
**PLANNING STATEMENT
PREPARED IN SUPPORT
OF A
PLANNING APPLICATION**

BY HYDE PARK HAYES LTD

**AT THE HPH5 PLOT,
HYDE PARK HAYES**

18 AUGUST 2012



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Regulated by RICS

Our Ref: JSW/ljs/1020/61/1

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2. Planning History
3. Note of Meeting with LB Hillingdon officers on 25 April 2012
4. E-mail from Rapleys to LB Hillingdon officers dated 9 July 2012
5. E-mail from Rapleys to LB Hillingdon officers dated 10 August 2012

1 INTRODUCTION

- 1.1 This statement is prepared on behalf of Hyde Park Hayes Ltd and is submitted in support of a full planning application for the erection of a four storey office building (plus ground), providing 13,880sqm of Class B1 office space, with associated parking at basement level, on the plot known as HPH5 at Hyde Park Hayes, Millington Road. The location of the application site is defined on the plan attached at **Appendix 1**. The plan also defines land ownership of Hyde Park Hayes Ltd and boundaries of the wider Hyde Park Hayes campus.
- 1.2 Hyde Park Hayes historically operated as the Safeway Headquarters, prior to its sale and rebranding for marketing purposes.
- 1.3 The proposed development is part of a wider and ongoing programme of enhancements at Hyde Park Hayes. At present the campus consists of three office buildings (known as HPH1, 2 and 3) and their associated parking facilities (including a multi-storey car park). In addition, the campus includes three development plots (known as HPH4, 5 & 6), which historically accommodated employment-related development (including some substantial structures), which are now cleared and vacant.
- 1.4 This statement presents the following:
- (i) A description of the site and surroundings, and the application proposal;
 - (ii) A review of the background/history of the site;
 - (iii) A statement of relevant planning policy and guidance;
 - (iv) Review of pre-application discussions held to date, and
 - (v) An appraisal of the relevant planning considerations in respect of the application.
- 1.5 In addition to floorplans and elevations, the application is also supported by the following documentation, the scope of which has been agreed with Officers during pre-application discussions:
- (i) Design and Access Statement, by 3D Reid;
 - (ii) Transport Assessment, by SKM;
 - (iii) Phase I Contamination Report, by SKM;
 - (iv) Air Quality Assessment, by SKM, and
 - (v) Energy Statement, by SKM.

1.6 Also as confirmed through pre-application discussions, Hyde Park Hayes Ltd wish to implement the proposal as quickly as possible following the granting of planning permission. In these terms, additional information, to the level of that normally required by condition, has been prepared and is included within the application for consideration and approval by the Local Authority. The purpose of submitting this information at this stage is to minimise the scope of further information required following the grant of planning permission. This information is as follows:

- (i) A full landscaping scheme (including details of species and maintenance);
- (ii) A bird hazard management plan;
- (iii) Drainage plan, and
- (iv) Details of security measures, refuse collection, delivery arrangements, accessibility and car and cycle parking are set out within the Design and Access Statement.

1.7 In addition, it should also be noted that a concept design and access statement was submitted to the Council prior to the pre-application meeting held at the Council offices on the 25 April 2012, to illustrate Hyde Park Hayes Ltd's development aspirations (including at HPH5) in the context of the wider campus.

2 SITE AND SURROUNDINGS

Historical Context

- 2.1 The application site, now known as HPH5, comprises the former Maccess plot, which was historically owned by Safeway but was never occupied or operated as part of its headquarters at Hayes. The use of the site by Maccess was longstanding as a motor part distributor to trade. There were proposals in the early 1990s for the site to be included within the Safeway HQ as part of a larger scheme for new office space and a sports and social facility, although that scheme was never implemented.
- 2.2 Outline planning permission was granted for up to 14,000sqm of office space in May 2008, and there is an application to renew this consent with the Council (albeit, to date, it remains undetermined. Further details of the site's planning history are reviewed in Chapter 4.
- 2.3 Maccess left the site in 2008, and the buildings on site were demolished that year and – since then – the site has been cleared and vacant.

The Site

- 2.4 The site area extends to approx 0.558 hectares (5582sqm) and is relatively flat. In addition, at Officer request, part of Millington Road between the Maccess site and the public highway at the Dawley Road roundabout is also included within the “red line”, as Millington Road is a private road. However, no development is proposed on Millington Road, and therefore it should not be considered as part of the development site.
- 2.5 As previously mentioned, the Maccess site had a long-term use as a motor part distributor to trade. The site formerly comprised a steel framed warehouse structure, which is understood to have been constructed in the 1970s. It also benefited from a self contained yard and dedicated car parking to the north and west of the site respectively. Access was obtained from Millington Road over the western part of the site via a dedicated entrance and exit, and there was (and still is) an additional vehicular “lay-by” on the southern boundary of the site.
- 2.6 The site is also accessible, albeit not directly, by rail and the bus network – the closest station is Hayes and Harlington Station, approximately 400m away. Hayes town centre is also a similar distance away. HPH 5 is, thus, strategically placed to foster the vitality and viability of Hayes. Further details of the site's context, in transport terms, can be found in the application's Transport Assessment.

Surroundings

- 2.7 The site is surrounded by the Hyde Park Hayes campus to the north, east and west, and Millington Road skirts the eastern, western and southern boundaries of the site. HPH2 is to the north of the site and it is currently envisaged that this building will be refurbished, with the open area between the building and the application site resurfaced to create a plaza area.
- 2.8 To the west, across Millington Road, lies the plot now known as HPH4, which is cleared but previously accommodated the “Annexe building” (the Safeway canteen) and, since the cessation

of the use of the building as a canteen, the authorised use of the building reverted to its previous mixed Class “B” consent. Hyde Park Hayes Ltd has aspirations to develop this plot in the short term, and as such is seeking planning permission for 6,966sqm of office development.

- 2.9 To the east of the site is a multi storey car park, which was granted planning permission in the early 1990s. To the south of the site are industrial and warehouse units, with residential development beyond this.
- 2.10 The scale, height, bulk and physical appearance of development immediately surrounding the site varies considerably and, although development is conspicuously commercial in nature and appearance, sites to the north are in office use, whereas sites to the south are industrial/warehousing in nature. Further afield, development surrounding the Hyde Park Campus retains the broad physical variation in building scale and mix of uses, which also includes residential development. It should also be recognised that there are substantial buildings in the surrounding area, in particular HPH3, to the north-west of the site.
- 2.11 The scale, bulk and physical appearance of surrounding development varies considerably, albeit – in general – it is conspicuously commercial in nature and appearance.

3 THE PROPOSAL

- 3.1 Full planning permission is sought for a building within Class B1 (A) (general office use). The quantum of office space proposed on the site is 13,880sqm across five storeys, with a single level of car and cycle parking in a basement below. Details of the proposal are confirmed on the attached drawings and design and access statement.
- 3.2 The proposed building will be located centrally within the site, surrounded by landscaping, both hard and soft, as appropriate. Further, a “central plaza” to act as a focus for campus, is intended in an area already landscaped to the north of (albeit largely outside) the site.
- 3.3 Pedestrian access will be provided on the northern side of the building, as part of a feature lobby. Vehicular access to the basement car parking will be provided on the south-west corner of the site. Further, a refuse facility will be provided on the north-east corner of the site, adjacent to a dedicated turning. In addition, a drop-off point will be located to the west of the building.
- 3.4 Given the speculative nature of the proposal, the office space has been designed to be as flexible as possible, with open space around any central core, accommodating toilets (including disabled facilities), lifts and stairs. In addition, there are two emergency staircases located on the eastern and western part of the building.
- 3.5 A plant enclosure is proposed on the roof, in addition to an area reserved for photovoltaic solar panels.
- 3.6 The elevational treatment will be largely glazed, with vertical brise-soleils on the eastern and western elevations, in the interests of energy efficiency.
- 3.7 Overall, the development will accommodate 140 parking spaces, of which 13 will be disabled spaces (either at ground floor level or in the basement, close to the accessible core) and 28 spaces will offer electric vehicle charging. In addition, 5 motorcycle spaces are proposed, and a cycle store with changing facilities.

4 PLANNING HISTORY

- 4.1 Although the site is currently cleared and vacant, it historically accommodated a motor parts distributor to trade (Maccess), which fell into storage and distribution (Class B8) use.
- 4.2 Details of the site's planning history are incomplete at the Council's offices, however a schedule of the available planning history is attached at Appendix 2.
- 4.3 Particular attention is drawn to the following consents:
- (i) Planning permission was granted for the change of use of the site from Class 4 to Class 10 on 13 June 1973;
 - (ii) Planning permission was granted for the change of use from storage to a retail warehouse on 13 August 1973. However, this consent had a condition attached, which restricted the retail warehouse element to Home Charm Ltd;
 - (iii) Planning permission was granted in April 1993 for the erection of 132,615 sq.ft of office floorspace, and an ancillary sports and social building and extension to the multi-storey car park (known as Safeway Phase III). Although the consent incorporated part of the wider campus (including the Mercury House plot), the office element was to be accommodated on the Maccess site. However, this consent was never implemented.
- 4.4 Most recently, outline planning permission was granted in May 2008 for 14,000sqm of office space on the site. An application to renew this permission was submitted to the Council in March 2011, and this application is still with the Council. Discussions with officers have confirmed that this application is considered acceptable, subject to agreement of a revised Transport Assessment. This Transport Assessment (which is substantially the same Transport Assessment that has been prepared for this application) is now with the Council. It is intended that consideration of the outline renewal application takes place in parallel with this application.
- 4.5 In all other respects, this proposal has been designed in the context and parameters of the 2008 outline planning permission, which – subject to transport matters – officers have confirmed their support in renewing. In these terms, the principle and broad parameters of this proposal have already been supported by the Council.

5 PLANNING POLICY

5.1 This section provides a summary of central Government guidance and policy, the Development Plan, supplementary planning guidance and emerging policy.

5.2 Central Government policy is set out within the National Planning Policy Framework (NPPF). The development plan, in this case, comprises the London Plan (2011), the saved policies of Hillingdon Unitary Development Plan (UDP) (1998). The UDP, currently, is in the process of being reviewed, it is noted that the Core Strategy has now undergone examination (which closed on 7 June 2012). The Inspector's Report is awaited, and due to be published by the end of July.

National Planning Policy Framework (NPPF)

5.3 The Government published the National Planning Policy Framework (NPPF) on 27 March 2012. The document sets out the Government's economic, environmental and social priorities for England, and explains how planning can help ensure patterns of development which match these priorities, whilst meeting local aspirations. The NPPF replaces all planning policy guidance and planning policy statements which previously formed the national tier of planning guidance. However, it does not replace the practice guidance published to support this tier, is still relevant, where appropriate, in applying the policies within the NPPF.

5.4 The NPPF introduces a powerful presumption in favour of sustainable development, to ensure that the planning system does everything it can to support sustainable economic growth. Planning must operate to encourage growth, and not act as an impediment. In these terms, significant weight should be placed on the need to support economic growth through the planning system.

5.5 As part of its economic role, sustainable development should contribute to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places, and at the right time, to support growth and innovation.

5.6 However, beyond the stress placed on promoting development, in other respects the NPPF remains similar to PPS4 and PPS6 before it (including in respect of office development). In these terms office uses are still confirmed as being a "*main town centre use*" and – where possible – should be located within town centres. When considering edge-of-centre and out-of-centre proposals that are not in accordance with the Development Plan, it is open to local authorities to require the application of the sequential and impact tests.

The London Plan (2011)

5.7 The adopted London Plan sets out strategic policies and an integrated social, economic and environmental framework for London.

5.8 Map 2.2 confirms that the London Borough of Hillingdon lies within "Outer London". Policy 2.6 "*Outer London: Vision Strategy*" confirms that the Mayor will, and Boroughs and other stakeholders should, enhance the quality of life in outer London for present and future residents.

5.9 Policy 2.7 "*Outer London: Economy*" seeks to address the constraints and opportunities and the economical growth of outer London. This is hoped to be achieved through improvements to the

business environment including improving accessibility to competitive business locations, and consolidating and developing the strengths of outer London's office market through mixed use redevelopment and encouraging new provision in competitive locations.

- 5.10 Policy 4.1 "*Developing London's Economy*", seeks to support and promote outer London as an attractive location for national Government as well as businesses, giving access to the highly skilled London Borough workforce, relatively affordable work space and the competitive advantages of the wider London economy.
- 5.11 Policy 4.2 "*Offices*" supports the management of mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of the plan, including enhancing its varied attractions for businesses of different types of sizes. Furthermore, it seeks to encourage renewal and modernisation of the existing office stock in viable locations to improve its quality and flexibility, and furthermore, seeking to increase the current stock where appropriate.
- 5.12 Policy 4.3 "*Mixed Use Development and Offices*" states that mixed-use development and redevelopment should support consolidation and enhancements to the quality of office stock in strategically specified locations, such as mid-urban business parks.

London Borough of Hillingdon Unitary Development Plan (adopted 1998) Saved Policies 27th September 2007

- 5.13 A number of policies from the Hillingdon Unitary Development Plan were saved effective from 27th September 2007, including the boundary and contents. In these terms, the site is identified as falling within an Industrial and Business Area (IBA).
- 5.14 Policy 26 Part 1 confirms that the Council will encourage economic and urban regeneration in the Hayes – West Drayton Corridor (within which Hyde Park Hayes also sits), designated IBAs and other appropriate locations.
- 5.15 Policy LE1 states that all proposals for B1 development will be assessed by taking into account, inter alia:
- (i) Whether the proposal conflicts with the LPAs overall objective at securing development or regeneration of an area;
 - (ii) Vacant floorspace elsewhere in the plan area;
 - (iii) Availability of public transport;
 - (iv) The ability of the road system, as existing or taking into account commitment improvements to accommodate, in all peak hours, the additional traffic generated;
 - (v) Whether the proposal will create unacceptable demands for the land to be developed, and
 - (vi) Provision of accessible facilities.
- 5.16 Policy LE2 states that Industrial and Business Areas (IBA's) are designated for business, industrial warehousing purposes (Use Classes B1-B8) and for sui generis uses appropriate in industrial areas (and that other uses can be appropriate, under specified circumstances).

- 5.17 Policy LE3 states that redevelopment in IBAs should, where appropriate and practical, include the provision of small units, particularly when existing small units are proposed to be demolished.
- 5.18 Policy LE7 states that the LPA will, where appropriate, seek to ensure that development proposals for business uses provide planning benefits related to the scale and type of the development.
- 5.19 Policy OU1 states that proposals should be in keeping with the character and amenities of the surrounding properties in the area.
- 5.20 Policy BE13 states that development will be expected to harmonise with the existing street scene.
- 5.21 Policy BE25 states that local planning authorities will seek to ensure modernisation and improvement of industrial and business areas by careful attention to design and landscaping of buildings.
- 5.22 The saved policies also confirm the Council's maximum parking standards in respect of office development as one space per 100sqm.

Emerging Local Development Framework - Core Strategy Pre-Submission Draft (February 2011)

- 5.23 The Core Strategy was submitted to the Secretary of State on the 31st October 2011. An examination in public was carried out on the 13th March 2012. The Core Strategy has now undergone examination (closing 7th June) and we now await the Inspectors Report, due to be published by the end of July.
- 5.24 The Core Strategy identifies the site as within a Locally Significant Employment Location which serves a light industrial, office and research role. Furthermore, the HPH campus falls within a proposed area of growth for hotel and office as identified on Map 5.1.
- 5.25 Policy E1 – *"Managing the Supply of Employment Land"* states that the Council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial sites and Locally Significant Employment Locations including the designation of 13.63 hectares of a new employment land.
- 5.26 Policy E2 – *"Location of Employment Growth"* states that the Council will accommodate 9,000 new jobs during the plan period. Most of the employment growth will be directed towards suitable sites strategic industrial locations, locally significant employment locations and locally significant industrial sites. The Council should promote development in highly accessible locations that support sustainable travel behaviour and reduces impacts on climate change.
- 5.27 Policy BE1 – *"Built Environment"* states 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, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.

6 PRE-APPLICATION DISCUSSIONS

- 6.1 As part of the development proposals in relation to the application site, consultation has been undertaken with Officers at the Council to agree as many matters as possible in advance of the submission of the application.
- 6.2 Initially, it was intended that the development subject to this proposal would be pursued by way of reserved matters approval, in the context of a renewal of the 2008 outline permission. In these terms, a pre-application package, incorporating a request for a screening opinion in respect of this development, was submitted to the Council on 5 March 2012. The package also included proposals for an office building at HPH4 (to be pursued by way of a full planning application), and an outline proposal for a hotel and restaurant at HPH6.
- 6.3 This was followed up by a meeting with both development control and policy officers on 25 April 2012. A note of these discussions is attached at **Appendix 3**, and the following matters were agreed in respect of HPH5:
- (i) That, from the previous case officer's recollection, there were no outstanding issues in respect of the outline renewal application, beyond a contribution towards air quality (which was agreed);
 - (ii) The application had been passed to another officer, who would review the file and advise as to whether there were any further outstanding issues;
 - (iii) The level of floorspace within the outline permission (14,000sqm) related to floors in office use, and would not include levels accommodating undercroft or basement car parking, and
 - (iv) That the London Mayor would not be consulted in respect of the proposal, either in its own terms or in the context of the HPH4 proposal.
- 6.4 However, subsequent to this on 16 May 2012, it was confirmed by the new case officer that a revised transport assessment was required (contrary to the agreed position prior to the submission of the renewal application). In these terms, in the interests of progressing the planning process as quickly as possible, Hyde Park Hayes Ltd are now seeking full planning permission for an office building within the parameters of the outline permission. However, in parallel, a renewal of the 2008 outline permission is also sought.
- 6.5 On 22 June 2012, a meeting was held with Planning and Highway Officers, as well as Rapleys and SKM (as Hyde Park Hayes Ltd Transport Consultants) to further discuss the scope and content of a Transport Assessment for the application. The Transport Assessment has been prepared in light of this agreement.
- 6.6 In addition, following the meeting, a series of documents - representing the entire planning submission apart from the transport assessment and drainage strategy - have been passed to the Council for comment, as follows:
- (i) 9 July 2012 - plans and elevations and a record of the meeting on 22 June (e-mail attached at **Appendix 4**);

- (ii) 22 July 2012 - energy statement, landscape strategy and bird management strategy;
- (iii) 27 July 2012 - plans and elevations (including confirmation of gross external floor areas), draft planning statements and design and access statement, and
- (iv) 6 August 2012 - air quality assessment.

6.7 Following submission of this information, feedback was received on 10 August 2012 from the case officer, Gareth Gwynne, by telephone. In this telephone discussion, it was confirmed that officers had no substantial concerns in respect of the application (subject to transport issues), and that the application would be supported by officers (email from Jason Lowes to Gareth Gwynne attached at **Appendix 5**).

PLANNING CONSIDERATIONS

- 6.8 This chapter is divided into five sections. The first section relates to the principle of the use on the site. The second deals with the physical aspect of the scheme in terms of scale and appearance. The third deals with other development control considerations, including environmental and transportation issues. The fourth section provides commentary in respect of a s.106 agreement. The final section underlines the planning benefits of the proposal.

Principle of Use

- 6.9 The NPPF places considerable stress on encouraging economic development, and states that development should only be resisted where any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. In this context, this proposal should evidently be considered sustainable development as it will:

- Create significant levels of new jobs, and complement existing office buildings to the north, and the proposed office building to the west, thereby extending and improving this employment location and bringing forward investment, regeneration and increased economic activity to the area;
- Considerably improve the site and surrounding area in visual terms, by bringing a vacant and cleared site back into beneficial use and creating a high quality environment, and
- Represents development which is sensitive to the environment, in a highly accessible location.

- 6.10 In these terms, the proposal will bring forward considerable economic, social and environmental benefits and, therefore, the NPPF provides a strong case for granting planning permission for this proposal.

- 6.11 Further, the site lies within an Industrial and Business Area within the UDP, and Policy LE2 confirms that office development is acceptable, in principle, in such locations. In terms of emerging policy, the Council's Core Strategy is at an advanced stage, and within this document the site is confirmed as falling within an area suitable for growth in office and hotel development. In these terms, the principle of office development on the site is in accordance with adopted and emerging local planning policy, and therefore there is no need to apply the sequential and impact tests.

- 6.12 In addition, the Council granted outline permission for 14,000sqm of office development on the site in May 2008, under the same local Development Plan policies that are currently adopted – on this basis the proposal is evidently acceptable in terms of principle. Finally, in pre-application discussions, officers, in respect of the application to renew this permission, have confirmed that office floorspace is supported in principle.

Scale and Appearance

- 6.13 13,880sqm of office floorspace is proposed as part of this planning application. The drawings attached to this planning application confirm that this quantum of floorspace can be comfortably

accommodated in physical terms, with a sufficient number of car parking and cycle spaces in a basement car park. Further, this level of floorspace is consistent with the 2008 outline permission, and therefore the quantum of development proposed is evidently acceptable.

- 6.14 The building is five storeys high, including the ground floor, which is comparable to HPH1, and considerably lower than the adjacent building, HPH3 (which is seven storeys tall). Further, the proposal is within the terms of the 2008 outline permission (which imposed maximum heights of 5 storeys, or 25m). In these terms, the height of the building is entirely consistent with the existing development on the site, and evidently acceptable.
- 6.15 The elevational treatment of the building has been designed to reflect existing development in the surrounding area and proposed development at the nearby HPH4 plot. In these terms, the development will respect and enhance the appearance of Hyde Park Hayes. The design approach is set out in further detail within the attached Design and Access Statement, which includes computer generated images of the proposal.

Transportation

- 6.16 As previously detailed, transport issues have been scoped and agreed with the relevant officer at LB Hillingdon. As a result of these discussions, a transport assessment to support this application has been prepared. This assessment confirms that the development site is well located in terms of access to sustainable modes of transport. Further, it confirms that traffic impact can be fully mitigated by alterations to phasing of the traffic lights at North Hyde Road/Station Road. In these terms, it is confirmed that the impact of the development proposals can be mitigated acceptably, and therefore that there are no reasons to preclude the proposal on transport grounds.

Contamination

- 6.17 A Phase 1 desk study has been carried out in respect of the site as part of the wide survey programme for Hyde Park Hayes, and is attached to this application. In addition, my client is carrying out further site investigation and, in these terms, two rounds of gas and ground water monitoring have been completed already. From the results so far, the majority of samples are below the CLEA criteria for commercial end use with respect to metals, SVOC and VOC. It is anticipated that the final rounds of gas monitoring will be completed by the end of September, and a final report prepared by the week of 8 October. In these terms, there are no issues in respect of contamination which would prevent planning permission being granted for this proposal.

Air Quality

- 6.18 The site lies within air quality management area (AQMA), and this application is supported by an air quality assessment. A qualitative assessment of dust levels associated with the construction shows that any dust can be reduced through appropriate mitigation measures, and the air quality assessment suggests a number of different measures that would adequately mitigate any impact. Following confirmation of a contractor, the actual mitigation measures to be used will be confirmed as part of a construction management plan or equivalent environmental management plan.

Energy

- 6.19 This application is supported by an energy statement, which confirms that the development has been designed to follow the GLA strategy hierarchy "be lean, be clean and be green". The development is designed to meet high levels of energy efficiency, and to minimise energy demand. It has reviewed the benefit of the centralised energy and CHP, and maximise the use of renewable energy where feasible. The energy statement also confirms the improvement over baseline Building Regulation compliant building with unregulated omissions, showing a 19% improvement against the regulation carbon omissions baseline and a 9% improvement when unregulated omissions are included in the assessment.

Other Detailed Development Control Issues

- 6.20 The planning submission has been designed in a manner to minimise the necessity for further information acquired through condition. In these terms, the following supplementary information has been submitted in order to prevent the need, as much as possible, for conditions in respect of these matters:
- (i) A bird hazard management plan, confirming how the development will be designed as to discourage bird roosting, in light of a sites relative proximity to Heathrow airport;
 - (ii) Drainage plans, confirming the locations of existing and proposed drainage, and
 - (iii) Landscaping drawings.

Section 106 Agreement

- 6.21 It is recognised that the application will need to be supported by a s.106 agreement.

Planning Benefits

- 6.22 The principle of developing a vacant, brownfield site within the Millington Road commercial area, to provide for a sustainable use which will attract inward investment and enable the visual enhancement of a cleared and vacant site, is supported in policy terms at a number of levels, in particular:
- (i) It promotes urban regeneration which will improve the well being of communities, and will provide an improved environment and create new employment opportunities for the people of Hayes;
 - (ii) The development will be located close to public transport links and encourage sustainable patterns of transport;
 - (iii) It will bring vacant, unused and previously developed land back into beneficial use, whilst promoting an efficient use of land, and

- (iv) It will provide high quality employment floorspace which is excellently designed and built to a high standard.

7 CONCLUSION

- 7.1 The application for office development at the HPH5 plot complies with the NPPF, the Development Plan and emerging policy, in principle, as it will provide office space on land allocated for such a use.
- 7.2 The environmental reports and the transport assessment submitted in support of this application also conclude that the proposal is acceptable.
- 7.3 The attached drawings submitted with the application confirm that the site is capable of accommodating a building of the scale proposed in a manner that is sensitive with its surroundings, and in these terms the development will enhance the wider business park.
- 7.4 Economically, the redevelopment of the site from a vacant and cleared site to a high specification office building will represent a significant investment in the future of Hayes, and should be supported by the Local Authority in these terms.
- 7.5 Accordingly, the proposal should be embraced by the Local Authority, and it is respectfully requested that planning permission be forthcoming at the earliest opportunity.