

rapport



# Home Bargains Retail Store, West Drayton

TJ Morris Ltd

**Delivery, Servicing and Waste Management  
Plan**

November 2024





## Document Control

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Checked By	Grace Hancock	November 2024
Approved By	Adam Padmore	November 2024

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## 1 Introduction

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- 1.1 Rappor have been instructed by TJ Morris Ltd to prepare a Delivery, Servicing and Waste Management Plan (DSWMP) in connection with the forthcoming retail store at 217 High Street, Yiewsley, West Drayton, UB7 7GN
- 1.2 The unit will be occupied by Home Bargains, a national discount retailer, whose principle range of sold products includes health and beauty products, medicines, baby products, household products, toys and games, pet food, home furnishings and ornaments, seasonal products, ancillary food and drink products, and a limited range of clothing.
- 1.3 To facilitate the occupation of this site by Home Bargains, planning permission was granted in December 2023 (ref: 68663/APP/2023/1933) for the *“Refurbishment of existing retail unit for use within Class E(a) including the sale of non-food and food and drink products, installation of new storefront, reconfiguration of car park, landscaping, external plant and associated works.”* This DSWMP has subsequently been produced to discharge Condition 16 of the conditional consent, as outlined below:

*“Prior to the first operation of the development, a Delivery, Servicing and Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This should demonstrate that arrival and departure of HGVs shall not take place at the same time at the same time to avoid conflict and highway safety issues. This should accord with Transport for London’s Delivery and Servicing Plan Guidance.”*

- 1.4 The Decision Notice is attached as **Appendix A**.

### Site Context

- 1.5 The application site is located off High Street / High Road (A408), within an existing commercial area, in the north-eastern extents of West Drayton. It is bound to the north and south by existing retail units, to the east by High Street / High Road (A408) and to the west by the Grand Canal and its associated footpath. A copy of the site location plan is included in **Appendix B**.
- 1.6 Vehicular access to the site is achieved via a priority junction with High Street / High Road (A408), which is provided with a ghost-island right-turn lane. The existing site currently benefits from 126 car parking spaces, inclusive of 19 disabled spaces.
- 1.7 Servicing and delivery vehicle access is also achieved from this location, continuing west along the northern boundary of the site to the site’s service yard. The servicing yard is provided along the northern elevation of the building, with this area catering for both the delivery of goods and the collection of waste. This area is provided with sufficient space to turn a 16.5m articulated vehicle.
- 1.8 A site layout plan is attached in, which includes details of the swept path analysis is included in **Appendix C**.

### Home Bargains

- 1.9 The site is forecast to employ approximately 120 members of staff.



## **Delivery, Servicing and Waste Management Plan**

- 1.10 The DSWMP has been prepared in unison with Home Bargain's National Transport Manager, who will serve as the main point of contact with the DSWMP team.
- 1.11 This DSWMP sets out the servicing mechanisms for the future Home Bargains store and establishes management measures that will be implemented to ensure that the activity associated with deliveries, servicing and refuse collection does not adversely impact upon the operation of the local highway network.
- 1.12 The DSWMP will have wider benefits for the local highway network including contributing to a reduction in congestion and the environmental impacts associated with servicing and delivery movements.

## **Report Structure**

- 1.13 The structure of the remainder of the DSWMP is as follows:

- a) Section 2: sets the policy context and structure of this DSWMP;
- b) Section 3: describes the aims and objectives of this DSWMP;
- c) Section 4: details the role and responsibilities of the DSWMP Team;
- d) Section 5: sets out the measures that will be implemented to achieve the objectives set and manage deliveries and servicing; and
- e) Section 6: identifies the monitoring and review of deliveries and servicing.



## 2 Delivery, Servicing and Waste Management Strategy Context

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### Introduction

- 2.1 A DSWMP is a long-term management strategy for the development, which aims to proactively manage delivery and servicing arrangements, to reduce the number of vehicle trips, promote safe and legal loading activities and cooperate with providers that can demonstrate their commitment to follow best practice.
- 2.2 The DSWMP will enable the effective and efficient use of the site, monitor, and regulate operations and will help to deliver continual operational improvements.
- 2.3 A crucial element of such DSWMP documents is that they are responsive to the relevant site's constraints, tailored to fit, rather than being an off-the-shelf standard document. Ultimately, the DSWMP documents need to be cognisant of key characteristics and an operator's working methods and servicing procedures.
- 2.4 This section provides a review of the national and local planning policy context, against which this DSWMP has been prepared.

### National Policy

- 2.5 Within the National Planning Policy Framework (NPPF) December 2023 paragraph 116 states that developments should:  
*"d) allow for the efficient delivery of goods, and access by service and emergency vehicles."*

### Local Policy

#### The London Plan (2020)

- 2.6 The following policies within The London Plan (2020) provide relevant context for the DSWMP. Policy SD7 Town Centres: Development Principles states that developments should:  
*"Support efficient delivery and servicing in town centres including the provision of collection points for business deliveries in a way that minimises negative impacts on the environment, public realm, the safety of all road users, and the amenity of neighbouring residents."*

- 2.7 Policy T7 Deliveries, Servicing and Construction states the following:

*"F. Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."*



*G. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate online retailing.”*

2.8 Policy T6 Car Parking states:

*“Adequate provision should be made for efficient deliveries and servicing and emergency access.”*

#### [London Borough of Hillingdon’s Local Plan Part 2 – Development Management Policies](#)

2.9 Policy DMT 1: Managing Transport Impacts, states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to: *“adequately address delivery, servicing and drop-off requirements.”*

### **Summary**

2.10 This DSWMP has been prepared in accordance with these national and local policies to enable deliveries to be undertaken safely and efficiently, thus minimising the impact on the local highway network.



### 3 Aims & Objectives

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3.1 The DSWMP sets out the servicing mechanisms for the site and establishes management measures that will be implemented in order to ensure that the activity associated with deliveries, servicing and refuse collection does not generate adverse impact on the local highway or upon the local community.

#### Aims

3.2 The aims of this DSWMP are as follows:

- a) To ensure adequate arrangements are made for deliveries and servicing to the site; and
- b) To assist in the management of refuse, delivery and servicing activities at the site by improving the efficiency of these activities.

#### Objectives

3.3 The more specific objectives for the DSWMP are as follows:

- a) To minimise delivery trips (particularly during peak periods);
- b) To ensure availability of safe and legal loading facilities;
- c) To minimise congestion both within the site and on approach to the site access;
- d) To increase road network efficiency;
- e) Reduce noise impacts;
- f) Maintain good relations with neighbours; and
- g) To reduce accidents and maintain good road safety conditions.

#### Benefits

3.4 The intended benefits for the DSWMP are as follows:

- a) For site users and supply chain – reduced operating costs and improved reliability of deliveries;
- b) For site users and the local community – reduced risk of accidents particularly those involving non-motorised road users, and reduced congestion on the roads surrounding the site; and
- c) For the local community and wider environment – reduced CO<sub>2</sub> and noise emissions.



## 4 Appointment of a DSWMP Team

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- 4.1 A DSWMP team will comprise Home Bargains' National Transport Manager, supported by the local branch manager, who together will oversee the implementation of the plan to the satisfaction of the Local Authority.
- 4.2 The main responsibilities of the DSWMP team will be to manage the delivery, servicing and refuse activity generated by the site, including:
  - a) Taking ownership of the DSWMP and implementation of the servicing strategy for the site;
  - b) To establish and maintain a delivery and servicing schedule to ensure that the delivery and servicing requirements can be met without conflict within the site;
  - c) To monitor deliveries and ensure that they occur in accordance with the servicing strategy;
  - d) To provide the main liaison between the Local Authority, on-site personnel, and the site users' suppliers; and
  - e) To meet with representatives of the Local Authority where necessary should any issues associated with delivery and servicing of the site of in the future.



## 5 Package of Measures

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- 5.1 Managing deliveries and servicing is a long-term component of the DSWMP, which aims to reduce the number of vehicle trips related to delivery and servicing, promote safe and legal loading activities, and cooperate with providers that can demonstrate their commitment to following best practice.
- 5.2 The measures proposed in order to achieve the objectives of this DSWMP are described within the following paragraphs.

### Access Strategy

- 5.3 Servicing / delivery access to the service yard shall be achieved via the priority junction arrangement between the High Street / High Road (A408), which is provided with a ghost-island right-turn lane, in the north-eastern corner of the site.
- 5.4 The internal layout of the servicing yard remains as existing and has been designed to accommodate the movement of larger vehicles associated with the site.
- 5.5 Swept path analysis has been undertaken which confirms that a 16.5m articulated lorry will be provided with adequate turning space to access and egress the site in a forward gear, as well as manoeuvre internally, swept path drawings are provided within the site layout at **Appendix C**.

### Servicing and Delivery Management Strategy

- 5.6 Servicing for the Home Bargains store will take place between the hours set out in **Table 5.1**.

Monday to Saturday	Sundays and Bank Holidays
06:00 – 22:00 hours	08:00 – 21:00 hours

**Table 5.1 Proposed Servicing Hours**

- 5.7 The management of the service area will be the responsibility of the DSWMP team.

### Delivery Schedule

- 5.8 TJ Morris Ltd have advised that the site is forecast to generate a relatively low number of deliveries (approximately two per day), the majority undertaken by articulated HGVs. TJ Morris Ltd have confirmed deliveries will be undertaken by a 16.5m articulated vehicle, and evidence of the appropriateness of access for this vehicle was submitted and agreed at the planning application stage.
- 5.9 Delivery movements will be monitored and where possible will be reduced, however as identified above the site is expected to generate a low number of delivery vehicle movements which will have a limited impact upon the local highway network.
- 5.10 The removal of store waste and recycling will generally be undertaken by delivery vehicles after goods have been unloaded prior to egress from the site.



- 5.11 The maximum duration delivery and servicing vehicles are expected to remain on site is 90 to 120 minutes, with most deliveries and collections entailing an approximate 60-minute unloading / loading period.
- 5.12 The DSWMP team will manage the supply chain and delivery requirements to avoid overlap between delivery vehicles that results in unacceptable vehicle(s) waiting on the local network or compromising the internal site circulation, as required within Condition 16 of the planning permission. When considering the number and size of the servicing and delivery vehicles detailed above, the swept path analysis (**Appendix C**) and on-site parking provision, this is considered to be a highly unlikely scenario.

### Other Measures

- 5.13 The DSWMP team will recommend that occupiers select suppliers (where possible) on the basis of their record of operating their vehicles safely and lawfully, reducing their impact on the environment and reducing costs by improving efficiencies in freight movements.
- 5.14 The DSWMP team will hold information on recommended suppliers that fit with these criteria and supply this to the occupiers, to assist with selection of appropriate suppliers.
- 5.15 Complaints in relation to deliveries and servicing issues will be dealt with by the DSWMP team and communicated to individual occupiers.



## 6 Monitoring and Review

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- 6.1 The development and monitoring of the DSWMP will be conducted by the nominated DSWMP team. In conjunction with other stakeholders the DSWMP team will monitor and develop the DSWMP against the targets identified.
- 6.2 The DSWMP team will make continual checks that deliveries, maintenance visits and refuse collections are made in accordance with the strategy and schedule.
- 6.3 In particular, the supplier, size of vehicles used, and location / timings of deliveries should be noted, to enable review against any agreement with the supplier and the serving strategy. This will enable the DSWMP team to provide feedback to the site user should deliveries not be made at the appropriate location or time, in accordance with the servicing strategy.
- 6.4 Any complaints received in relation to delivery and servicing activity and actions taken should also be reviewed. This is intended to identify potential requirements for new management measures in relation to deliveries and servicing to ensure that the objectives of the DSWMP are met and enables continuous improvement in the management of deliveries and servicing.



## Appendix A – Decision Notice



Mr Tim Rainbird  
Quod  
Quod  
21 Soho Square  
London  
W1D 3QP

Application Ref: 68663/APP/2023/1933

## **TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**

### **GRANT OF PLANNING PERMISSION**

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **GRANTS** permission for the following:

#### **Description of development:**

Refurbishment of existing retail unit for use within Class E(a) including the sale of non-food and food and drink products, installation of new shopfront, reconfiguration of car park, landscaping, external plant and associated works.

**Location of development:** Former B&M Unit 217 High Street Yiewsley

**Date of application:** 19th July 2023

**Plan Numbers:** See attached Schedule of plans

**Permission is subject to the condition(s) listed on the attached schedule:-**

A handwritten signature in black ink, appearing to read 'R. Johnson'.

**Head of Development Management and Building Control**

**Date:** 22nd December 2023

**NOTES:**

- (i) Please also see the informatives included in the Schedule of Conditions.
- (ii) Should you wish to appeal against any of the conditions please read the attached sheet which explains the procedure.
- (iii) This decision does not convey any approval or consent which may be required under any by-laws, building regulations or under any Act other than the Town and Country Planning Act 1990 (as amended).

# **TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**

## **GRANT OF PLANNING PERMISSION**

Application Ref: 68663/APP/2023/1933

### **SCHEDULE OF CONDITIONS**

- 1 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 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

Location Plan:

LC01;

Site Plans:

102 Rev. H;  
01 Rev. A;

Floor Plans:

106 Rev. B;

Elevations:

107 Rev. A;

Roof Plan:

108;

Section Plans:

111;

Other:

110;

and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **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 The development hereby permitted shall be carried out and operated in general accordance with the specified supporting plans and/or documents:

Planning & Retail Assessment (Dated June 2023);

AF/TR/Q230135 Response to Retail Policy Comments (Dated 3rd October 2023);

AF/TR/Q230135 Additional Response to Retail Policy Comments (Dated 31st October 2023);

Energy Statement Rev. B (Dated June 2023);

Flood Risk Assessment Rev. 01 (Dated 14th June 2023);

Travel Plan Issue 02 (Dated July 2023);

Updated Transport Assessment Issue 04 Rev. 03 (Dated 23rd October 2023); and

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

#### 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).

4 Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the building hereby approved shall not be used for any purpose other than as:

- Use Class E(a): 2,980m<sup>2</sup> floorspace for display or retail sale of goods, other than hot food, principally to visiting members of the public.

The premises shall only be used for:

- sale of bulky and non-bulky comparison goods; and
- sale of food and drink from an area not exceeding 894m<sup>2</sup>, of which no more than 200m<sup>2</sup> can be dedicated to frozen products and no more than 90m<sup>2</sup> can be dedicated to perishable food and drink products.

#### REASON

To ensure that the provisions of the development are secured to the retail use proposed to prevent detrimental impacts arising from an alternative use which is not permitted, including impacts on the vitality and viability of town centres, the local highway network and air quality, in accordance with Policies DMTC 1, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SD7, T4 and SI 1 of the London Plan (2021) and paragraphs 87, 111 and 174 of the National Planning Policy Framework (2023).

5 The development hereby approved shall not be sublet and/or subdivided and shall not allow for operation by more than one operator at any one time.

#### REASON

To ensure that the provisions of the development are secured to the retail use proposed to prevent detrimental impacts arising from an alternative use which is not permitted, including impacts on the vitality and viability of town centres, the local highway network and air quality, in accordance with Policies DMTC 1, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SD7, T4 and SI 1 of the London Plan (2021) and paragraphs 87, 111 and 174 of the National Planning Policy Framework (2023).

6 Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings shall not be extended.

#### REASON

To ensure that the Local Planning Authority have assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and paragraphs 111, 130 and 174 of the National Planning Policy Framework (2023).

7 Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional structural internal mezzanine floorspace that can be used for storage shall be created in excess of that area expressly authorised by this permission.

#### REASON

To ensure that the Local Planning Authority have assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and paragraphs 111, 130 and 174 of the National Planning Policy Framework (2023).

8 The development hereby approved shall not operate (including deliveries) outside of the following hours:

- 08:00 to 20:00 Monday to Saturday; and
- 10:00 to 17:00 on Sundays.

#### REASON

To safeguard the amenity of the occupants of the surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

9 The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

#### REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

10 The development hereby approved shall achieve the highest standards of fire safety and ensure that they:

1) identify suitably positioned unobstructed outside space:

- a) for fire appliances to be positioned on
- b) appropriate for use as an evacuation assembly point

2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures

3) are constructed in an appropriate way to minimise the risk of fire spread

4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users

5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in

6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

#### REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

11 The shopfront hereby approved shall ensure that step-free access for wheelchair users is achieved from the public footway, via a profiled threshold or water bar not exceeding 15 mm in height, and a double door set providing an effective, clear width of no less than 1800 mm. All such features shall remain in place for the life of the building.

## REASON

To ensure an accessible and inclusive development is delivered in accordance with Policy D5 of the London Plan (2021).

12 Prior to the commencement of works on site, a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with relevant stakeholders). This plan shall detail:

- (i) The phasing of the works;
- (ii) The hours of work;
- (iii) On-site plant and equipment;
- (iv) Measures to mitigate noise and vibration;
- (v) Measures to mitigate impact on air quality;
- (vi) Waste management;
- (vii) Site transportation and traffic management, including:
  - (a) Routing;
  - (b) Signage;
  - (c) Vehicle types and sizes;
  - (d) Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);
  - (e) Frequency of visits;
  - (f) Parking of site operative vehicles;
  - (g) On-site loading/unloading arrangements;
  - (h) wheel washing; and
  - (i) Use of an onsite banksman (if applicable).
- (viii) The arrangement for monitoring and responding to complaints relating to demolition and construction;
- (ix) Details of cranes and other tall construction equipment (including the details of obstacle lighting);

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

The construction works shall be carried out in strict accordance with the approved plan.

## REASON

To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

13 Prior to the commencement of development above ground level, details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Details should include information relating to make, product/type, colour and photographs/images.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

## REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB

11 of the Hillingdon Local Plan Part 2 (2020).

14 Prior to commencement of development above ground level, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100) to demonstrate no net loss of trees
  - 1.b Written specification of planting and cultivation works to be undertaken
  - 1.c Schedule of plants giving species (including pollution absorbing plants), plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Means of enclosure/boundary treatments
  - 2.c Car Parking Layouts, including:
    - 100 no. standard car parking spaces;
    - 20 no. disabled persons parking; and
    - 6 no. rapid active charging spaces and 6 no. spaces with passive provision for electric cars.
  - 2.d Cycle Parking Layouts (to accord with London Cycle Design Standards), including:
    - 11 long stay; and
    - 28 short stay cycle parking spaces.
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
4. Schedule for Implementation
5. Other
  - 5.a Existing and proposed functional services above and below ground
  - 5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T6, T6.2 and T7 of the London Plan (2021).

15 Prior to commencement of development above ground level, a scheme for the enhancement of ecology shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out how the development will contribute positively to ecological value through the use of features and measures within the landscaping (i.e. nectar rich and diverse planting) and the fabric of the new built form (i.e. bat and bird boxes). The scheme shall include a plan with the features annotated and the development must be built and operated in accordance with the approved scheme.

#### REASON

To ensure the development contributes positively to the ecological value of the area in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan:

Parts 2 (2020) and Policies G6 and G7 of the London Plan (2021).

16 Prior to the first operation of the development, a Delivery, Servicing and Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This should demonstrate that arrival and departure of HGVs shall not take place at the same time to avoid conflict and highway safety issues. This should accord with Transport for London's Delivery and Servicing Plan Guidance.

Thereafter the development shall be operated in full accordance with the approved details.

#### REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

17 Trees, hedges and shrubs shown to be retained on the approved plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

18 No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be interpreted and submitted, in report form, for written approval by the Local Planning Authority.

#### REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

## INFORMATIVES

- 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).
- 2 You are advised that this permission has been granted subject to a legal agreement under Section 106

of the Town and Country Planning Act 1990.

- 3 The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust" in order to ensure that the works comply with the Code and necessary consents are obtained.
- 4 Flood Risk Activity Permit Informative

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
- on or within 8 metres of a flood defence structure or culvert including any buried elements
- 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 riverbank, culvert or flood defence structure 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 03708 506 506 (Monday to Friday, 8am to 6pm GMT) or by emailing [enquiries@environment-agency.gov.uk](mailto: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.

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).

#### Part 1 Policies

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.HE1 (2012) Heritage

#### Part 2 Policies

- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMEI 1 Living Walls and Roofs and Onsite Vegetation
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 12 Development of Land Affected by Contamination

DMEI 14 Air Quality

DMEI 2 Reducing Carbon Emissions

DMEI 7 Biodiversity Protection and Enhancement

DMEI 8 Waterside Development

DMEI 9 Management of Flood Risk

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 15 Planning for Safer Places

DMHB 2 Listed Buildings

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

LPP SD7 (2021) Town centres: development principles and Development Plan Documents

LPP D1 (2021) London's form, character and capacity for growth

LPP D11 (2021) Safety, security and resilience to emergency

LPP D12 (2021) Fire safety

LPP D13 (2021) Agent of change

LPP D14 (2021) Noise

LPP D4 (2021) Delivering good design

LPP D8 (2021) Public realm

LPP G1 (2021) Green infrastructure

LPP G5 (2021) Urban greening

LPP G6 (2021) Biodiversity and access to nature

LPP G7 (2021) Trees and woodlands

LPP SI1 (2021) Improving air quality

LPP SI12 (2021) Flood risk management

LPP SI13	(2021) Sustainable drainage
LPP SI17	(2021) Protecting and enhancing London's waterways
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.3	(2021) Retail parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF3	NPPF 2021 - Plan Making
NPPF4	NPPF 2021 - Decision-Making
NPPF6	NPPF 2021 - Building a strong, competitive economy
NPPF7	NPPF 2021 - Ensuring the vitality of town centres
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

## END OF SCHEDULE

**Address:**  
 Development Management  
 Directorate of Place  
 Hillingdon Council  
 3 North, Civic Centre, High Street, Uxbridge UB8 1UW

[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

## GRANT OF PLANNING PERMISSION

Application Ref: 68663/APP/2023/1933

### SCHEDULE OF PLANS

108 - received 03 Jul 2023

110 - received 03 Jul 2023

111 - received 03 Jul 2023

01 Rev. A Landscaping & Ecological Enhancement Scheme - received 26 Jul 2023

107 Rev. A - received 17 Oct 2023

Planning & Retail Assessment (Dated June 2023) - received 03 Jul 2023

AF/TR/Q230135 Response to Retail Policy Comments (Dated 3rd October 2023) - received 03 Oct 2023

AF/TR/Q230135 Response to Urban Design Comments (Dated 17th October 2023) - received 17 Oct 2023

Updated Transport Assessment Issue 03 Rev. 02 (Dated 16th October 2023) - received 18 Oct 2023

102 Rev. H Proposed Site Plan - received 05 Dec 2023

Flood Risk Assessment Rev. 01 (Dated 14th June 2023) - received 03 Jul 2023

Energy Statement Rev. B (Dated June 2023) - received 03 Jul 2023

Travel Plan Issue 02 (Dated July 2023) - received 26 Jul 2023

WT/AFx/TR/Q230135 Cover Letter (Dated 29th June 2023) - received 03 Jul 2023

784-B042436 Issue 4 Air Quality Assessment (Dated 3rd November 2023) - received 07 Nov 2023

AF/TR/Q230135 Additional Response to Retail Policy Comments (Dated 31st October 2023) - received 31 Oct 2023

101 - received 03 Jul 2023

103 Rev. A - received 03 Jul 2023

104 - received 03 Jul 2023

105 - received 03 Jul 2023

106 Rev. B - received 03 Jul 2023

LC01 - received 03 Jul 2023

WT/AFx/TR/Q230135 Cover Letter (Dated 29th June 2023) - received 03 Jul 2023

## RIGHTS OF APPLICANTS AGGRIEVED BY DECISION OF LOCAL PLANNING AUTHORITY

### TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspectorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424) Appeal forms can be downloaded from the Planning Inspectorate website at [www.Planning-inspectorate.gov.uk](http://www.Planning-inspectorate.gov.uk)

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate ([inquiryappeals@planninginspectorate.gov.uk](mailto:inquiryappeals@planninginspectorate.gov.uk)) at least 10 days before submitting the appeal.

Further details are available at [www.gov.uk/government/collections/casework-dealt-with-by-inquiries](http://www.gov.uk/government/collections/casework-dealt-with-by-inquiries)

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances, which excuse the delay in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

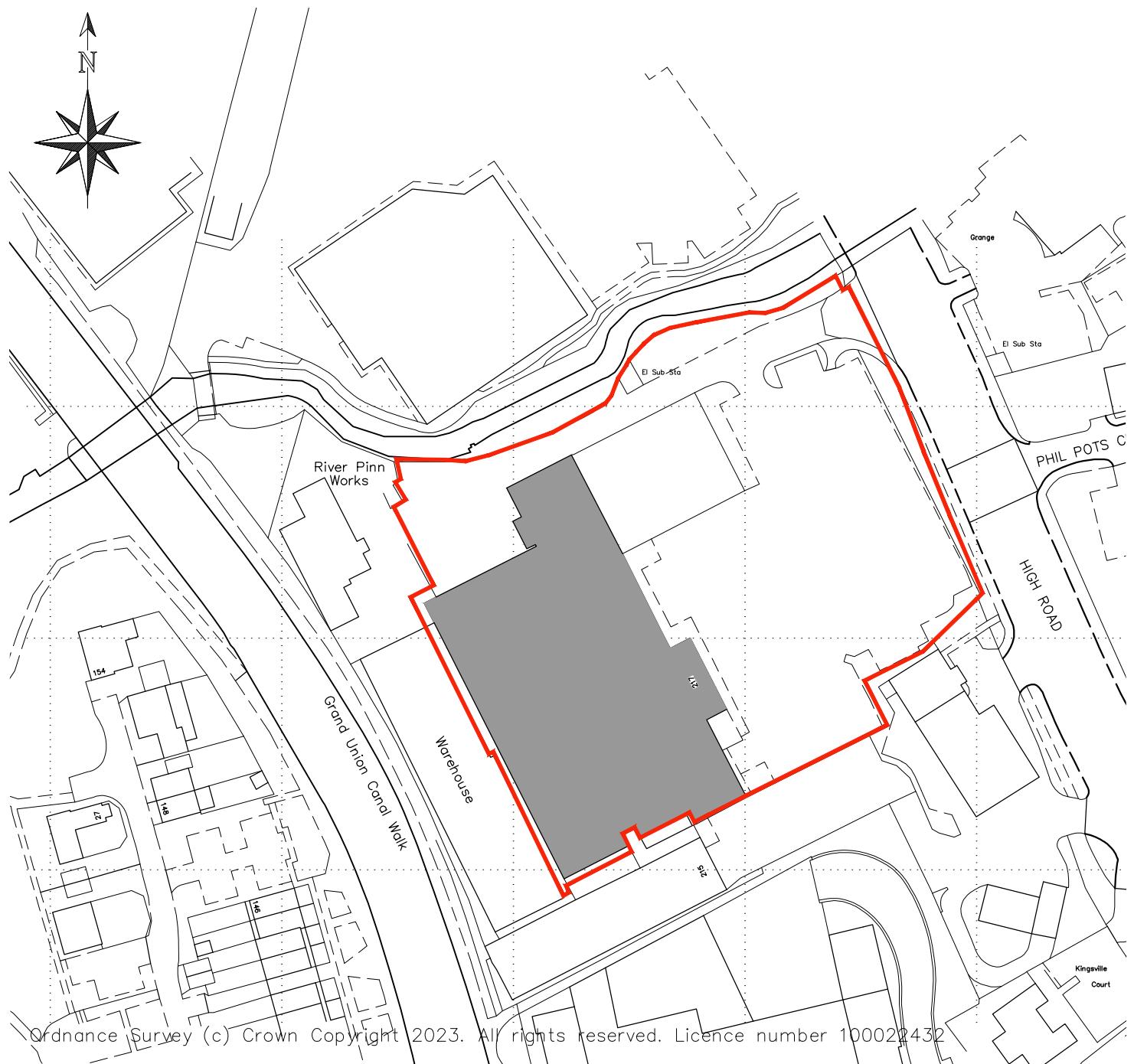
#### **Purchase Notices.**

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.



## Appendix B – Site Location Plan



WPL Consulting LLP

1 Airport West, Lancaster Way, Leeds, LS19 7ZA  
 Tel: 0113 202 9444 Fax: 0113 202 9333  
 E-mail: mail@wplconsulting.co.uk

PROJECT TITLE  
 217 High Street  
 West Drayton  
 UB7 7GN

DRAWING TITLE  
 Site Location Plan

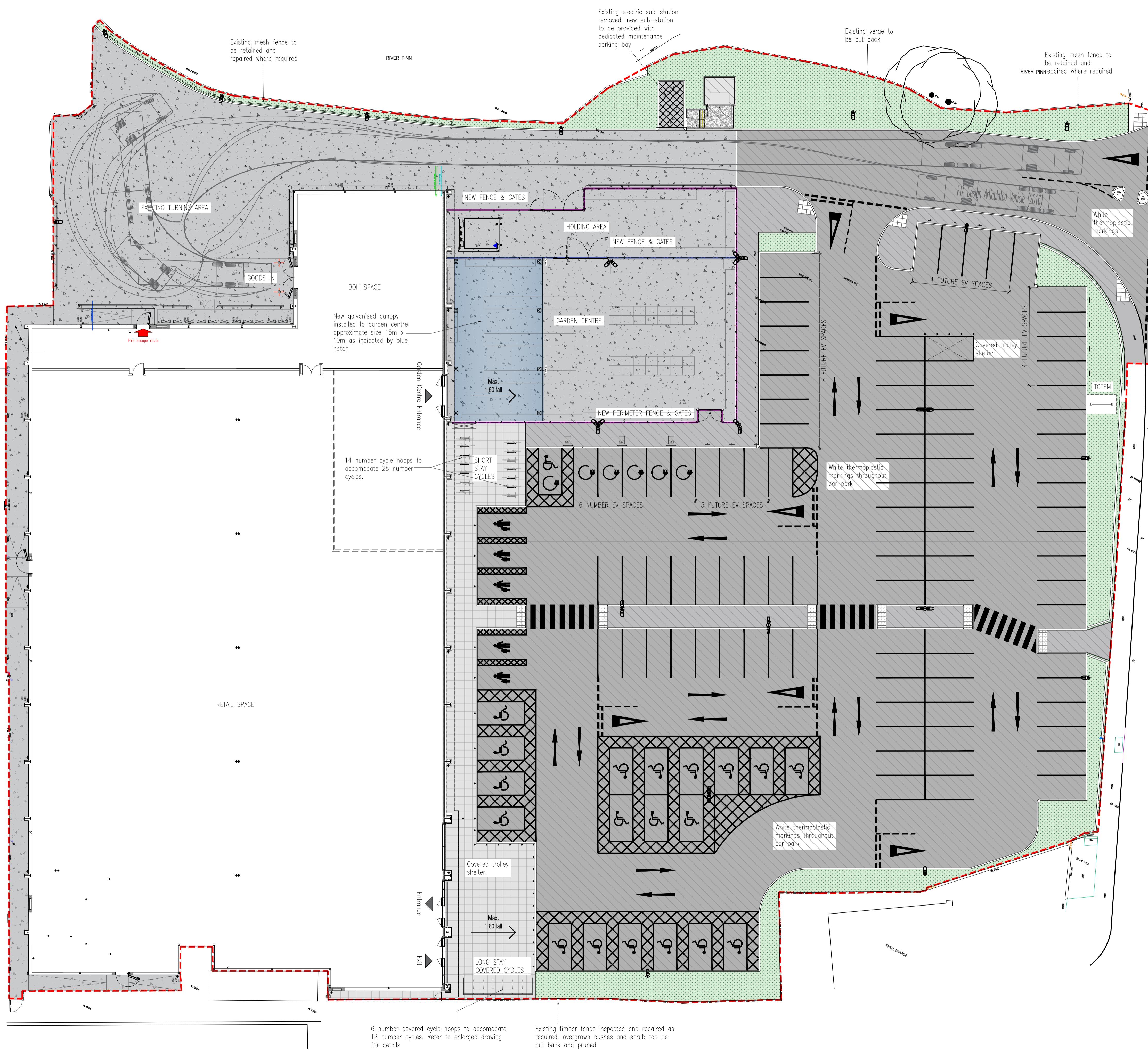
REV. DATE AMENDMENT

PROJECT No: DRAWING No: REVISION:  
 9864 NMA-100  
 SCALE: DATE: DRAWN BY:  
 1:1250@A4 04.01.23 AE

CHECKED BY: DATE:



## Appendix C – Site Layout Plan



Galvanised steel frame with perspex roof and back manufactured from 4mm PETG Perspex. This cycle with Perspex end panels. Powder Coated in Colour Grey RAL 7011 & Fitted with adjustable feet for easy on-site positioning and levelling

6 number stainless steel sheffield cycle hoops to grouted in underground & to extend approx. 250mm length below ground level. Cycle hoops are to be polished stainless steel

A technical line drawing of a covered bike shelter. The front elevation shows a single roof supported by vertical columns. A double door is located on the left side. The total width is marked as 7050, and the height is marked as 850. The drawing uses a grid system with horizontal and vertical lines to indicate dimensions and structural details.

A technical drawing of a curved metal frame structure. The vertical height is labeled as 2100. The height of the inner rectangular frame is labeled as 850. The horizontal width of the base is labeled as 1625.

A technical drawing of a rectangular frame. The overall width is 7150 and the height is 7050. The frame features a central horizontal band with seven vertical supports. A dimension line indicates a width of 1000 for the central section. The drawing uses a combination of solid and dashed lines to represent different parts of the structure.

Schedule of Accommodation

Unit G.I.A. = 2980sq m / 32076sq ft  
RETAIL SPACE = 27968sqft / 2598m2  
BOH SPACE = 4082sqft / 379m2  
Garden Centre = 5373sqft / 499m2  
Holding = 1935sqft / 179m2

- 120 Total new car parking spaces.
- 19 Standard disabled accessible spaces
- 5 Parent & child accessible spaces
- 6 Electric Vehicle Charging spaces inc. 1 EVC accessible space
- 19 dedicated additional spaces for future EVC installation
- In addition to the above; 1 space to be provided for maintenance access to the electric vehicle charging equipment

DRAWING KEY

## LEGEND

- LP New lighting standard type, height and lighting to be advised by specialist
- New brushed anti ram raid stainless steel bollard 900mm high
- Site boundary.

External surfaces are to fall away from building at approximate 1:60 generally – (this gradient not to be exceeded)

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600mm high treated timber knee rail

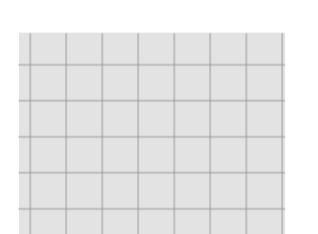
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Secure heras zenith –358 weld mesh panels fence – 3m high

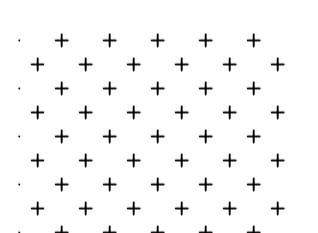
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Secure heras zenith –358 weld mesh panels fence – 5.0m high

New exterior lighting to site to be designed by specialist to give correct lighting levels.



New 450x450x65mm Marshalls Saxon concrete paving



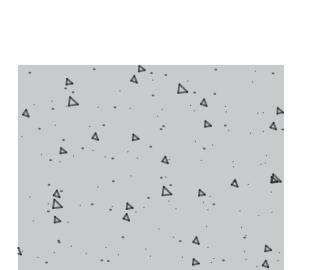
Tactile paving with blister finish to surface.



Low maintenance Soft landscape areas in accordance with landscape architects design.



Existing surfacing to be retained,  
cleaned / repaired.



concrete surfacing to structural engineers specifications. Including service yard and condenser enclosure base, garden centre holding area and rear footpath. Existing surface to be retained where possible

# home bargains

## PLANNING

D	14.06.24	Sub station arrangement updated, footpath adjacent river omitted to north
C	13.03.24	Cycle hoop spacings and covered shelter details amended
B	11.03.24	External garden centre canopy shown on drawing
A	06.03.24	Cycle strogae details updated & totem relocated
EV	DATE	AMENDMENT

The logo for WPL features a dark blue square background. At the top, there is a horizontal row of seven vertical bars of increasing height from left to right, transitioning from dark blue to orange. Below this, the letters 'WPL' are written in a large, white, sans-serif font.

**WPL Consulting LLP**  
West Lancaster Way Leeds LS19 7ZA  
**0113 202 9444** Fax: 0113 202 9333

PROJECT TITLE  
**PROPOSED RETAIL DEVELOPMENT  
217 HIGH ROAD  
WEST DRAYTON  
IB7 7GN**

**DRAWING TITLE**  
**PROPOSED SITE PLAN**

PROJECT No:	DRAWING No:	REVISION:
864	NMA-105	D
SCALE:	DATE:	DRAWN BY:
:200 @ A1	03.01.24	AE
CHECKED BY:		DATE:

# rappor



**Rappor Consultants Ltd**

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**Cheltenham**  
**Bristol**  
**London**  
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