

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL Select an Option

1.	No valid planning application objection in the form of a petition of 20 or more signatures, has been received	<input type="checkbox"/>
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	<input type="checkbox"/>
3.	There is no Committee resolution for the enforcement action	<input type="checkbox"/>
4.	There is no effect on listed buildings or their settings	<input type="checkbox"/>
5.	The site is not in the Green Belt (but see 11 below)	<input type="checkbox"/>

REFUSAL RECOMMENDED: GENERAL

6.	Application is contrary to relevant planning policies/standards	<input type="checkbox"/>
7.	No petition of 20 or more signatures has been received	<input type="checkbox"/>
8.	Application has not been supported independently by a person/s	<input type="checkbox"/>
9.	The site is not in Green Belt (but see 11 below)	<input type="checkbox"/>

RESIDENTIAL DEVELOPMENT

10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	<input type="checkbox"/>
11.	Householder application in the Green Belt	<input type="checkbox"/>

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

12.	Change of use of retail units on site less than 1 ha or with less than 1000 sq. m other than a change involving a loss of A1 uses	<input type="checkbox"/>
13.	Refusal of change of use from retail class A1 to any other use	<input type="checkbox"/>
14.	Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.	<input type="checkbox"/>

CERTIFICATE OF LAWFULNESS

15.	Certificate of Lawfulness (for proposed use or Development)	<input type="checkbox"/>
16.	Certificate of Lawfulness (for existing use or Development)	<input type="checkbox"/>
17.	Certificate of Appropriate Alternative Development	<input type="checkbox"/>

CERTIFICATE OF LAWFULNESS

18.	ADVERTISEMENT CONSENT (excluding Hoardings)	<input type="checkbox"/>
19.	PRIOR APPROVAL APPLICATION	<input type="checkbox"/>
20.	OUT-OF-BOROUGH OBSERVATIONS	<input type="checkbox"/>
21.	CIRCULAR 18/84 APPLICATION	<input type="checkbox"/>
22.	CORPSEWOOD COVENANT APPLICATION	<input type="checkbox"/>
23.	APPROVAL OF DETAILS	<input type="checkbox"/>
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	<input type="checkbox"/>
25.	WORKS TO TREES	<input type="checkbox"/>
26.	OTHER (please specify)	<input type="checkbox"/>

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

Item No.	Report of the Head of Development Management and Building Control		
Address:	UNIT A 1-3 UXBRIDGE ROAD HAYES		
Development:	Installation of external ventilation ducting and flue system to existing building, new security gates and vehicle wash bay.		
LBH Ref Nos:	51753/APP/2023/2647		
Drawing Nos:	11971-01 Rev N 11971-FF01 Rev B Covering letter 11971-00B 11971-EX01A 11971-SL01, Revision D 11971-EC01, Revision E 11971-RL01 Revision G 11971-EV01, Revision C 11971-EV02, Revision C 11971-WB01, Revision A		
Date Plans received:	13-09-23	Date(s) of Amendments(s):	08-09-23
Date Application valid	13-09-23		08-09-23
			08-09-23
			14-09-23
			14-09-23
			14-11-23
			14-09-23
			16-06-23
			14-11-23
			14-11-23
			25-08-23

1. SUMMARY

The application seeks planning permission for three main components being the installation of external ventilation ducting and flue system, provision of a vehicle wash bay and the addition of new security gates. These changes are intended to support the operation of a vehicle body repair specialist on the premises.

The proposed changes are designed to fit with the industrial setting. Traffic impact, parking, and

layout comply with requirements. Environmental aspects, such as flood risk, drainage, noise, and air quality, have been addressed. The proposal is expected to have a neutral and positive impact on air quality due to the relocation of operations and upgraded equipment.

The site, already benefiting from planning consent (1911/APP/2012/3185) allowing use classes B1(c), B2, and B8, maintains its current use with no proposed change.

The application was subject to a 21-day notification period for neighbouring properties, during which no objections or concerns were raised.

The application aligns with relevant policies, is suitable for the industrial area, and is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1. COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2. COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following plans:

- 1) Site Location Drawing No.11971-SL01, Revision D and dated 14 November 2023
- 2) Layout *Option 1* External Changes, Drawing No.11971-EC01, Revision E and dated 13 September 2023
- 3) Layout *Option 1* Roof Layout Ducting Positions, Drawing No. 11971-RL01, Revision G and dated 16 June 2023
- 2) Ducting Elevations, Drawing No.11971-EV01, Revision C and dated 14 November 2023
- 3) Ducting Elevations, Drawing No.11971-EV02, Revision C and dated 14 November 2023
- 4) Wash Bay & Gate Info, Drawing No.11971-WB01, Revision A and dated 25 August 2023

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3. DRC3 Foul Drainage

No development shall commence until details of foul water discharge and methods of on-site storage of foul water in relation to the use of the cleaning bay have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until these approved drainage works have been completed unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that there would be adequate infrastructure in place for the disposal of foul water arising from the development.

4. HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020)

5. COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the approved outbuildings are restricted to the purpose(s) explicitly mentioned in the application form and approved drawings. These purposes are solely ancillary to the occupation of Unit A, and any other use is expressly prohibited.

REASON

To avoid any future fragmentation of the curtilage or the creation of a separate commercial or industrial use, so as to protect the amenity of the area.

INFORMATIVES

1. I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

2. I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice

Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

3. I99 Non Standard Informative

Flood Risk Activity Permit

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert, including any buried elements (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549 or by emailing enquiries@environment-agency.gov.uk. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity

4. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan 2021 - The Spatial Development Strategy for London and national guidance.

DME 1 Employment Uses in Designated Sites

DMHB 12 Streets and Public Realm

DMT 1 Managing Transport Impacts

DMT 2	Highways Impacts
DMT 6	Vehicle Parking
OE1	Protection of the character and amenities of surrounding properties and the local area
DMHB 11	Design of New Development
LE2	Development in designated Industrial and Business Areas
LPP 4.1	(2016) Developing London's economy
LPP 4.4	(2016) Managing Industrial Land and Premises

3. CONSIDERATIONS

3.1 Site and Locality

The site is located within an established industrial estate, situated between the Grand Union Canal and the Yeading Brook, marking the eastern boundary of the Borough. The site comprises a block of four large industrial units. The northern most building, known as Unit A, is the subject of the application. The building is a modern industrial building comprising an area of some 2,574 square metres with an ancillary office element and mezzanine floor. Access to the site is facilitated through an unadopted industrial access road located on the southern side of A4020 Uxbridge Road, which serves as a classified dual carriageway and a major access route.

A commercial building and retail food warehouse adjoin the site to the north and east respectively. Yeading Brook forms the eastern boundary with Hayes Bridge Retail Park beyond.

The closest residential properties are situated along Bankside, on the opposite side of the Grand Union Canal, within the London Borough of Ealing, at a distance of roughly 150 metres.

Notably, the application site is an integral part of the Hayes Industrial Area, which holds regional significance as a Strategic Industrial Location (SIL) designated in accordance with the London Plan 2021.

Additionally, the falls within River Flood Zone 2 and is also encompassed by the Air Quality Management Area.

3.2 Proposed Scheme

The application seeks planning permission for the installation of external ventilation ducting and flue system to the existing building, provision of a vehicle wash bay and the addition of new security gates. These changes are intended to support the operation of a vehicle body repair specialist on the premises.

The ventilation system comprises three external extraction ducts and three air intake ducts, serving three ancillary spray booths, as well as two flues for the paint mixing room, all of which will be positioned on the western side of the building. Additionally, four smaller flues, one on the eastern side and two on the southern side of the building, will serve the workshop heaters. The height of the extract ducting and flues will not exceed 1 metre above the building eaves.

The wash bay is proposed to be situated within the car park area and is designed as a covered open structure designed primarily for the purpose of washing and cleaning vehicles as an integral part of the vehicle repair process i.e. not open for public use.

Furthermore, the proposal includes the installation of new sliding gates at the front of the site's parking areas. These gates are intended to enhance security and access control for the premises.

Lastly, it's important to highlight that the prospective leasehold occupants are relocating from Beaconsfield Road, approximately 350 metres away. This relocation is prompted by the redevelopment of the current site into a data centre.

3.3 Relevant Planning History

1911/APP/2012/3185 1-3 UXBRIDGE ROAD HAYES

Erection of 4 no. industrial, warehouse, office buildings (Use Classes B1, B2 and B8) with access and servicing arrangement, car parking, landscaping and associated works (Involving demolition of existing buildings).

Decision: 09-05-2013 Approval

Comment on Planning History

Planning application 1911/APP/2012/3185 was approved on 9 May 2014. It allowed the construction of four industrial, warehouse, and office buildings, as well as associated access, car parking, landscaping, and the demolition of existing structures. The approval established permissible uses for the premises, being B1(c), B2, and B8 type industrial purposes.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: Not applicable

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

Internal consultees:

The application was reviewed by the Council's specialist staff, specifically focusing on noise, air quality/odours, waste, and transport. Their comments are detailed in the respective sections of the report.

External consultees:

The application was also sent to the Environment Agency due to its proximity to the Yeading Brook watercourse and its location within flood zone 2. No objections were raised by the Environment Agency.

6. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DME 1	Employment Uses in Designated Sites
DMHB 12	Streets and Public Realm
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
OE1	Protection of the character and amenities of surrounding properties and the local area
DMHB 11	Design of New Development
LE2	Development in designated Industrial and Business Areas
LPP 4.1	(2016) Developing London's economy
LPP 4.4	(2016) Managing Industrial Land and Premises

In addition: Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

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

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

Material Considerations

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy DMHB 11 of the Hillingdon Local Plan, Part 2 states that development proposals should not adversely impact on the amenity, daylight, and sunlight of adjacent properties.

The application site is situated within a designated industrial estate, surrounded by other industrial and commercial occupiers. The closest residential properties are located on the opposite side of the Grand Union Canal, within the London Borough of Ealing, approximately 150 metres away. These residences are largely shielded from the application site by intervening elements, including the Quality Foods building and canal vegetation. Given the nature and location of the proposed development, it is concluded that there will be no adverse impacts on the amenity, sunlight, or daylight of any adjoining property.

Consideration of noise, air quality, and traffic issues is detailed in the relevant sections of this report.

7.2 Impact on Street Scene

The site currently consists of a large office/warehouse building. The overall size, scale and appearance of the main building will generally remain unchanged with the only alterations being the installation of external ducting. The ducting is not expected to attract undue attention due to its unobtrusive and functional design.

The proposed vehicle cleaning bay is designed as an open steel frame structure. Although situated towards the site frontage, it is positioned within the service and loading area, historically utilised for bulk material storage in the previous use. The vehicle wash bay is considered to be a very modest structure, with no discernible visual impact greater than when the area served its previous purpose.

Overall, the proposed scheme aims to accommodate a new tenant and is considered fitting for the industrial setting of the site. The proposal is considered to align with Policies BE1 of the Local Plan: Part One (November 2012) and Policies DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

7.3 Traffic Impact/Pedestrian Safety

Council's Transport Planner advises that vehicular access to the site is obtained from the unadopted industrial access road. Drawing 11971-SL01 Rev D, titled Site Location, indicates the red line of the site, which now extends to the adopted highway at A4020 Uxbridge Road, demonstrating acceptable access.

Additional information has been provided regarding access to the site and the operation of gates. In accordance with Transport for London (TfL) Delivery and Servicing Plan Guidance (2020), a Delivery and Servicing Plan (DSP) would typically be required to address vehicles arriving at the site. However, as the proposal is not anticipated to affect the number of vehicle movements generated by the development, Council's Transport Planner advises that a DSP will not be required on this occasion.

7.4 Carparking & Layout

The London Borough of Hillingdon Local Plan Part 2 - Development Management Policies Appendix C Table (b) Parking Requirements allows 2 spaces plus 1 space per 50 - 100 sqm of gross floorspace. The application site should therefore provide between 27 and 53 car parking spaces.

Drawing 1971-EC01, titled Layout Option 1 External Changes, outlines a total of 60 parking spaces, aligning with the specified requirements. It is noted, however, that two spaces are designated for removal to accommodate the proposed vehicle wash bay. Importantly, this adjustment will not impact the fulfilment of parking requirements, ensuring continued compliance with the regulations set forth by the London Borough of Hillingdon Local Plan.

7.6 Other Issues

Flooding:

The proposed development would fall within Flood Zone 2. Having consulted with the Environment Agency, they have raised no objections to the proposed development in terms of its impact to the river or any potential increase in flood risk in the area. Should consent be granted, the Environment Agency requires the inclusion of a standard informative on the notice of determination.

Sustainable Drainage Management:

The proponent will need to submit details of how surface water and liquid waste/effluents associated with the cleaning bay facility would be discharged, to ensure the mitigation of the environmental impact of the development on water quality and ecosystems in the locality.

Noise:

Policy EM 8 (Land, Water, Air and Noise) of the Local Plan Part 1 states that the Council will seek to ensure that noise sensitive development and noise generating development is only permitted if noise impacts can be adequately controlled and mitigated.

Considering the application site's location within a Strategic Industrial Location (SIL), designed to promote the clustering of commercial and industrial activities, and its proximity to comparable commercial and industrial operations, the proposal is unlikely give rise to any significant noise concerns. Council's Noise specialist has conducted a thorough review of the scheme and raised no objections.

Air Quality:

The proposed development is located within the LBH Air Quality Management Area and Ossie Garvin Focus Area. The ventilation system comprises three external extraction ducts and three air intake ducts, serving three ancillary spray booths, as well as two flues for the paint mixing room.

Policy EM 8 (Land, Water, Air and Noise) of the Local Plan Part 1 outlines that all developments should not cause deterioration in local air quality levels and should ensure the protection of both existing and new sensitive receptors. The Policy further states that all major developments within Air Quality Management Areas should demonstrate how air quality neutrality is achieved where appropriate.

Policy DMEI 14 (Air Quality) of the Local Plan Part 2 further states that development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. The Policy further requires that development proposals as a minimum should be at least air quality neutral and ensure there is no unacceptable risk from air pollution to sensitive receptors, and actively contribute towards the improvement of air quality, especially within Air Quality Management Area.

The proposal is assessed to have a neutral and positive impact on air quality. It entails moving

current business operations to a new site approximately 350 metres away, within the same borough. This relocation doesn't introduce new activities, thereby avoiding any additional impact on air quality beyond what has previously occurred. Furthermore, the applicant highlights that the move involves upgraded equipment in the new unit compared to the older existing machinery. This enhancement in equipment is anticipated to result in a more efficient operational system and thus a positive air quality outcome. In summary, the combination of relocating existing operations and implementing improved equipment supports classifying the proposal as air quality neutral/positive. While council's air quality specialist was consulted, the recommended damage costs are not considered appropriate in this instance, given the considerations outlined above.

Conclusion

The application is therefore recommended for approval subject to conditions.

Contact Officer: Benjamin Hicks **Telephone No:** 01895 250230