



Planning Services  
London Borough of Hillingdon  
Hillingdon Civic Centre  
High Street  
Uxbridge  
UB8 1UW

7 July 2022

Dear Sir / Madam,

## **TESCO CAR PARK, YIEWSLEY**

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### **Introduction**

On behalf of Mackenzie Homes Ltd, we are pleased to submit this planning application which seeks alterations to the car-park of the Tesco Extra supermarket in Yiewsley. Specifically, planning permission is sought for:

*Alterations to the parking layout including earthworks.*

In addition to this Planning Statement letter which addresses the key planning considerations associated with the development, the application comprises:

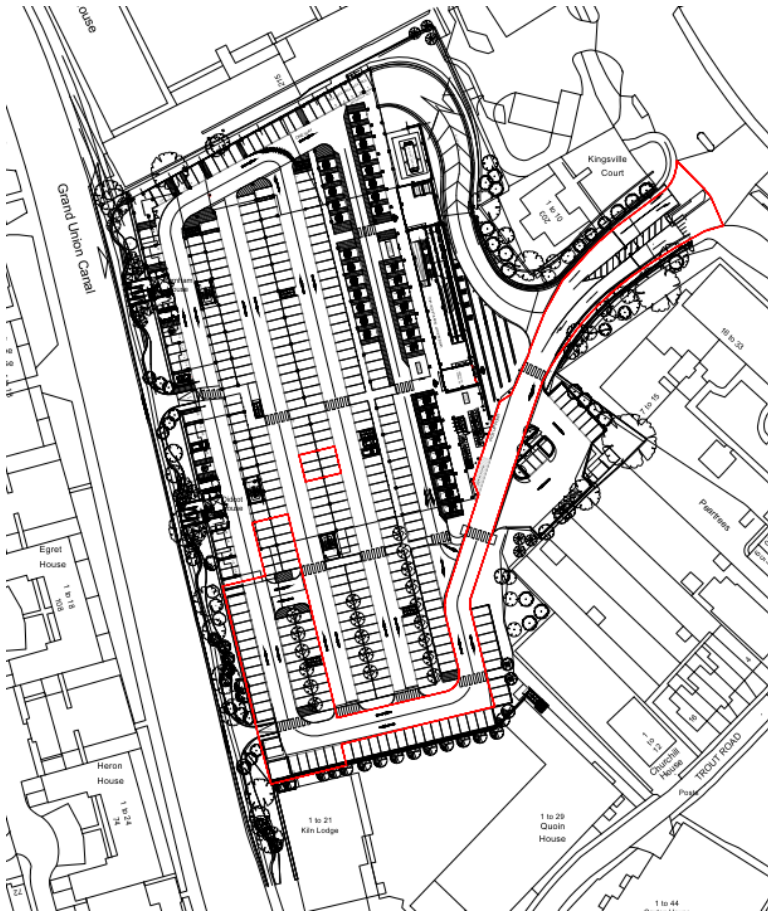
- Application and CIL forms;
- Location and Block Plan, prepared by GAA
- Existing and proposed drawings, prepared by GAA;
- Design and Access Statement, prepared by GAA;
- Flood Risk Assessment, prepared by JBA; and
- Highways Technical Note, prepared by Motion.

The required application fee of £234.00 has been paid online via Planning Portal directly to the London Borough of Hillingdon.

### **Site description**

The site, as shown on the plan below, covers to the western end of the surface car-park of the Yiewsley Tesco Superstore and broadly aligns with the adjoining apartment buildings to the north (Didcot House) and the south (Kiln Lodge), that characterise both sides of the Grand Union Canal. The site sits immediately adjacent to the east of the Grand Union Canal and includes an existing pedestrian access on to the towpath.

The Tesco Superstore site was developed as part of a mixed-use development approved in 2007 (LPA Ref. 60929/APP/2007/3744) for the 7,390 sqm superstore and 97 residential units located to the north and south of the pre-application development site. The adjoining residential blocks are four-storey in height with a similar style of blocks with a single-pitched roof.

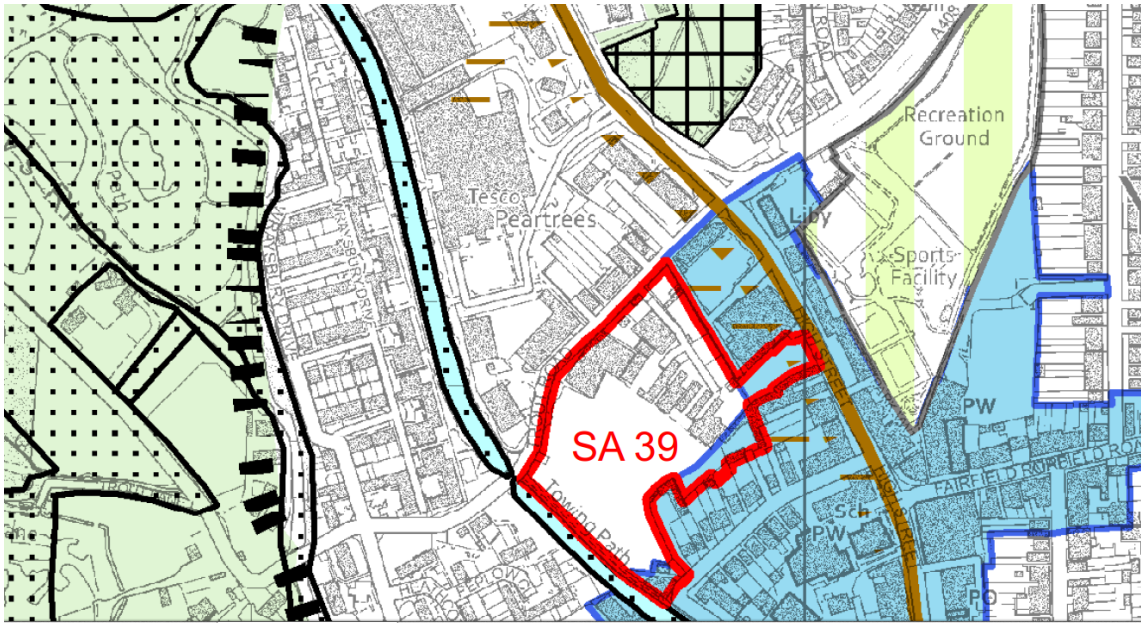


#### Site Location Plan prepared by GAA

From a land-use planning perspective, the site is relatively unconstrained. It falls within the identified built up area, in the defined settlement of Yiewsley approximately 100m west of the Yiewsley town centre boundary (shaded blue on the policies map extract below). The site is immediately adjacent to the Grand Union Canal Conservation Area (edged black below).

The site has a PTAL rating of 2, though the manual PTAL assessment undertaken by Motion indicates that it actually achieves a PTAL of 3 when considering the foot route along the Canal which provides a 10min walk to West Drayton Crossrail station to the south. The site falls within the wider Hayes / West Drayton Growth Corridor and the Heathrow Opportunity Area.

The site is identified on the EA maps as Flood Zone 2.



## Proposed development

Planning permission is sought for alterations to the existing superstore car-park including the raising of land in the south-western corner and providing a retaining wall to facilitate the level changes. The levels will increase the land by approximately 800cm on the northern end adjacent to the existing undercroft, resulting in the existing passage between the undercroft and surface parking area in this location being closed off. The alterations will level off this part of the car park which currently slopes up from north-south.

To help facilitate the level change some additional alterations to the wider parking layout are proposed to create new alleyways for cars and refuse collection vehicles.

In total the proposed alterations will result in the loss of 26 bays across the car-park.

## Planning considerations

### PRINCIPLE OF DEVELOPMENT

The proposed works will not change the use of the land or alter its primary function as a car park shared between the retail and residential uses on the site. There is, therefore, no in-principle considerations to be assessed.

### TRANSPORT

Policy DMT 1 of the LPP2 requires development proposals to meet the transport needs of development and address impacts in a sustainable manner. This includes maximising safe, convenient and inclusive accessibility to pedestrians, cyclists and public transport users, adequately addressing servicing needs, and having no significant adverse transport impacts on the local and wider environment. Policy DMT6 requires development proposals to accord with the parking standards set out in LPP2.

The application is accompanied by a Transport Note that has been prepared by Motion to consider the wider and local transport impacts of the proposed works. The scheme will alter the existing

car-park layout servicing the store and the residential accommodation, resulting in the loss of some parking bays.

As per the survey carried out within the Note and the accompanying letter from Tesco, the loss of the existing parking bays is well within the current capacity / demand of the existing car park.

The changes to the parking layout ensure that the car-park will continue to function for all users in an efficient manner. The creation of the new openings between the parking alleys will ensure the car-park continues to function as efficiently as it currently does.

In terms of refuse collection, the existing residential bin-storey is located adjacent to the proposed retaining wall on the northern end of our proposals. We have, therefore, considered how refuse collection will continue from this location and accommodated this within the revised parking layout plans. Accordingly, the refuse will continue to be collected from this location in accordance with the council's standards.

Based on the evidence provided, the impacts of the proposals on wider transport considerations will be negligible and in accordance with adopted local and national planning policies.

## **DESIGN AND ACCESSIBILITY**

The application is accompanied by a Design and Access Statement which sets out in greater detail the rationale of the proposals from a design and accessibility perspective.

Regarding design, the proposed alterations are minor and will have a very limited impact on the visual amenities and character of the immediate or wider environment. The new retaining walls proposed will be sensitively designed and of a low height so as to have no material impact on the wider character of the area.

In regard to accessibility, the proposed changes will make this part of the car-park more level which will improve its usability despite cutting it off from the rest of the car-park. The existing pedestrian/cycle access on to the Grand Union Canal will be retained at grade so as to continue to provide a level access route to the Canal from the car-park.

Overall, the proposals will not impact on the wider character of the area and, therefore, there is no reason why they should be resisted on design or accessibility grounds.

## **FLOOD RISK**

Parts of the application site fall within Flood Zone 2 and, therefore, a Flood Risk Assessment has been prepared to inform the proposed development works. Ahead of preparing the application we have also engaged with the Environment Agency about the need for a Flood Risk Activity Permit and have been confirmed that this would not be required for the proposed works.

In terms of flood risk, the accompanying FRA demonstrates that the proposed works will not result in increased flood risks on the site or elsewhere during the 1 in 100 year plus 40% climate change event. There is, therefore, no flood risk concerns associated with the proposed works.

## **OTHER CONSIDERATIONS**

Given the scale of the works proposed there are very limited wider impacts to be assessed within this application.

## Conclusion

The proposed alterations to the existing car-park will not have a materially detrimental impact on the functioning of the car-park in terms of its accessibility or the number of spaces provided. This assessment has demonstrated that the scheme's impacts on wider considerations including design, character and flood risk will be negligible. The scheme is, therefore, in accordance with adopted national, regional and local planning policies and there is, therefore, no reason this planning application cannot be considered and approved without delay.

We trust that the above and enclosed is sufficient for the council to register this pre-application request. Please contact us on the details provided to arrange a meeting. We look forward to hearing from you.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Michael Wood', with a stylized, flowing script.

Michael Wood  
Technical Director