway on Bath Road. The internal access road runs alongside the eastern boundary of the site and will provide access to each unit along with cycle parking and car parking within the site.
- 5.22 Car parking is to be provided alongside each unit and in the southwest corner of the site with 91 car parking spaces provided in total. This includes 9 disabled persons spaces and 10 spaces for Electric Vehicle (EV) charging.
- 5.23 The development proposals also include 5 parking spaces for motorcycle parking in the car park in the southwest corner of the site.
- 5.24 A cycle parking area will be provided in the southeast corner of the site for ease of access to the existing cycle network on Bath Road. 40 long stay cycle parking spaces for staff will be provided by way of 20 Sheffield stands in a secure compound. 10 short stay cycle parking spaces for visitors will be provided in the form of 5 Sheffield stands.

6. PLANNING POLICY CONTEXT

- 6.1 This section outlines the relevant planning policy context for the proposed development at national and local levels, together with considering the statutory development plan policies against which the proposed development should be considered, as well as other material considerations.

The Development Plan

- 6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

- 6.3 The statutory Development Plan, insofar as it relates to the application site and the proposed development, comprises:

- The London Plan (March 2021);
- London Borough of Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012);
- London Borough of Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020);
- London Borough of Hillingdon Local Plan: Part 2 - Site Allocations and Designations (January 2020)

Material Considerations

- 6.4 There are a number of other relevant adopted planning policy documents published nationally, regionally and by the Council that represent material considerations in determining this planning application, including:

- The National Planning Policy Framework (NPPF) (July 2021);
- The National Planning Policy Guidance (NPPG);
- London Borough of Hillingdon Planning Obligations Supplementary Planning Document (July 2014);
- Greater London Authority Sustainable Design and Construction Supplementary Planning Guidance (April 2014).

Site Specific Designations

- 6.5 A review of the Council's online Policies Map indicates that the site falls within the following designations within the Local Plan:
- Air Quality Management Area
 - A4 Corridor Air Quality Focus Area
 - Bath Road Employment Area
 - Heathrow Archaeological Priority Area
 - Critical Drainage Area
- 6.6 The site is also located within the Heathrow Opportunity Area as designated by the London Plan 2021.
- 6.7 With reference to LBH's Proposal Map, the site is not located within a Conservation Area or in close proximity to one. A review of Historic England's Listed Building Register (as held online) indicates that the site does not contain, and is not within the setting of, any statutory listed heritage assets.
- 6.8 With reference to the Environment Agency Flood Map (as held online) the site is located within Flood Zone 1 and therefore has a low probability of fluvial flooding.

Policy Context

- 6.9 The section below sets out the statutory development plan policies against which the proposed development should be considered, as well as other material considerations.

Local Plan: Part 1 - Strategic Policies (2012)

- 6.10 Policy E2 – Location of Employment Growth indicates that 9,000 new jobs will be accommodated in Hillingdon over the Plan period, with a focus on the Heathrow Opportunity Area, strategic and local industrial sites and town centres. The Council will promote development in highly accessible locations that delivers sustainable travel patterns and contributes to the improvement of existing networks to reduce emissions and impacts on air quality.
- 6.11 Policy BE1 – Built Environment. Sets out that the council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.
- 6.12 Policy EM1 – Climate Change Adaption and Mitigation. States that the Council will ensure that climate change mitigation is addressed at every stage of the development process.

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- 6.13 Policy EM8 – Land, Water, Air and Noise seeks to avoid unacceptable impacts in terms of air quality, noise and contamination. Major development should demonstrate air quality neutrality where appropriate and support sustainable modes of travel, as well as mitigating noise and contamination where required.

Local Plan: Part 2 – Development Management Policies (2020)

- 6.14 DMHB 11 - Design of New Development. Provides design considerations which the Council will take into account when determining planning applications. This includes consideration of the local context, utilising high quality design and materials, and maximising sustainability. The policy also seeks to avoid adverse impacts on the amenity, daylight and sunlight of adjacent properties.
- 6.15 DMHB 12 - Streets and Public Realm. Sets out the Council's approach to delivering a well-designed, high quality, durable public realm.
- 6.16 DMHB 14 – Trees and Landscaping. Sets out the Council's requirements for retaining and enhancing existing landscaping, trees, biodiversity or other natural features of merit.
- 6.17 DMEI 1 - Living Walls and Roofs and Onsite Vegetation. Requires major development in Air Quality Management Areas to provide onsite provision of living roofs and/or walls. Where this is not possible, an off-site contribution may be required.
- 6.18 DMEI 2 - Reducing Carbon Emissions. Requires that all developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets. Where the targets for carbon emissions cannot be met onsite, the Council may seek an off-site contribution to make up for the shortfall.
- 6.19 DMEI 7 - Biodiversity Protection and Enhancement. States that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.
- 6.20 DMEI 9 - Management of Flood Risk. Sets out the Council's requirements for the management and mitigation of flood risk.
- 6.21 DMEI 10: Water Management, Efficiency, and Quality requires developments to incorporate sustainable drainage systems and reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration.

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- 6.22 DMEI 12 – Development of Land Affected by Contamination requires proposals relating to potentially contaminated land to be supported by an initial study of the likely contaminants. Further studies and remediation will be required where relevant.
- 6.23 DMEI 14 – Air Quality. Requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. Proposals should be at least air quality neutral.
- 6.24 DMT 1 - Managing Transport Impacts. Sets out that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.
- 6.25 DMT 2 - Highways Impacts. Sets out the council's requirements for maintaining highway safety for all road users, and minimising impacts to air quality, noise, amenity, congestion and highway capacity.
- 6.26 DMT 5 – Pedestrians and Cyclists. Requires that new development proposals ensure safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network. Cycle parking standards are set out in Appendix C, Table 1 of the Local Plan: Part 2.
- 6.27 DMT 6 – Vehicle Parking. Sets out the council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

London Plan 2021

- 6.28 SD1 – Opportunity Areas – Sets out a strategy to maximise growth and regeneration of Opportunity Areas. In particular the policy states that industrial capacity should be supported and sustained within Opportunity Areas, and sets an indicative capacity of 11,000 new jobs and 13,000 new homes for the Heathrow Opportunity Area specifically (Table 2.1).
- 6.29 D5 – Inclusive Design. Sets out that development proposals should achieve the highest standards of accessible and inclusive design.
- 6.30 D12 – Fire Safety. Sets out requirements for development proposals to achieve the highest standards of fire safety.
- 6.31 D14 – Noise. Sets out requirements for development proposals to reduce, manage and mitigate noise to improve health and quality of life for residents.

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- 6.32 D8 – Public Realm. Seeks to ensure that the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain.
- 6.33 E4 - Land for industry, logistics and services to support London's economic function. The policy seeks to support London's economic growth and function, and requires a sufficient supply of land and premises in different parts of London to meet current and future demand for industrial related functions and floorspace. It supports the provision of additional industrial capacity in well-connected locations.
- 6.34 E7 – Sets out that development proposals should be proactive and encourage the intensification of business uses in Use Classes B1c, B2 and B8 occupying all categories of industrial land. It also controls the retention of non-designated industrial sites for industrial use.
- 6.35 G1 – Green Infrastructure. Requires that development proposals incorporate sustainable design and requires that biodiversity and green infrastructure is promoted and protected.
- 6.36 G5 - Urban Greening. Sets out that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.
- 6.37 G6 - Biodiversity and Access to Nature. Requires development proposals to manage impacts on biodiversity and to aim to secure net biodiversity gain, informed by the best available ecological information and addressed from the start of the development process.
- 6.38 G7 - Trees and Woodlands. Sets out that development proposals should ensure that, wherever possible, existing trees of value are retained, and that if planning permission is granted that necessitates the removal of trees then adequate replacement should be provided.
- 6.39 GG5 – Growing a Good Economy. Sets out that those involved in planning and development must plan for sufficient employment and industrial space in the right locations to support economic development and regeneration.
- 6.40 SI1 – Improving Air Quality. Sets out requirements for development proposals to tackle poor air quality, protect health and meet legal obligations.
- 6.41 SI2 - Minimising Greenhouse Gas Emissions. Requires major development to be net zero-carbon. The policy requires major development proposals to include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.
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- 6.42 SI7 (Reducing Waste and Supporting the Circular Economy) of the London Plan (2021) states the importance of resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal in promoting a more circular economy.
- 6.43 SI12 – Flood Risk Management - Sets out that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed.
- 6.44 SI13 – Sustainable Drainage – Sets out that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.
- 6.45 T2 - Healthy Streets. States that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling, reduce the dominance of vehicles and connect to local walking and cycling networks as well as public transport.
- 6.46 T6 – Parking Standards. Sets out maximum parking standards for new developments, taking account of PTAL as well as London Plan spatial designations and use classes.
- 6.47 T5 – Cycling. Sets out requirements for new developments to secure the appropriate levels of cycle parking.

National Planning Policy Framework

- 6.48 NPPF 6 - Building a strong, competitive economy. Sets out that new development should help create the conditions in which businesses can invest, expand and adapt, with significant weight placed on the need to support economic growth and productivity.
- 6.49 NPPF 12 – Achieving well-designed places. Promotes the creation of high quality, beautiful and sustainable buildings and places.
- 6.50 NPPF 15 - Conserving and enhancing the natural environment. States that new development should protect and enhance valued landscapes, sites of biodiversity or geological value and soils.

7. ASSESSMENT OF APPLICATION PROPOSALS

7.1 This section identifies the key planning considerations and assesses the proposed development against the development plan policy and other material considerations. This section should be read together with the Design & Access Statement and other supporting technical documentation accompanying this application, which provide further detail on how the proposed development is being delivered and the principles that have influenced the design, and justification for its acceptability.

7.2 The main considerations in the determination of this application are:

- Principle of Development
- Layout, Scale and Design
- Landscaping and Arboriculture
- Residential Amenity
- Transport, Parking and Access
- Energy and Sustainability
- Contamination
- Ecology
- Flood Risk and Drainage
- Fire Safety

Principle of Development

Employment Floorspace (Class B2, B8 and E(g)(iii))

7.3 The general theme of national, regional, and local planning policy is to secure sustainable development and regeneration through the efficient re-use of previously developed urban land and through concentrating development in accessible locations. This is set out in the NPPF (2021) at Paragraph 11, where it states there should be a presumption in favour of sustainable development and that proposals which accord with the development plan should be approved without delay. The principle of making efficient re-use of previously developed land is also supported by Policy GG2 of the London Plan (2021) and Policies E1 and H1 of the Local Plan: Part 1 - Strategic Policies (2012).

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- 7.4 The majority of the existing site consists of previously developed land owing to its use as an NCP Car Park (use class Sui Generis). The site is also currently vacant; having last been used by NCP as a car park in August 2021. There are no specific policies which protect the previous use within the current Development Plan.
- 7.5 London Plan Policy E4 (Land for Industry, Logistics and Services) seeks to support London's economic growth and function, requiring sufficient supply of land and premises in different parts of London to meet current and future demand for industrial related functions and floorspace. Part D of this policy sets out the criteria for locations in which the provision of additional industrial capacity should be prioritised.
- 7.6 The proposed development will provide industrial capacity within an accessible location in close proximity to the strategic road network, serving the London economy and population, providing a range of unit sizes which are suitable for Last Mile distribution uses in particular. The proposal therefore responds positively to London Plan Policy E4 Part D.
- 7.7 Paragraph 6.4.4 of the London Plan identifies a significant loss of industrial floorspace to other uses within London, in excess of the previously anticipated monitoring benchmarks over the period of 2001-2015. The GLA research identifies a positive net demand for industrial land in London between 2016 and 2041, mostly driven by the logistics sector to support the City's growing population and economy.
- 7.8 The demand for new high-quality distribution and industrial floorspace has been further increased by the Covid-19 pandemic, and the associated fundamental changes to shopping patterns caused by increased reliance on online shopping, resulting in further increased need for logistics and distribution floorspace. Whilst the site is not allocated as a SIL or LSIS, it is located within a strategic location, able to take advantage of excellent access onto the local and regional highway network and is located in close proximity to Heathrow Airport.
- 7.9 The site also falls within the Bath Road Employment Area as per Map 4.1 of the Local Plan - Part 1 Strategic Policies Document. Table 5.3 of the Local Plan - Part 1 Strategic Policies Document recommends that "designated employment areas along Bath Road will be protected as Locally Significant Industrial Locations". It is clear that the policy recognises that Bath Road is an appropriate location for industrial and logistics uses. The principle of land to the north of the A4(Bath Road) providing industrial and logistics floorspace is therefore supported by the Council.
- 7.10 The site is also located within the Heathrow Opportunity Area as designated by the London Plan 2021. This area is expected to accommodate around 11,000 new jobs and a minimum of 9,000 new homes. The area has therefore been identified by the Greater London Authority as a key location for growth and employment development, and the development proposals accord with this principle.

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- 7.11 Policy E7 of the London Plan (2021) encourages the intensification of business uses in Classes B1c (now E(g)(iii)), B2 and B8 occupying all categories of industrial land through more efficient use of land through higher plot ratios having regard to operational yard space requirements (including servicing) and mitigating impacts on the transport network where necessary.
- 7.12 Policy E8 of the London Plan promotes employment opportunities for Londoners across a diverse range of sectors. Strategic Objective 14 within Local Plan: Part 1 looks to deliver 9,000 new jobs and accommodate economic growth within the plan period, with the Council promoting development in accessible locations.
- 7.13 The proposed development extends to a total of 8,362 sqm industrial and logistics floorspace. In estimating the potential local employment benefits that the proposed development will deliver, reference is made to the HCA Employment Density Guide (3rd Edition) 2015. As per the Employment Density Matrix set out Section 4 of the document, the proposed development could deliver between 125 FTE jobs (B8 – Last Mile Distribution) and 232 FTE jobs (B2 – Industrial & Manufacturing). Whilst at this stage it is too early to identify potential operators and specific end uses for each unit, the above provides an indication of the significant uplift in employment that the proposed development will deliver for the local economy, in addition to the associated spin-off socio-economic benefits. The proposals are therefore anticipated to result in notable socio-economic benefits.
- 7.14 Given the London Plan and Local Development Plan policy position, supporting the development of additional Class B floorspace, and the designation of the site as part of an Employment Area and in close proximity to other proposed LSIS locations, the proposal is considered to fully accord with the principle of delivering additional logistics and warehousing floorspace to support London's growth as set out within the overarching London Plan planning policy, and would provide high quality industrial and commercial floorspace in response to modern occupier requirements.
- 7.15 In addition, the site is no longer required by NCP for its previous use as a car park. NCP last utilised the site in August 2021 and have no plans to bring the site back into active use. The site is therefore currently vacant, offering no public benefit to the local community at present. The loss of this surface level of car park is also considered to accord the NPPF, the London Plan 2021, and the Local Plan: Part 1, which promote sustainable methods of transport and reducing private car-use.
- 7.16 In summary, the proposed development will make efficient use of this vacant, brownfield site and improve the quality of Class B employment floorspace within the borough. The proposed development will provide industrial capacity in an accessible and suitable location, creating approximately 125 – 232 FTE jobs in a location which is considered appropriate for industrial and logistics uses, and within a designated Employment Area. We therefore consider the principle of development to be acceptable as it is in accordance with national, London and local planning policies.

Layout, Scale and Design

- 7.17 Section 12 of the NPPF (2021) attaches great importance to the design of the built environment, stating that good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.
- 7.18 Local Plan: Part 2 Policy DMHB 11 (Design of New Development) and DMHB 12 (Streets and Public Realm) set out that new development will be required to be designed to the highest standards and to incorporate principles of good design.

Layout and Scale

- 7.19 The proposal incorporates 4 industrial units measuring up to 13m in height. While larger than the residential properties to the west, the proposed units will be in keeping with the similarly sized industrial, office and commercial buildings within the vicinity which are clearly visible from public viewpoints. Furthermore, the units will be set back from the site boundaries, and landscaping buffers proposed along the southern and eastern boundaries will be maintained and reinforced to minimise the visual impact of the scheme within the street scene. The proposed warehouse units are therefore considered to relate well to the size and scale of nearby buildings, and, as a result it is not considered that the size of the units proposed will result in any harm to the character and appearance of the street scene.
- 7.20 The proposed layout reflects market requirements for class B2/B8/E(g)(iii) facilities, providing a high quality and functional design that reflects the requirements of the proposed Class B/E industrial uses and operators. These requirements include the need for a secure yard of an appropriate size, in this case, appropriate yard depths of at least 25 metres, minimum internal heights of 10 metres and appropriate vehicular / servicing arrangements. The proposed layout makes efficient and productive use of the site with a site coverage of 54.8%, allowing for a service road and yards to provide appropriate space for access, servicing and manoeuvring for vehicles.
- 7.21 As will be discussed in more detail later in this statement, the proposed layout of the development has also been carefully considered with regards to other material planning considerations including residential amenity and biodiversity. The buildings have been orientated in order that the impact of noise and light are mitigated by the buildings themselves, while the height of the buildings and the separation distances to residential properties have also been carefully considered in accordance with the BRE guidance for daylight/ sunlight/ overshadowing. A significant increase in green space has also been incorporated into the site layout to maximise improvements in biodiversity, visual amenity and sustainability, and allow for the protection of the root protection areas of existing trees.

Design and Materiality

- 7.22 The proposed buildings have been designed in the form of high-quality, contemporary industrial units which will be similar in appearance to nearby industrial units within the site's vicinity. The proposed dark grey cladding and micro-rib flat panelling give the building a classic industrial appearance which will be softened by the two-tone colour scheme and high-level windows which break up the bulk, scale and massing of the elevations. The 'box' form of the buildings is typical for industrial units such as those proposed, to maximise the functionality of the development scheme, while the proposed hipped gable end proposed will reduce the visual impact of the end gable elevation.
- 7.23 The proposed external walls will be a proprietary built up insulated cladding system which will reduce the noise impact of the scheme to nearby residential properties (discussed in more detail below). The curtain wall will consist of aluminium frames, finished in matt proprietary polyester powder to a standard colour. The window and door frames will be of a contrasting colour to the surrounding cladding to give contrast and visual interest to the building elevation. The fire, loading and personnel doors will be metal door sets with matching paint decoration, thereby giving consistent colour across the elevations. The proposed warehouse units will therefore constitute a simple, contemporary design which with a high-quality appearance which will be in keeping with the design and finish of nearby industrial buildings.
- 7.24 The paving for the roads, paths and car parks will be a combination of concrete and tarmac, with the 2.4m high paladin security fencing in a standard green colour to blend in as far as possible with the proposed landscaping. The proposed surface-level and boundary material finishes are considered typical of an industrial scheme such as this and in keeping with nearby industrial units within the vicinity.
- 7.25 In view of the above, the proposed development is considered to accord with Policies DMHB 11 and 12 of the Local Plan: Part 2, and Para. 12 of the National Planning Policy Framework.
- 7.26 Further details of the proposed development can be found in the Design and Access Statement, submitted as part of this application.

Landscaping and Arboriculture

- 7.27 Policy G1 (Green Infrastructure) of the London Plan (2021) requires that development proposals incorporate sustainable design and requires that biodiversity and green infrastructure is promoted and protected.
- 7.28 Local Plan: Part 2 Policy DMHB 14 (Trees and Landscaping) sets out that all developments will be expected to retain and enhance existing landscaping, trees and biodiversity, and to provide a landscape scheme as part of the application submission.

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- 7.29 A Landscaping Scheme has been prepared by EPD and is submitted as part of this application. A high-quality scheme is proposed in which existing trees within the site boundary are to be retained, allowing the mature trees along the boundaries to continue to offer environmental and visual benefits. In addition, a total of 54 standard trees and 1,803 whip trees are proposed to be planted across the site, in addition to shrub planting, ornamental ground cover, and wildflower areas, while a total of 1,000 trees are proposed within the native hedgerow. This landscaping will result in an overall reduction in hard landscaping compared to the existing site. The landscaping scheme contributes to minimising, where possible, the urban heat island effect through the incorporation of green infrastructure, reflecting the aspirations of London Plan Policy SI4.
- 7.30 The proposed landscaping buffer along the western and southern boundaries will both enhance the green space within the site and also help separate the proposed industrial use from the residential properties in Sipson Way. This landscaping will help breakup the level of hardstanding within the site, provide a softer setting to the industrial shed type buildings, and provide natural screening between the proposed warehouse units and the street scene.
- 7.31 The landscaping also allows for the retention of the majority of the trees within the site. In particular, the warehouse buildings have been set back from the western boundary to ensure the new buildings are located completely outside all the Root Protection Areas (RPA) of surveyed trees, thus ensuring the retention of mature trees in this location. The reduction in the levels of hardstanding across the site also sees a significant reduction in the level of RPA's currently covered. Given the extensive landscaping retained and enhanced within the site, and the structural and financial considerations which would be associated with living walls and roofs on this particular scheme, living walls and roofs were not considered appropriate as part of the development.
- 7.32 An Arboricultural Impact Assessment has been prepared by Tamla Trees. The quality and value of the tree stock contained within the proposed redevelopment area has been surveyed and graded in accordance with the tree quality grading rationale as defined within BS 5837 'Trees in relation to design, demolition and construction' recommendations (2012). The results from the survey show that there are no protected trees by virtue of Tree Protection Orders (TPO's) within the site. The dominant surveyed age class was classified as mature. There were no hedgerows that qualify for consideration under the 1997 Hedgerow Regulations.
- 7.33 Trees T3 & T4 and part of TG1 will be removed to form the new access on the southern boundary. SG1, TG7 and TG8 will be cut back to the relevant boundary points as required and T6 (Sycamore) has been identified as a U Category tree which is advised to be removed on the basis of its current condition.
- 7.34 The Tree Protection Method Statement recommends that during the construction phase, a system of tree protection (Herras fencing) and site hoarding will be used to ensure all remaining trees are

adequately protected through the development process. This will be supplemented with temporary ground protection if required. The report also states that all protection measures will be installed prior to any site activity and retained for the duration of works, and all site welfare and storage will be located in areas outside of the designated tree protection and within the existing hardstanding areas. Subject to the working practices detailed within the report the proposed development will have no discernible impact on the surveyed trees within the site.

- 7.35 In addition to tree protection, the Planting Layout Plans demonstrate the proposed planting on the site, proposing a variety of species and types of vegetation. We therefore consider that in accordance with the aims of Local Plan: Part 2 Policy DMEI 1, the development proposals will enhance the nature conservation value of the site as well as enhancing its visual appearance. A Landscape Management Plan has also been submitted with this application, setting out the proposed programme and proposed methodology for maintaining the landscaped elements of the site.
- 7.36 London Plan Policy G5 targets an urban greening factor of 0.3 for predominately commercial development, however this excludes B2 and B8 uses. It is not therefore considered that the urban greening factor target is applicable to this scheme, although the extent of greening has been maximised as far as reasonably practicable given the nature of the site and the practical requirements of the proposed use.
- 7.37 In view of the above, the proposed development is considered to accord with Local Plan: Part 2 Policies DMHB 14 (Trees and Landscaping) and DMEI 1 (Living Walls and Roofs and Onsite Vegetation), and London Plan Policies G1 (Green Infrastructure) and SI 4 (Managing Heat Risk).

Residential Amenity

- 7.38 Policy DMHB 11 (Design of New Development) of the Local Plan: Part 2 sets out the requirement for the residential amenity of neighbouring residential properties to be protected.
- 7.39 The amenity and wellbeing of the residential dwellings to the west of the site (as well as residents in the wider area) have been a principal consideration throughout the design evolution of this proposed development and the below technical assessments have been submitted in support of this application.

Air Quality

- 7.40 Paragraph 186 of the NPPF (2021) states that planning policies should sustain compliance with and contribute towards compliance with limit values or national objective for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

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- 7.41 Policy DMEI 14 (Air Quality) of the Local Plan: Part 2 requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.
- 7.42 The London Borough of Hillingdon has declared an Air Quality Management Area (AQMA) due to the exceedance of the annual mean nitrogen dioxide (NO₂) objective. The proposed development falls within this AQMA and also within Heathrow Air Quality Focus Area.
- 7.43 Accordingly, an Air Quality Assessment has been carried out by Hydrock in accordance with relevant planning policy and best-practice guidance at a national, regional and local level. The findings of the report are detailed below.
- 7.44 A construction dust assessment was undertaken for the four stages of construction activities associated with the proposed development in accordance with GLA and IAQM guidance on the assessment of dust from demolition and construction.
- 7.45 The report recommends mitigation measures for construction traffic and stationary plant associated with construction of the proposed development. Subject to the successful implementation of these measures, the impact of construction dust, the residual effects of construction dust and emissions from construction plant/vehicles upon the local area and sensitive receptors although adverse, will be temporary and considered to be 'not significant'. It is considered that these mitigation measures can be secured by condition.
- 7.46 In terms of increased traffic levels, the predicted development traffic associated with the worst-case proposed development/use (B8) was found to be unlikely to result in a detrimental pollution impact upon the local road network and the current pollution levels.
- 7.47 The Air Quality Neutral Assessment undertaken predicts that the total transport emissions associated with the proposed redevelopment are expected to result in a reduction when compared to the transport emissions benchmarks. Therefore, the proposals have been considered to be air quality neutral in relation to Transport Emissions.
- 7.48 In view of the above, the proposed development is considered unlikely to raise any significant adverse impacts upon the health and/or quality of life of any existing neighbours, as a result of any anticipated changes to air quality.
- 7.49 It is therefore concluded that the proposed development complies with air quality related national, regional and local planning policy and any mitigation can, if considered necessary, be enforced by means of appropriate planning conditions.

Noise

- 7.50 Policy EM8 of the Local Plan: Part 1 states that noise generating development will only be permitted if noise impacts can be adequately controlled and mitigated. Policy DMHB 11 (Design of New Development) of the Local Plan: Part 2 sets out the requirement for the residential amenity of neighbouring residential properties to be protected.
- 7.51 There are residential properties located in the vicinity of the site. A Noise Assessment for the proposed development has been carried out by Mayer Brown and is submitted with the application. Computational noise modelling has been undertaken to assess the potential noise impact of activities likely to be associated with the proposed employment uses. The assessment concludes that the proposed development should avoid any significant adverse effect on the existing neighbouring dwellings and the hotel scheme to the north. The general arrangement of the site (i.e. placement of the industrial units along the western boundary of the site) accords with a good acoustic design process, enabling activities on the eastern side of the units to be spatially distanced from the dwellings, with acoustic screening provided by the massing of the buildings. The external building fabric is predicted to sufficiently mitigate internal noise levels arising from employment activities.
- 7.52 An assessment of the potential change in road traffic noise levels due to additional traffic around the site was also undertaken, utilising traffic generation modelling provided by Mayer Brown. The additional traffic generated by the proposed development traffic would also result in a “negligible” short term change in traffic noise associated with Bath Road, which would remain “negligible” in the long term. It is therefore concluded that additional traffic generated by the proposed development would not have a significant adverse impact on existing dwellings or hotel scheme in the vicinity of the site.
- 7.53 In view of the above, the proposed development is considered to comply fully with noise related national and local planning policy and any mitigation can, if considered necessary, be enforced by means of appropriate planning conditions.

Daylight, Sunlight and Overshadowing

- 7.54 A Sunlight and Daylight Assessment has been prepared by Hollis in accordance with BRE guidance to assess the impact of the development on the light receivable by the neighbouring properties along Sipson Way and Dorton Villas.

Daylight

- 7.55 In terms of Vertical Sky Component (VSC), 80 out of 120 windows assessed (67%) will meet the target values recommended in the BRE guide. The 40 windows that fall short of the BRE’s numerical targets retain between 0.65 and 0.78 times their former value against the guideline target of 0.8

times. This range is marginally below the BRE's numerical targets and therefore, it is considered that the change will not be material.

- 7.56 In relation to Daylight Distribution (DD), 93 out of 112 rooms assessed (83%) will achieve the target values recommended in the BRE guide. The remaining rooms are spread across 15 properties, these being 33, 35 and 49 to 95 Sipson Way. Of the 19 rooms that fall short of the numerical targets, 17 retain between 0.61 and 0.78 times their former values and direct sky visibility between 59.72% and 76.38% of their floor areas. The retained levels of daylight in these rooms are reasonable.
- 7.57 It is worth noting that existing values attained for the daylight metrics are very high considering the location of the property and the type and density of the development that is expected to take place in this area. This is mainly because the existing site comprises a surface car park. With high existing values for the metrics, larger changes in the values will be inevitable if land is to be developed to maximum efficiency. Therefore, a greater degree of change will need to be accepted, but the overall level of daylight to be experienced by the properties is considered acceptable, and entirely normal for properties in locations such as this.

Sunlight

- 7.58 With regard to sunlight amenity, in terms of Annual Probable Sunlight Hours (APSH), 110 out of 113 windows assessed (97%) will meet the BRE recommendations for both annual and winter sunlight. Furthermore, upon more detailed review of the full APSH results, it can be seen that an additional two windows will achieve the BRE target value of 25% for annual sunlight. Overall therefore, the sunlight amenity to the existing surrounding properties is not materially affected by the proposed development.

Overshadowing

- 7.59 20 outdoor amenity spaces, 5 to the northwest and 15 to the west of the proposed development, were assessed for overshadowing. The gardens mostly take the shape of an elongated rectangle.
- 7.60 The results show that all of the garden areas assessed will meet the BRE's numerical criteria for sunlight as at least 50% of their areas will continue to receive at least two hours of direct sunlight on 21 March, or the reduction in area receiving at least 2 hours of direct sunlight on that date is no less than 0.8 times its former value and therefore, as stated in the BRE guide unlikely to be noticed.
- 7.61 The results of the technical assessments show that the proposed development will not have a detrimental impact light to the neighbouring properties. The surrounding properties retain levels of daylight & sunlight amenity commensurate with the BRE guide, and where there are shortfalls from the targets, they are minor in nature.

Lighting

- 7.62 The lighting scheme for the proposed development is based on the use of LED luminaires fixed to the building façades and lighting columns. Luminaires adjacent to site boundaries will have forward throw or asymmetric optics to minimise light spill outside the site boundaries. Illumination from site boundaries will therefore be restricted, successfully mitigating any potential impact to properties on Sipson Way and nearby road users.
- 7.63 The Lighting Assessment produced by MBA Consulting demonstrates that there will be no light pollution emitted into nearby residential properties or highways, as illustrated in the Proposed External Lighting Layout Plan (ref: 22-112-EX-P001 P1)-PL-001 Rev. PL4). In view of the above, it is considered that the proposal will not result in any unacceptable impacts to the residential amenity of neighbouring properties. The proposal is therefore considered to accord with Policy DMHB 11 (Design of New Development) of the Local Plan: Part 2.

Transport, Parking and Access

Highways Impact

- Policy DMT 1 (Managing Transport Impacts) of the Local Plan: Part 2 sets out that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.
- 7.64 A Transport Assessment has been produced by Mayer Brown in support of this application, to consider the highway and transport aspects of the proposed development of the site. This report utilises traffic surveys to measure existing traffic levels for the site, and TRICS calculations to assess the impact of the proposed development on local traffic levels.
- 7.65 The findings of this report show that, compared to existing traffic levels, there will be an estimated net increase of around one movement every two minutes on the A4 Bath Road during weekday peak hours arising from the B2, B8 and E(g)(iii) use classes proposed. Given that traffic levels on the eastbound carriageway of the A4 Bath Road range from 533 to 639 vehicles during the AM peak, and from 567 to 654 during the PM, this estimated additional 34 vehicles in the AM peak, and 31 vehicles in the PM peak are considered well within daily fluctuations and unlikely to be perceptible. The proposed development is not therefore anticipated to have a material impact on the operation of the local highway network.
- 7.66 The site is accessible by walking and cycling, with a good range of bus services within a short walk of the site to and from Hounslow, Greenford, Kingston, Ruislip and Heathrow Airport and destinations in between with 6 regular bus services stopping outside the site. West Drayton rail station is also accessible from the site, particularly by bicycle. Furthermore, the proposals include extensive cycle

parking provision and associated facilities, pedestrian infrastructure improvements and commitment towards the application of a Travel Plan. There are therefore good opportunities for staff to access the site by means other than the private car.

- 7.67 The proposal is therefore considered to accord with Policy DMT 1 (Managing Transport Impacts) of the Local Plan: Part 2.

Access

- 7.68 Policy DMT 2 (Highways) of the Local Plan: Part 2 notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.
- 7.69 Access to the site will be via a left-in left-out (LILO) access at the south of the site onto Bath Road, in accordance with the details approved under planning application 41632/APP/2021/1301.
- 7.70 The submitted Transport assessment assesses the impact of this proposed new access junction, both in terms of its own capacity and the impact on traffic levels on Bath Road itself. This modelling found the proposed access will operate well within capacity during both the AM and PM peaks and will therefore have a negligible impact on the A4 Bath Road in terms of capacity or queuing. In addition, tracking drawings also demonstrated that the junction can be safely used by vehicles ranging from a medium car to a 16.5 m articulated vehicle.
- 7.71 The proposed LILO junction is also designed very similarly to the LILO junction at Bath Road / Sipson Way, immediately to the west of the site. Both pedestrians and cyclists are able to navigate this junction without any safety concern, as demonstrated by the fact that there have been no incidents involving a pedestrian at this junction in the last 3 years. Many other junctions along this side of the A4 Bath Road also feature wide bell-mouth crossings that pedestrians and cyclists safely navigate, for example Heathrow Boulevard and Airport Gate to the west of the site. Therefore, it is not believed that the proposed access poses a safety concern for vulnerable road users given the operation of the adjacent infrastructure.
- 7.72 It is expected that a number of commercial delivery and service vehicles would arrive on site. A vehicle tracking exercise has been carried out by Hydrock showing the swept path of a 16.5m articulated HGV accessing each of the loading bays for the four units. This demonstrates that such vehicles would easily be able to access and turn on site. Vehicle tracking of a refuse vehicle and 7.5 tonne rigid HGV accessing each unit along with the swept path of a car accessing selected parts of the proposed car parking areas is also provided, demonstrating that these vehicles can also safely navigate the site.

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- 7.73 Questions were raised at the pre-application stage regarding the ownership and possible abandonment of the existing access bridge to the site. Specifically, concerns were raised regarding the bridge becoming surplus to requirements, then becoming neglected and over time becoming an eyesore. However, subsequent investigation has indicated that the bridge is adopted highway and not within the ownership of the applicant and it would therefore be the responsibility of the Highways Authority to maintain this bridge. In view of the above the maintenance of this bridge is not considered a material consideration in the determination of this application.
- 7.74 In view of the above, the proposed development is not anticipated to have a material impact on the operation of the local highway network. The proposal therefore accords with Policy DMT 2 (Highways) of the Local Plan: Part 2.

Car Parking

- 7.75 Policy DMT 6 (Vehicle Parking) sets out the council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.
- 7.76 Car parking for the proposed development is to be provided alongside each unit and in the southwest corner of the site with 91 car parking spaces provided in total. This includes 9 disabled persons spaces and 10 spaces for Electric Vehicle (EV) charging.
- 7.77 Hillingdon Council maximum car parking standards are 1 space per 50 to 100 sqm GEA for E(g)(iii) use (identified as B1 in the standards), 2 spaces plus 1 space per 50 to 100 sqm GEA for B2 and B8 uses. This equates to a range of 88 to 175 spaces for E(g)(iii) and a range of 90 to 177 spaces for B2 and B8, based on a GEA of 8,767 sqm. The proposed provision of 91 car parking spaces falls within these ranges and therefore meets current car parking standards for the proposed uses.
- 7.78 Policy DMT 6 requires 10% of car parking spaces for commercial development to be for Blue Badge holders and so the disabled persons parking provision meets this requirement.

Cycle Parking

- 7.79 Minimum cycle parking standards are set out within Table 1: Parking Standards of the Local Plan: Part 2 and Policy T5 (Cycling) of the London Plan.
- 7.80 The development proposals include a cycle parking area in the southeast corner of the site for ease of access to the existing cycle network on Bath Road. 40 long stay cycle parking spaces for staff will be provided by way of 20 Sheffield stands in a secure compound, with 10 short stay cycle parking spaces for visitor will provided in the form of 5 Sheffield stands.

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- 7.81 Hillingdon Council minimum cycle parking standards are 1 per 250 sqm for land use class E(g)(iii) and 1 per 500 sqm for use classes B2 and B8. The London Plan 2021 requires a minimum of 1 cycle parking space per 250 sqm GEA for long stay and 1 cycle parking space per 1,000 sqm GEA for long stay, which is more onerous than the Hillingdon standards. Based on the London Plan standards, a minimum of 35 long stay and 9 short stay cycle parking spaces are required. The proposed provision of 40 long stay and 10 short stay cycle parking spaces meets minimum standards.

Construction Logistics

- 7.82 A Construction Logistics Plan will be produced based on the guidance produced by TfL and tailored to the development and local circumstances. It is considered that this can be secured by way of suitable planning condition and/or S106 contributions.

Delivery and Servicing

- 7.83 A Delivery and Servicing Plan will be produced based on the guidance produced by TfL and tailored to the development and local circumstances. It is considered that this can be secured by way of suitable planning condition and/or S106 contributions.

Energy and Sustainability

- 7.84 Policy SI 2 (Minimising Greenhouse Gas Emissions) of the London Plan (2021) requires developments to minimise carbon dioxide emissions in accordance with an energy hierarchy. This policy relates to major applications specifically.
- 7.85 Policy SI 7 (Reducing Waste and Supporting the Circular Economy) of the London Plan (2021) states the importance of resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal in promoting a more circular economy.
- 7.86 Policy EM1 (Climate Change Adaption and Mitigation) of the Hillingdon Local Plan: Part 1 states that the Council will ensure that climate change mitigation is addressed at every stage of the development process.
- 7.87 Policy DME1 2 (Reducing Carbon Emissions) of the Hillingdon Local Plan: Part 2 requires that all developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets. Where the targets for carbon emissions cannot be met onsite, the Council may seek an off-site contribution to make up for the shortfall.
- 7.88 An Energy and Sustainability Statement has been prepared by Iceni Projects and is submitted as part of this application.

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- 7.89 Consideration has been given to the Hillingdon Local Plan: Part 1: Strategic Policies in the overall formulation of this strategy, aiming to minimise the environmental impact of the proposed development during construction and operation, and to ensure the development is constructed to rigorous sustainability standards.
- 7.90 The proposed strategy has been based around the objectives of the Local Plan Strategic Objectives 8, 10, 11 and 13, and Policy EM1 (Climate Change Adaption and Mitigation) of the Local Plan: Part 1. In summary, based on this strategy, the proposed development:
- will aim to achieve BREEAM certification, targeting a rating of 'Excellent';
 - makes efficient use of land;
 - will incorporate low-impact materials, according to the BRE Green Guide to Specification;
 - will incorporate measures to improve site biodiversity, including native planting;
 - will minimise waste production during construction and maximise the proportion of waste to be diverted from landfill;
 - will minimise energy demand through the specification of low U-values and low air permeability to reduce heat loss; and
 - will utilise air source heat pump (ASHP) technology to serve the space heating and cooling demand of the office spaces.
- 7.91 By designing to rigorous energy standards and employing air source heat pump (ASHP) technology to serve the space heating and cooling demand of the proposals, the application will minimise carbon emissions and respond positively to the relevant local and regional policies in this regard.
- 7.92 Resource and water efficiency have been maximised, whilst the production of waste and pollution is to be minimised, thus reducing the impact of the proposals on its immediate surroundings and the environment as far as possible.
- 7.93 Overall, as a result of the building design and resource-saving measures proposed, the proposed development will achieve a minimum 61% reduction in CO2 emissions compared to the Part L: 2013 baseline, following the Energy Hierarchy methodology. This far exceeds the expectation of 35% reduction in CO2 permissions for major developments as set out in Policy SI 2 (Reducing Carbon Emissions) of the London Plan (2021).
- 7.94 For the remaining 881 tonnes of CO2 per annum of non-domestic emissions from the development, it is proposed that this is offset through a cash-in-lieu contribution in order to achieve net zero-carbon,

in accordance with Local Plan: Part 2 Policy DMEI 2 (Reducing Carbon Emissions) and Policy SI 2 of the London Plan (2021).

- 7.95 In addition, the Energy & Sustainability Statement explains how circular economy principles will be applied, prioritising locally sourced and recycled materials wherever possible and reusing any materials arising during demolition and construction.
- 7.96 Overall therefore, the proposals are considered to constitute sustainable development, and to accord with Policy EM1 (Climate Change Adaption and Mitigation) of the Hillingdon Local Plan: Part 1; Policy DMEI 2 (Reducing Carbon Emissions) of the Hillingdon Local Plan: Part 2; and Policy SI 2 (Minimising Greenhouse Gas Emissions) and SI 7 (Reducing Waste and Supporting the Circular Economy) of the London Plan (2021).

Contamination

- 7.97 Paragraph 183 of the NPPF (2021) confirms that land contamination and its risk to health should be a material consideration under planning and development control.
- 7.98 Policy DMEI 12 of the Local Plan: Part 2 requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants.
- 7.99 A Desk Study and Ground Investigation Report has been produced by Hydrock to identify whether there is any contamination on-site which is likely to cause significant harm to human health, the environment or other sensitive receptors.
- 7.100 The assessment found that the overall risk from land contamination at the site is considered to be low for the current development, and moderate (with some specific high risks) identified for a redeveloped site, but this would need to be confirmed by appropriate intrusive investigation, testing and assessment of the results of the investigation. It is considered that it is unlikely that the site would be classified as Contaminated Land under Part 2A of the EPA 1990.
- 7.101 In order to confirm the actual risks to receptors and confirm the ground conditions with respect to potential geotechnical and geo-environmental risks, an appropriate supplementary intrusive investigation will need to be undertaken. The scope for this investigation is set out within the report. This supplementary intrusive investigation will provide outline mitigation recommendations to ensure the site is 'suitable for use'. It is anticipated that further assessment and any necessary remediation can be required by conditions attached to a planning permission.

Ecology

- 7.102 Policy EM7 (Climate Change Adaptation and Mitigation) of the Local Plan: Part 1 seeks to protect and enhance biodiversity. Policy DMEI 7 (Biodiversity Protection and Enhancement) of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.
- 7.103 A Preliminary Ecological Appraisal has been undertaken by Middlemarch Environmental Consultants, in accordance with the relevant guidance.
- 7.104 The survey found that tarmac hardstanding dominated the site, and this was generally in good condition with no cracks or vegetation growth noted. The disused car parking spaces, which provided a freely draining shallow stony soil, had been colonised by ephemeral/short perennial vegetation. Ephemeral/short perennial vegetation is considered to be locally valuable and therefore the report makes recommendations for the enhancement of this habitat.
- 7.105 A parcel of woodland, measuring approximately 0.1 ha in size, is situated along the site's southern boundary. The woodland on site is of intrinsic ecological value due to its maturity and potential to support a range of protected/notable species. This habitat type cannot be easily replicated if lost and therefore the report recommends this should be retained where possible. Accordingly, the proposed layout retains the existing trees in accordance with the recommendation.
- 7.106 The report considers the likely impact of the site proposals on protected or notable species. Recommendations are made within the report for the protection of these species and their habitats, which have informed the design of the scheme and can be accommodated within the proposed development.
- 7.107 In particular, Jersey Cudweed was recorded within the ephemeral/short perennial vegetation on site. This species is listed on Schedule 8 of the Wildlife and Countryside Act 1981 (as amended), making it unlawful to intentional pick, uproot, or destroy the wild plant or any seed or spore attached to the plant. Jersey cudweed is, therefore, a material consideration in relation to the proposed development and a recommendation is made within the report for its protection.
- 7.108 Heathrow NCP Property Limited have instructed Middlemarch Environmental Ltd to produce a Jersey Cudweed Mitigation Strategy (RT-MME-158136), which will focus on translocating the existing plants and seedbank to appropriately landscaped areas of the developed site. The full details of the mitigation strategy are expected to be developed in the determination period, but in the meantime these translocation areas have been incorporated into the Soft Landscaping Plans

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- 7.109 As set out within the Design & Access Statement, Landscape Plan and Arboricultural Report, the proposal will incorporate an increase in green space within the site, the retention of existing woodland and the planting of a large number of new trees within the site. Middlemarch have also recommended that a Biodiversity Enhancement and Management Plan (BEMP) should be produced for all habitats and hedgerows proposed within the site. The BEMP should set out the appropriate establishment works and management prescription required to achieve and maintain the intended type and condition of each habitat /hedgerow/river and stream feature proposed. It is considered that this BEMP could be required by a planning condition attached to the decision notice.
- 7.110 The habitats on site are considered unlikely to be used by birds that could affect the operation of Heathrow Airport (starling, swift, geese, etc.) However, a bird hazard management plan is also recommended in relation to nesting birds and the impacts on Heathrow Airport's operation. It is considered that this could be required via a planning condition.
- 7.111 A Biodiversity Metric Assessment was carried out by Middlemarch and is submitted with this application. The BMA identifies that the proposed development will result in a net loss of -1.44 BU (Habitats). This is equivalent to -36.55% of the baseline habitat value. The net loss is primarily driven by inability of the development to balance the loss of 'Vacant/derelict land/bareground' habitat which occupies 47% of the existing site and accounts for 3.41 of the 4.17 (82%) baseline habitat units.
- 7.112 Opportunities to provide further habitat creation/enhancement within the site to address residual losses and secure a net gain have been explored as far as possible through the retention of existing woodland, the planting of a large number of new trees, and the incorporation of habitat protection and translocation areas in the development of the scheme.
- 7.113 However, it was deemed that, due to the type, layout and end use of the development scheme, achieving a net gain was not feasible on site. In view of the above, the proposed development is considered to accord with Policy EM7 (Climate Change Adaptation and Mitigation) of the Local Plan: Part 1 and Policy DMEI 7 (Biodiversity Protection and Enhancement) of the Hillingdon Local Plan: Part 2.

Flood Risk and Drainage

- 7.114 Policy SI 13 (Sustainable Drainage) of the London Plan 2021 states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so, and that developments should aim to achieve green-field run-off rates.
- 7.115 Policy DMEI 10 (Water Management, Efficiency, and Quality) of the Local Plan 2 states that applications for all new build developments are required to include a drainage assessment

demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

- 7.116 A Flood Risk Assessment and Drainage Strategy has been prepared and designed by Hydrock to review the flood risk potential of the site, and to provide a site-specific flood risk and surface water drainage strategy based on the requirements set out by DEFRA and the London Plan on the drainage requirements for brownfield land.
- 7.117 The Flood Risk Assessment highlights the site is within Flood Zone 1 and is of low risk of flooding from fluvial and tidal sources. Therefore, there will be no loss of floodplain storage as a result of the proposed development.
- 7.118 There have been no reported cases of surface water flooding at this site, and the Flood Risk Assessment found that the site is shown to have low risk of groundwater and infrastructure flooding.
- 7.119 London Plan Policy SI 13 states that development proposals should aim to achieve greenfield run-off rates. Supporting Para 9.13.2 states that Development proposals should aim to get as close to greenfield run-off rates as possible depending on site conditions.
- 7.120 The site is within a Critical Drainage Area. As such, a Foul and Surface Water Drainage Strategy has been produced by Hydrock which incorporates a 'best practice' approach to minimising final site runoff to as close to greenfield rate as practicable.
- 7.121 Due to the nature of the existing development and its current arrangement, it is considered unfeasible for this site to be reduced to Greenfield Run-off Rates of 2.5 l/s. Post-development surface water flow rates have been restricted to 8.1 l/s.
- 7.122 The post-development surface water flow rates of 8.1 l/s will therefore be within 3 x Greenfield Run-off Rates in accordance with the guidance set out in the GLA's Sustainable Design and Construction SPG. The post development surface water flow rates also far exceed the guidance for previously developed land set out within the Sustainable Design and Construction SPG.
- 7.123 In view of the above, it is not considered that there will be any adverse impact on downstream flooding of the site as a result of the new development. The proposed development is therefore considered to meet the flood risk and drainage requirements of Policy DME1 10 (Water Management, Efficiency, and Quality) of the Local Plan: Part Two, and Policy SI 13 (Sustainable Drainage) of the London Plan 2021.

Fire Safety

- 7.124 London Plan Policy D12 (Fire Safety) states that development proposals must achieve the highest standards of fire safety.
- 7.125 A Fire Statement for the scheme has been carried out by Hydrock and is submitted alongside this statement in support of the application. The report demonstrates that the proposed warehouse units have been developed in accordance with *Approved Document B - Volume 2 - 2020 (Fire Safety - Non-Dwelling houses)*.
- 7.126 The report demonstrates how the scheme will comply with London Plan Policy D12 in terms of means of escape, evacuation strategy, minimising spread of fire, features which reduce the risk to life, access for fire service personnel and equipment, access to the building for fire appliances and personnel, and future modifications.
- 7.127 Policy D5(B5) of the London Plan 2021, requires that, "...In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building."
- 7.128 As shown on the submitted floor plans, the incorporation of fire evacuation lifts for the first-floor mezzanine level of the warehouse units have informed the design of the scheme and can be accommodated within the proposed development.
- 7.129 In view of the above, the proposal is considered to accord with Policy D12 and D5 of the London Plan with regards to fire safety.

8. CONCLUSION

- 8.1 Icení Projects Limited ('Icení') are appointed by Heathrow NCP Property Limited (our 'Client') to advise on town planning matters relating to the land at NCP Heathrow Flightpath, Bath Road, Heathrow, UB7 0DU (the 'site'), situated within the administrative boundary of The London Borough of Hillingdon ('LB Hillingdon').
- 8.2 The proposed development seeks to redevelop the site to deliver four new commercial units for industrial (Use Class B2); storage or distribution (Use Class B8); and/or light industrial (Use Class E(g)(iii)) purposes, with ancillary office space, landscaping, car parking, servicing and access arrangements. The proposed development will comprise a total of 8,362 sqm (GIA) of employment floorspace.
- 8.3 The main benefits which the scheme will deliver are:
- The provision of high-quality employment floorspace on a currently vacant, underutilised site.
 - Attracting investment and an estimated 125 – 232 (FTE) jobs into this part of Hillingdon.
 - Contribute to the growth of the distribution and industrial sectors in the Borough.
 - High-quality materiality and architectural design
 - A landscaping scheme which will significantly enhance the appearance of the site.
- 8.4 The development proposals have been informed by a pre-application meeting with LB Hillingdon. During the design development process, the design of the scheme has benefitted from the detailed feedback received, in particular informing the design, materiality and landscaping within the scheme. A public engagement exercise has also been held to engage with the local community and local Ward Councillors. Further information regarding the engagement activities undertaken and responses to comments received are detailed within the Statement of Community Engagement that accompanies this application.
- 8.5 The development proposal is considered to fully accord with the principle of delivering additional logistics and warehousing floorspace to support London's growth as set out within the overarching London Plan policies. The proposed development will create approximately 125 – 232 FTE jobs in a location which is considered appropriate for industrial and logistics uses, and which is highly accessible.

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- 8.6 In addition, the range of technical reports which accompany this application also demonstrate that the proposals are in accordance with relevant local, regional and national planning policies - as discussed in the statement above.
- 8.7 The proposed development is considered to satisfy the three aspects of sustainable development identified within the NPPF and accord with the relevant requirements of the London Plan and Local Plan. Consequently, we consider that planning permission should be granted, having regard to relevant guidance and the clear planning justification for the development.

APPENDIX 1 – CIL AND DRAFT S106 HEADS OF TERMS

In line with LBH's validation requirements and its Planning Obligations SPD (July 2014), the proposed Heads of Terms (HoTs) for the Section 106 Agreement planning obligations are set out below. The need for infrastructure related planning obligations has been superseded by the Community Infrastructure Levy (CIL), which has been adopted by both the Mayor and the London Borough of Hillingdon.

The Mayor of London's CIL Charging Schedule for MCIL2 was adopted in February 2019. MCIL2 rates will apply to all planning permissions granted from 1 April 2019. LBH is identified as a Zone 2 Borough within the Mayoral CIL Charging Schedule and is chargeable at £60 per sqm of net additional floorspace.

LBH's CIL Charging Schedule came into effect on 10 July 2014. The CIL rate for Industrial (use class B8) is £5 per sqm. The Council's Regulation 123 list sets out that monies received from CIL will be used to fund the following types of infrastructure:

- Education facilities;
- Transport improvements excluding site specific matters needed to make the development acceptable in planning terms;
- Health care facilities;
- Community care facilities (social care institutions providing for older people and people with mental health or learning disabilities);
- Library services;
- Leisure facilities (sport facilities defined as publicly owned leisure centres, gyms and swimming pools);
- Open space provision: publicly accessible open space and allotments, excluding site specific matters needed to make the development acceptable in planning terms; and
- Community facilities (community centres and meeting places but excluding places of worship; voluntary sector meeting places and centres and public facilities).

CIL is to be calculated in accordance with Regulation 40 and schedule of the Community Infrastructure Levy Regulations 2010 which states that CIL is payable on all chargeable floorspace (GIA) permitted pursuant to this permission.

The proposed HoTs for Section 106/278 Agreement have been developed in line with the legal requirements set out in the Community Infrastructure Levy Regulations 122, which states that planning obligations may only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

The planning tests are further reinforced at Paragraph 55 of the NPPF (2019). The National Planning Policy Guidance (NPPG) recognises that any planning obligations must be fully justified and evidence and should not prevent development going forward.

The draft HoTs for the Section 106 legal agreement have been identified below.

- Section 278 works to secure all necessary highway works including written agreement from the Local Planning Authority.
- The provision of a Travel Plan
- Construction Training – either a financial contribution, or an in-kind scheme delivered during the construction phase of the development.
- Energy Contribution – financial contribution towards carbon dioxide offsetting to achieve zero-carbon target.
- Project Management and Monitoring Fee

The applicant's lawyers are Katten Muchin Rosenman UK LLP, and they will be pleased to engage with the Council's legal team at the appropriate point.

In addition to the above planning obligations, the following financial benefits will arise from the proposed development:

- CIL revenue; and
- Business Rates.