

**LINK PARK HEATHROW,
THORNEY MILL ROAD, IVER UB7 7EZ**
LONDON BOROUGH OF HILLINGDON
PLANNING STATEMENT

CERTIFICATE OF LAWFULNESS (EXISTING) FOR THE USE OF THE LAND AS B8
OPEN STORAGE USE.

CONTACTS

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Ref: 782

CONTENTS

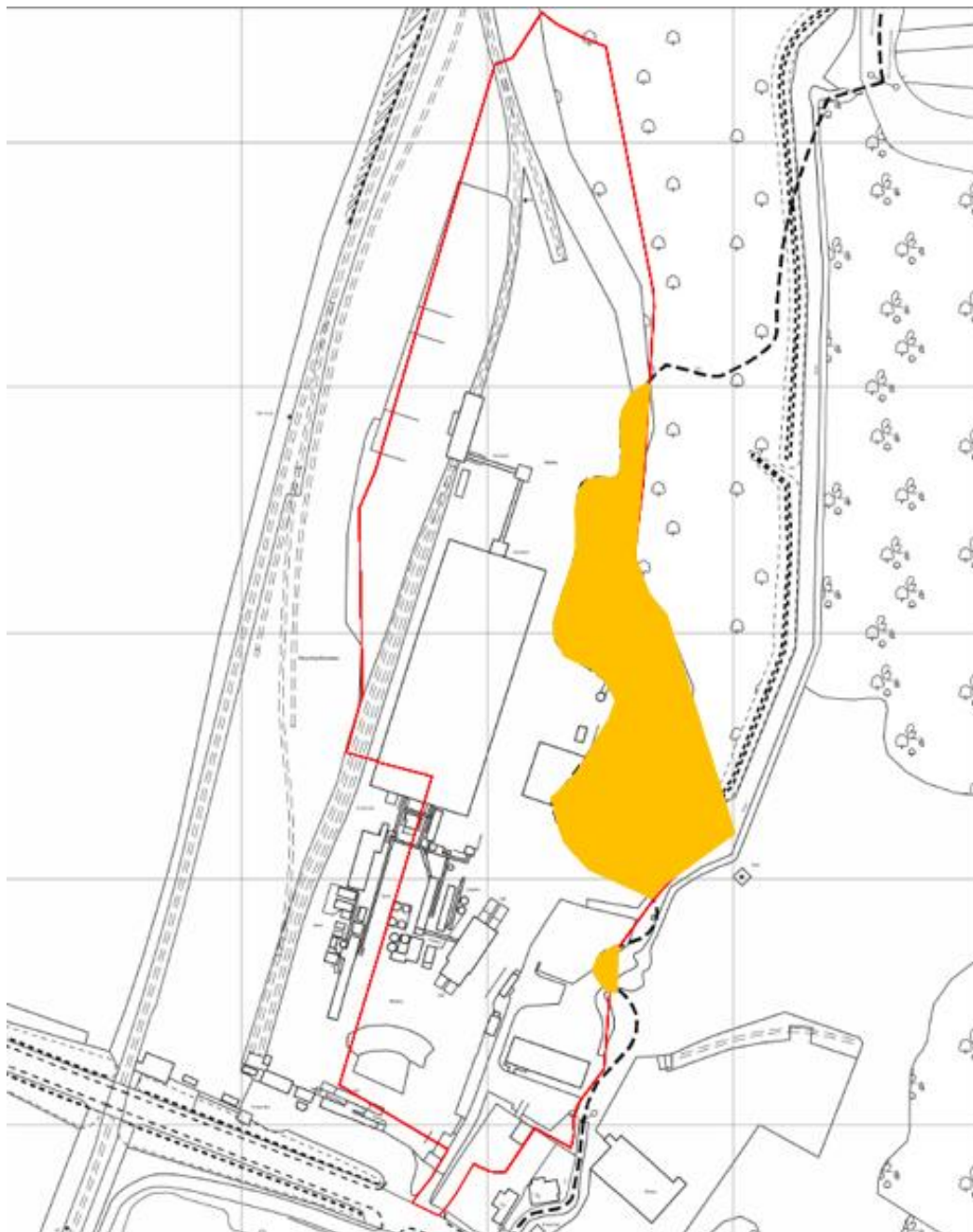
	Pg
1. INTRODUCTION	4
2. DESCRIPTION OF THE SITE AND SURROUNDING AREA	6
3. PLANNING HISTORY	8
4. LEGAL FRAMEWORK	9
5. EVIDENCE PROVIDED	10
6. SUMMARY AND CONCLUSIONS	12

APPENDICES

1. DECISION NOTICE 73420/APP/2017/4617	14
2. SIGNED AFFIDAVIT BY MIKE STREET	18
3. SIGNED AFFIDAVIT BY JASON GIBBS	21
4. CAPITA SYMONDS MARKETING BROCHURE	25
5. GOOGLE EARTH RECORDS	31

1.0 INTRODUCTION

- 1.1 This statement accompanies a Lawful Development Certificate application seeking to confirm that the use of the land contained within the boundary of Hillingdon Council at Link Park Heathrow, Thorney Mill Road (here on after referred to as 'the Site') is lawful under Section 191 of the Town and Country Planning Act 1990.
- 1.2 The Site forms part of Link Park Heathrow, which is currently used as an open storage facility. There is some development at Link Park Heathrow, namely a 4,200sqm warehouse building and three smaller buildings which remain from the previous aggregate use, and some recently placed buildings which are ancillary to the storage use.



ADMINISTRATIVE BOUNDARY IN DOTTED LINE, LINK PARK HEATHROW IN RED, THE SITE IN YELLOW

- 1.3 In October 2019, South Bucks District Council resolved to grant planning permission for B8 Open Storage Use at Link Park Heathrow with a resolution to grant for B8 Open Storage Use (17/02353/FUL). The S106 agreement attached to the application is currently being signed.
- 1.4 The applicants wish to establish beyond doubt that the entire extent of Link Park Heathrow may be used for B8. It is for this reason that the current Certificate application is being made to Hillingdon Council.
- 1.5 This statement first provides a description of the site and the surrounding area in section 2. In section 3 we provide a summary of the relevant planning history. In section 4 we provide the legal background of relevance to attaining a Certificate of Lawfulness of this kind.
- 1.6 In section 5 we provide the substantial amount of evidence to confirm that the land within Hillingdon at Link Park Heathrow is in use as B8 open storage. Finally, Section 6 concludes this report.

2.0 DESCRIPTION OF THE SITE AND SURROUNDING AREA

- 2.1 Link Park Heathrow is located on the north side of Thorney Mill Road (aerial photograph below, Link Park Heathrow edged red).



AERIAL PHOTO OF LINK PARK HEATHROW

- 2.2 Link Park Heathrow extends to some 4.3ha and is relatively level, but with a slight dip from West to East, and a more pronounced hollow in the SE corner. It comprises areas of hardstanding, which consist either of road planings or a concreted area immediately East and South of the main warehouse building. The entire area is surrounded by a 2.5m high steel security fence. Within Link Park Heathrow is an existing warehouse building of 4,200m², 2 no Portakabin buildings, each of which is about 30sqm in area, a former weighbridge office, former bungalow, and electricity substation. There are several lighting columns of approx 5m height, spaced alongside the internal estate road
- 2.3 At the northern end, there are rail sidings which the applicants have retained. These are currently used to transport aggregates to Link Park Heathrow.
- 2.4 Access to Link Park Heathrow is on the south side where there is a sliding security gate. At this point there is good visibility onto Thorney Mill Road in both directions.
- 2.6 To the North and East of Link Park Heathrow (and outside the application boundary) is a levelled area with a planings surface but which is not in use; this area adjoins a copse. A stream, known as Bigley Ditch, runs through the copse and connects to Frays Brook.

**FRAYS BROOK**

- 2.7 To the south east of Link Park Heathrow is a yard and buildings occupied by a plant hire company (SHB).
- 2.8 To the south of Link Park Heathrow is Thorney Mill Road and on the other side of the road is Riverside Park, a residential estate.
- 2.9 The administrative boundary of South Bucks District Council (and Buckinghamshire County Council) runs in a roughly North South direction on the west side of the application site. The London Borough of Hillingdon lies on the east side of the boundary.

**AERIAL PHOTO OF LINK PARK HEATHROW, SITE EDGED YELLOW**

3.0 PLANNING HISTORY

- 3.1 There is only one historic planning application registered at this address on the Council's website (Ref: 73420/APP/2017/4617). Permission was sought for "*the use of the site for Class B8 open storage us and erection of security fence, ancillary buildings and structures*". The application was refused in June 2018.
- 3.2 The sole reason for refusal was that the development would represent inappropriate development within the Green Belt. The Decision Notice can be found at Appendix 1.

4.0 LEGAL FRAMEWORK

THE TOWN AND COUNTRY PLANNING ACT 1990

- 4.1 The Town and Country Planning Act 1990 (Section 171b) has rolling time limits within which local planning authorities can take planning enforcement action against breaches of planning control.
- 4.2 In a case such as this, the time limit is ten years for a change of use of a building/land. Enforcement action can no longer be taken once the unauthorised use has continued for ten years without any enforcement action being taken. Once this time limit has passed, the development becomes a lawful established use, in accordance with Section 191 of the Town and Country Planning Act 1990.

RESPONSIBILITY OF THE LOCAL PLANNING AUTHORITY

- 4.3 National Planning Policy Guidance (NPPG) provides guidance on the determination of applications for Certificates of Lawfulness. It confirms that applications should be assessed *on the balance of probabilities*, but that the onus is on the applicant to demonstrate that the use is lawful.
- 4.4 The planning merits of the case, including compliance with adopted policy are not a material consideration when assessing the application.

RESPONSIBILITY OF THE APPLICANT

- 4.5 It is up to the person applying for a Lawful Development Certificate for an existing use to show the proper evidence. For a residential development, this will primarily include a substantial amount of proof which demonstrates that the use has been carried on continuously for a period of four years.

5.0 EVIDENCE PROVIDED

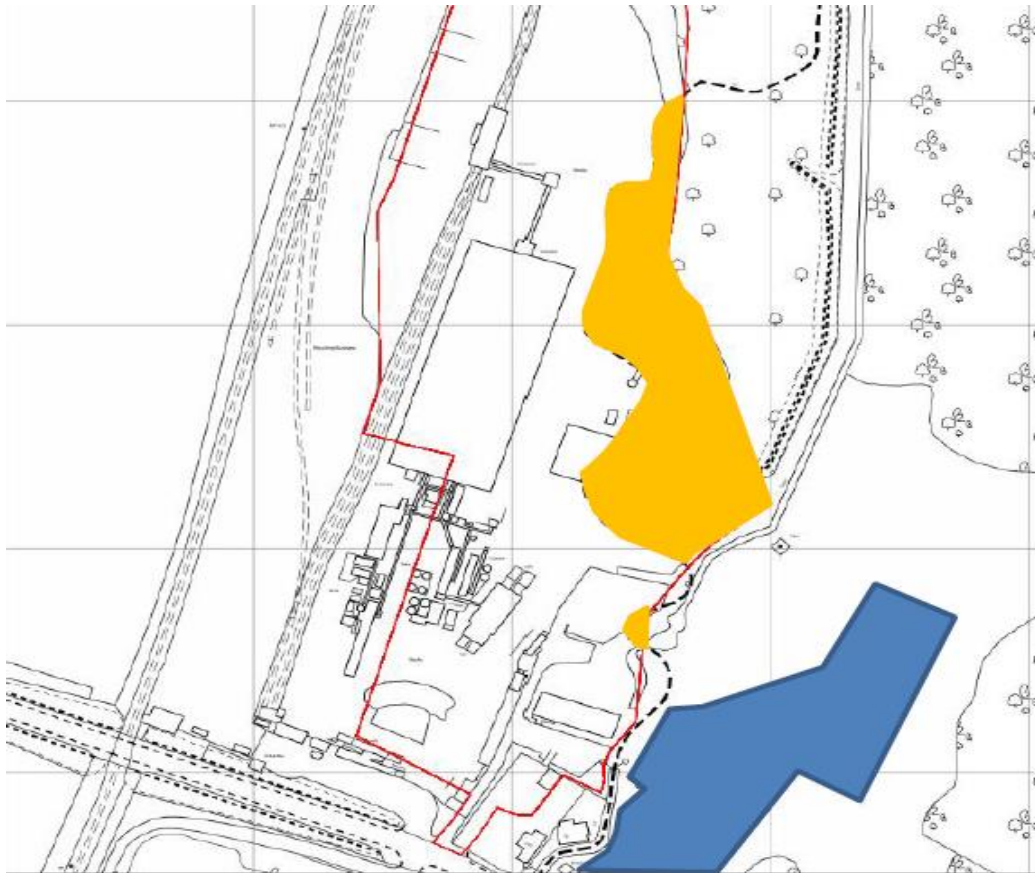
- 5.1 The section will provide evidence which clearly demonstrates that on the balance of probability that the land within Hillingdon Council at Link Park Heathrow is in use as open storage and has been for a continuous period of over ten years, as is required under Section 171 of the Town and Country Planning Act.

1. EXISTING USE

- 5.2 Firstly, the Site is still in use as B8 open storage, and the planning officer is welcome to attend the property to witness this after the submission of this application.

2. STATUTORY DECLARATION

- 5.3 Two signed Statutory Declarations are provided as part of the application.
- 5.4 A signed Statutory Declaration is provided by Mr. Mike Street at Appendix 2. Mr. Street was an employee of SHB Hire Ltd until June 2019. SHB is a vehicle hiring and management company which has an office located directly adjacent to the Site.
- 5.5 In his affidavit, Mr. Street states that he visited the Site on a number of occasions when Aggregate Industries was in situ (up to 2016) and since Link Park Heathrow LLP have been in situ (since 2016 to present day). He notes that during both occupations, the areas marked orange in the following drawing, which represents Hillingdon land within Link Park Heathrow, were used for the storage of vehicles. SHB Hire Ltd is marked in blue.



- 5.6 A signed Statutory Declaration is also provided by Mr. Jason Gibbs at Appendix 3. Mr. Gibbs is an employee of Link Park Heathrow LLP and has been since April 2016.

- 5.7 In his affidavit, Mr. Street states that when he joined Link Park Heathrow LLP, the Site was used for the storage of trucks, lorries, scaffolding, coaches and generators. The Site has been more recently used for open storage by the constructions company JSM Construction Ltd.

3. HISTORIC LETTINGS PARTICULARS

- 5.8 A helpful measure for assessing whether a property has been in use throughout a particular period, is checking if it has been on the market for sale or rent during that period. Capita Symonds were instructed to market Link Park Heathrow in 2014. T
- 5.9 The brochure contains images and information regarding the use of the site. The cover page contains a clear aerial image which demonstrates that the Hillingdon land was used for the storage of vehicles.
- 5.10 The brochure states 'The site is operated as an aggregate mixing facility and has a variety of buildings including warehouses, stores, ancillary offices, temporary structures and open storage land'.
- 5.11 See Appendix 4 for a copy of the marketing evidence.

4. GOOGLE EARTH RECORDS

- 5.12 Google Earth Pro can also provide helpful information, as a property's appearance can change or remain unchanged over time.
- 5.13 With regard to the Site, indicators of the same hardstanding, over a number of years, is visible with a number of vehicles stored on Hillingdon's land. The green line present on the images is supposed to represent the boundary between Hillingdon and South Bucks Councils but please note that it is not correct in the photos taken in 2004 and 2005.
- 5.14 Extracted images from Google Earth are provided in Appendix 5 of this report. They include photos from the following dates:
- September 1999
 - December 2003
 - July 2004
 - June 2005
 - October 2008
 - December 2010
 - July 2013
 - June 2015
 - June 2019.

6.0 SUMMARY AND CONSLUSIONS

- 6.1 This statement accompanies a formal application for a Certificate of Lawfulness to confirm that the land within Hillingdon at Link Park Heathrow is in use as B8 open storage.
- 6.2 The use has been established since at least 2016, with a large amount of evidence provided to show that it has been in continuing use for a period of over ten years, as legislation requires.
- 6.3 Evidence to support this fact is substantially provided in Section 5 of this report and in the extended appendices.
- 6.4 We welcome officers to undertake a site visit to confirm all of the evidence provided in this report.

APPENDIX 1

DECISION NOTICE 73420/APP/2017/4617



Ms Muireann Murphy
Nicholas Taylor & Associates
31 Windmill Street
London
W1T 2JN

Application Ref:
73420/APP/2017/4617

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

REFUSAL 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 **REFUSES** permission for the following:-

Description of development:

Use of site for Class B8 open storage use and erection of security fence, ancillary buildings and structures.

Location of development: Link Park Heathrow Thorney Mill Road West Drayton

Date of application: 20 December 2017

Plan Numbers: See attached Schedule of plans

Permission is refused for the reason(s) listed on the attached schedule:-

Head of Planning, Transportation and Regeneration

Date: 15 June 2018

NOTES: (i) Please also see the informatives included in the Schedule of Reasons.

(ii) Should you wish to appeal against this decision please read the attached sheet which explains the procedure.

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**REFUSAL OF PLANNING PERMISSION**

Application Ref: 73420/APP/2017/4617

SCHEDULE OF REASONS

1. The development represents inappropriate development within the Green Belt and no very special circumstances have been provided or are evident which either singularly or cumulatively overcome the presumption against inappropriate development in the Green Belt. The proposal is therefore contrary to the aims of Policy EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy OL1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the NPPF.

INFORMATIVES:

1. The decision to REFUSE 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. The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation

Part 2 Policies

AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
BE18	Design considerations - pedestrian security and safety
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
LPP 6.12	(2016) Road Network Capacity
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management

Application Ref: 73420/APP/2017/4617

SCHEDULE OF REASONS

LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green spaces
LPP 7.14	(2016) Improving air quality
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 7.16	(2016) Green Belt
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF9	NPPF - Protecting Green Belt land

- 3 - On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.
- 4 - In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. The Council's supports pre-application discussions.

We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

END OF SCHEDULE

Address:

Residents Services
London Borough of Hillingdon
3 North Civic Centre, High Street, Uxbridge UB8 1UW
Tel: 01895 250230
www.hillingdon.gov.uk

APPENDIX 2

SIGNED AFFIDAVIT BY MIKE STREET

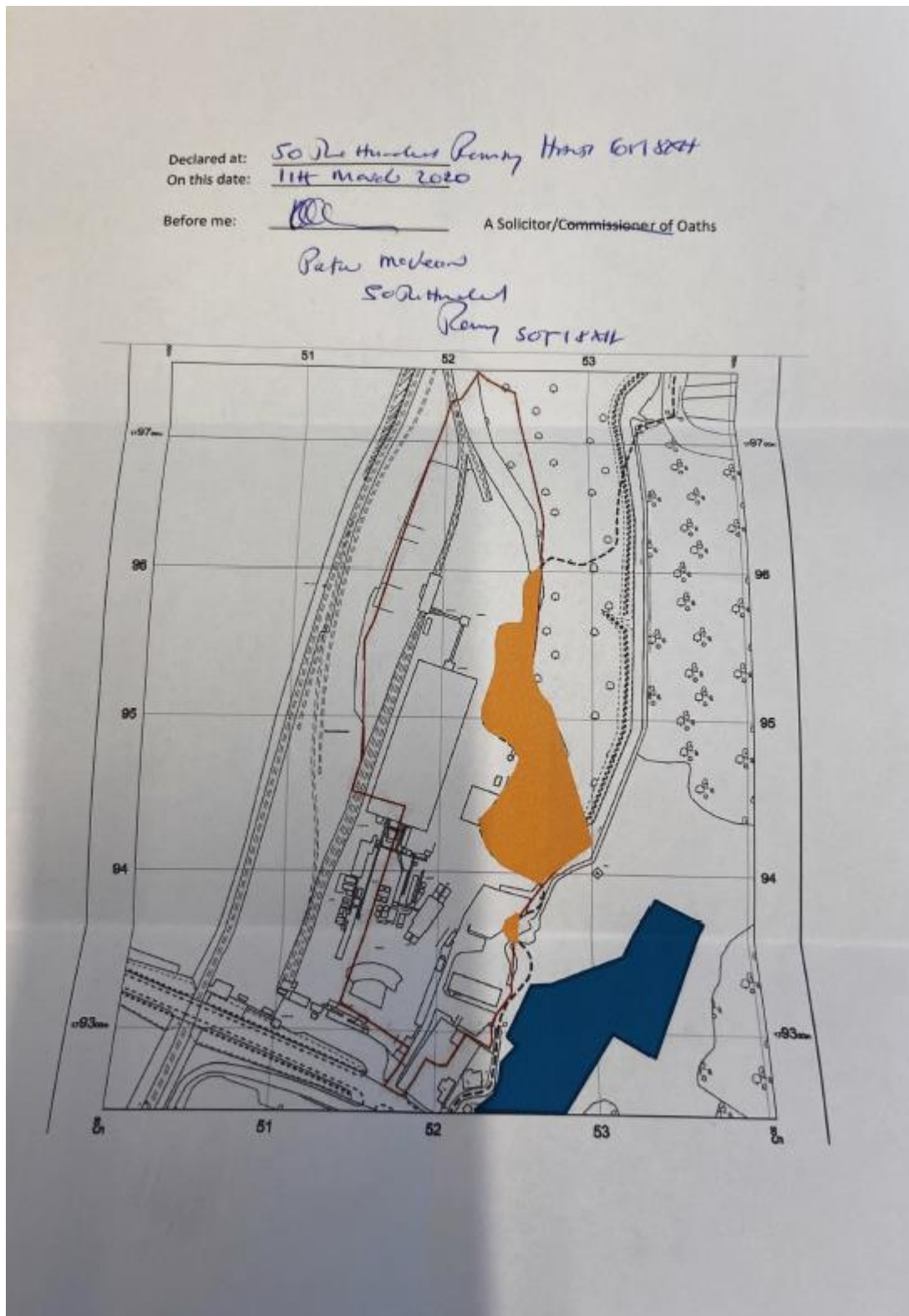
STATUTORY DECLARATION

I, Michael George Street, ex Employee/Majority Shareholder of SHB Hire Ltd, DO SOLEMNLY AND SINCERELY declare that:

1. I was an employee/majority shareholder of SHB Hire Ltd from 1978 until June 2019. SHB Hire Ltd is a vehicle hiring and management company with a fleet of over 18,000 vehicles. Its head office is in Romsey.
2. My position at SHB Hire Ltd was Chairman.
3. SHB Hire Ltd purchased the site next to Aggregate Industries, Thorney Mill Road in 2013 for use as a depot and it is still in use as a depot. Immediately following the purchase of the site I visited the depot about once a month, whereas in more recent years, say 2016 onwards, I would visit the site once every six months.
4. The Thorney Mill Depot, marked blue on the attached map, is located directly adjacent to Link Park Heathrow, Thorney Mill Road, Iver UB7 7EZ. From the depot, I had a clear view of Link Park Heathrow, specifically the area marked orange on the following map.
5. Link Park Heathrow was initially occupied by Aggregate Industries (AI) up until early 2016. The site was used for receiving aggregates from the West Country and these were stored on site. There were various very large and noisy pieces of machinery and several substantial buildings on site, to process the aggregates and to manufacture coated roadstone. Many HGV vehicles were used to transport the roadstone off site. I know this because, quite apart from my visits to our company depot, I did enter the Aggregate Industries site on a couple of occasions as we were keen to buy it off Aggregate Industries. However, we could not afford it at the time.
6. The areas marked orange on the following map were primarily used for the storage of HGV vehicles, aggregates and road planings while Aggregate Industries were in situ.
7. Link Park Heathrow was occupied by Link Park Heathrow LLP from 2016 onwards. They cleared the entire site of buildings and plant except, principally, the large storage shed. They hardened the area east of the storage shed with concrete, and the remainder of the area is mostly asphalt, scalings etc. The orange areas were reinstated and were subsequently used for the storage of construction vehicles and machinery. I know this because I visited Link Park at least four times, in the company of one of the new owners, after Link Park Heathrow LLP had acquired the site

I make this solemn declaration conscientiously believing the same to be true and by virtue of the Statutory Declarations Act 1835

.....: 



APPENDIX 3

SIGNED AFFIDAVIT BY JASON GIBBS

STATUTORY DECLARATION

I, Jason Gibbs DO SOLEMNLY AND SINCERELY declare that:

1. I have been an employee of Link Park Heathrow LLP since 1st April 2016 and from this date, I have been based at Link Park Heathrow, Thorney Mill Road, Iver UB7 7EZ (the Site). My position at Trehaven is 'Security'.
2. My office location is Link Park Heathrow. I am always based at this site during the working day and I am on standby each evening and weekend. I live directly adjacent to the site.
3. When I started working at Link Park, there were few buildings and little operations on the site. The large shed in the centre of the site was in situ. The entire site was hardened with asphalt.
4. The perimeter fencing of the Site was already erected when I joined Link Park Heathrow LLP. I believe they were erected by a company called 'Garden Wise'. The internal fences were erected by the same company but at a later date.
5. The area marked orange in the attached drawing forms part of the site. When I started working in April 2016, the orange area, the majority of which is known as 'Plot 6', was let to 1 tenant: M and R Haulage. M and R sublet it to 4 separate companies:
 - Trucks and lorries were also stored in this section of the site.
 - Another company stored scaffolding. This company has since relocated to Iver.
 - 2 x Dreamboys Coaches were stored on the site.
 - FCH Machinery stored generators.

The above were the only companies operating on the Site in April 2016. The following map shows their locations within the orange area.





6. The above companies have all moved out of Link Park and 'JSM Construction Ltd' moved into Plot 6. JSM moved out of Link Park on 9th January 2020. Therefore, all of the previous users have used the orange area for external storage in relation to the construction industry.
7. There are double gates located on the eastern boundary of the Site, within the orange boundary. These gate leads to another site, known as 'Plot 8', that is also owned by Link Park Heathrow LLP. However, these gate are only opened once or twice a year to allow access for maintenance workers to the mobile mast.

I make this solemn declaration conscientiously believing the same to be true and by virtue of the Statutory Declarations Act 1835

Signed by:

Declared at:

On this date:

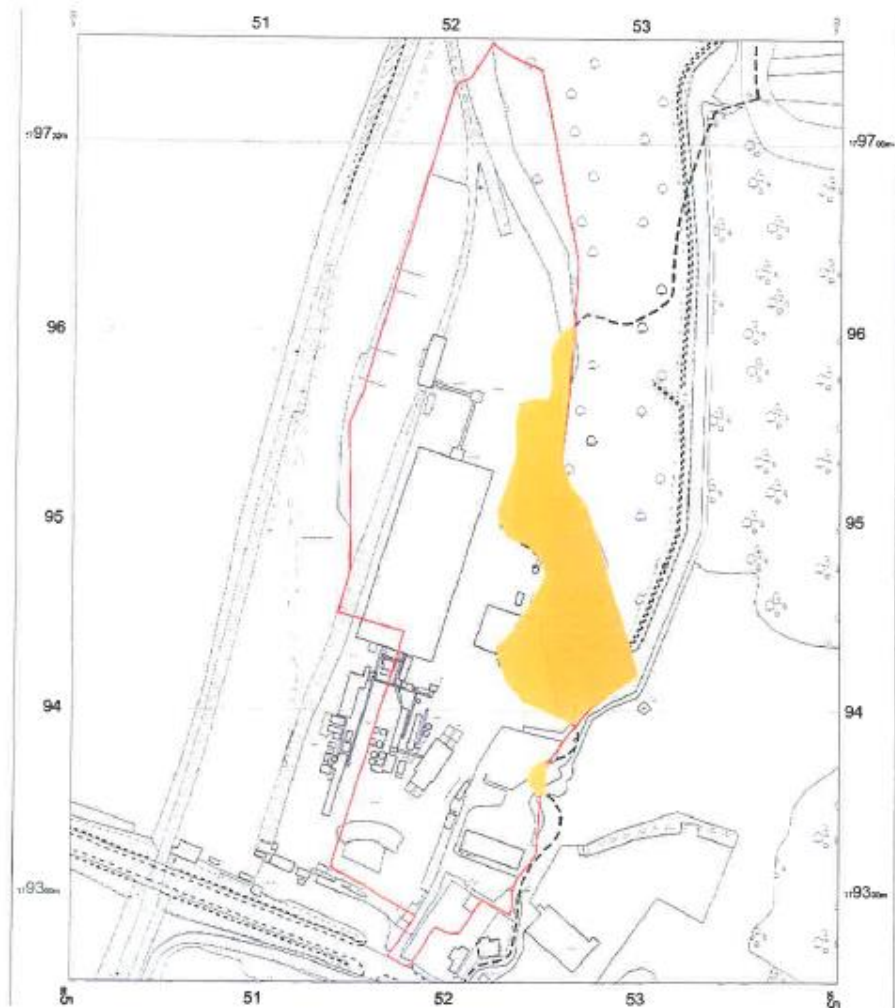
Before me:

Howard Kennedy LLP, No 1 London Bridge, London, SE1 9B

11 February 2020

Joel Charters A Solicitor/Commissioner of Oaths

Joel Charters



APPENDIX 4

CAPITA SYMONDS MARKETING BROCHURE

CAPITA SYMONDS
capitasymonds.co.uk/realstate
020 7544 2000

THORNEY MILL ROAD, WEST DRAYTON, UB7 7EZ



35 ACRE FREEHOLD FOR SALE

Investment Summary

- Unique freehold investment totaling approximately 35.3 acres (14.27 ha)
- Excellent opportunities for future development
- Strategic location close to M25, M4 and Heathrow airport
- Mixed use including aggregate facility, storage, residential and woodland
- Potential vacant possession in 3 to 4 years allowing redevelopment
- Current income **£630,200** per annum
- Pricing - **£7,900,000** equating to **£223,800** per acre overall
- **Net initial yield of 7.54%**, with an estimated reversion to 9.70%, allowing for purchasers costs of 5.8%

Location

West Drayton is in the London Borough of Hillingdon close to the borders of South Buckinghamshire and Berkshire.

The location is excellent being 20 miles west of Central London and 3 miles west of Uxbridge.

Junction 5 of the M4 motorway lies within 4 miles to the west and gives access to the M25 at junction 15.

Heathrow International Airport is 4 miles to the south east. West Drayton railway station provides rail links via the First Great Western to London (Paddington) and to Reading and Bristol.

Situation

Situated within the M25, access is from junction 5 of the M4 to the west through Rickmans Park or from junction 4, through West Drayton.

The site is bounded to the north and east by the River Colne, to the west is a railway line and to the south are Thorney Mill Road and Thorney Pool.

The immediate surrounding area is mixed in use with residential to the north and east, a golf course to the west and a lake and open land to the south.

Description

The investment comprises a total of 35.3 acres (14.27 ha) of industrial and open storage land, woodland and residential property.

- **Aggregate Industries UK Limited** (outlined red on the attached plan)

An area of approximately 9.64 acres (3.9 ha).

The site is operated as an aggregate mixing facility and has a variety of buildings including warehouses, stores, ancillary offices, temporary structures and open storage land.

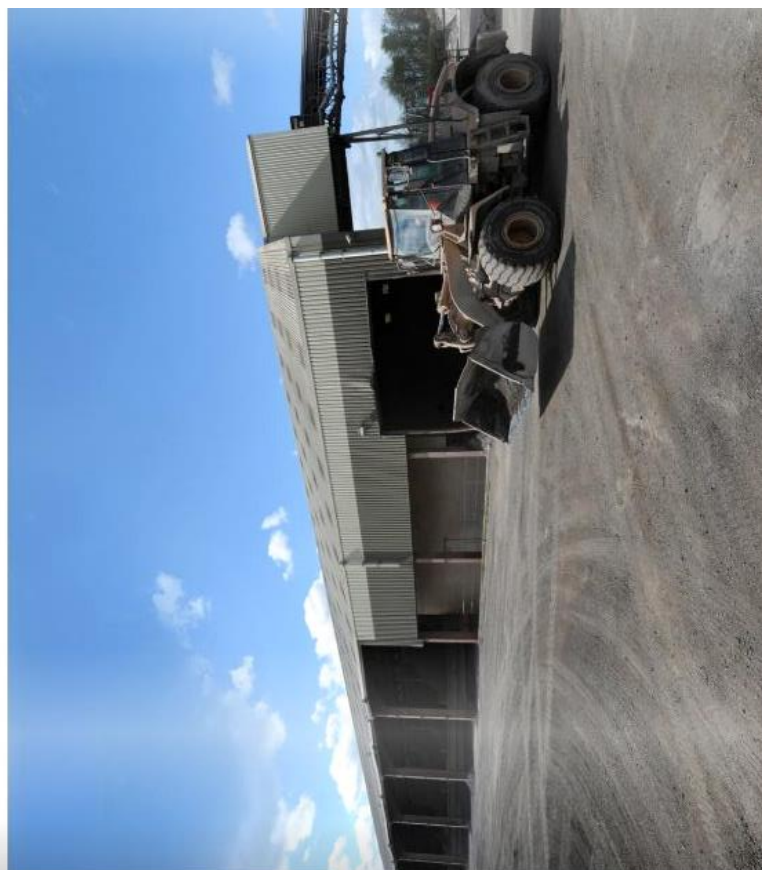
There is an existing rail-head which allows the delivery of aggregate materials.

- **Hydrex Equipment (UK) Limited** (outlined green on the attached plan)

A secure site including warehousing ancillary buildings with a yard to front and open storage to the rear. Total area of 1.85 acres (0.75 ha).

- **153 & 155 Thorney Mill Road**

Two residential properties on a large plot totalling 0.45 acres (0.18 ha).



Thorney Mill Road West Drayton

Thorney Mill Road West Drayton



Option Land

The vendor has an option to take the benefit of an existing lease of an additional 1.22 acres of land (0.49 ha) in respect of the site shown on the attached plan.

This land is currently let to Aggregate Industries Ltd from EWS Railways on a lease for a term of 30 years expiring 23 June 2033 at a passing rent of £75,000 per annum.

Tenure

Freehold

Covenant Information

Aggregate Industries UK Limited reported a turnover for the year ending December 2009 of £1.05 billion and a net worth of £377.7 million. The company has been awarded a D&B Rating of 5A2 which represents a lower than average risk of failure.

Hydrex Equipment (UK) Limited reported a turnover for the year ending December 2009 of £93.1 million and a net worth of £68 million. The company was established in 1983 and is a leading provider of plant solutions to the oil and material handling industries.

Redevelopment Potential

On expiry of Aggregate Industries lease the tenant is under an obligation to decommission the facility and return a cleared and level site to the landlord. The landlord is able to request that any of the existing buildings remain in situ.

We believe that this gives the opportunity to redevelop the property.

Options conditional on planning include:-

- Residential
- Open storage land
- Higher density industrial use
- Leisure
- Commercial – office, data centre etc.



Thorney Mill Road West Drayton

Tenancy Schedule

Tenant	Area sq ft	Lease Start	Term	Expiry	Review Date	Rent £ pa	BPV £ pa	Comments
Mean Site	425,000	31/12/2010	3	31/12/2013	none	£550,000*	£637,500	Tenant broke at any time on 3 months notice.
Thorney Mill Road	81,250	01/11/1997	15	30/10/2012	none	£55,500	£146,000	Tenant option to renew an additional 12 month term subject to a 4 month rent free.
153 Thorney Mill Road		14/02/2011	2			£10,800	£10,800	Outside the security of the tenure provisions of the 1954 L&T Act.
155 Thorney Mill Road		29/05/2010	6 months			£8,400	£10,800	4842 sq ft of buildings can be re-leased (additional 2671 sq ft in situ).
Telecom mast		07/12/2005	20	06/12/2025	07/12/2015	£5,500	£5,500	Assured Shorthold Tenancy. Holding over.
								Annual RPI LT.
								redevelopment break on 3 months notice. Tenant Break if licence lost.
Total						£630,200	£810,600	

*Aggregate Industries benefits from a rent free period until 31/12/2013 which will be covered by the vendor

Additional Payment

If a detailed and implementable planning consent for residential development is granted by 31 December 2010, Aggregate Industries are entitled to an additional payment of 50% of the increase over the original land value, less all costs incurred in gaining the consent.

Full details of the Additional Payment obligation are available.

Environmental

Aggregate Industries are currently in the process of remedialating the site following an incident of fuel loss approximately 20 years ago. A clean up process has been agreed with the environment agency is well under way. Both Aggregate Industries and the Environment Agency are jointly monitoring this process.

Any future liabilities relating to the above remains with Aggregate Industries Limited.

Further information is available on request.



Thorney Mill Road West Drayton

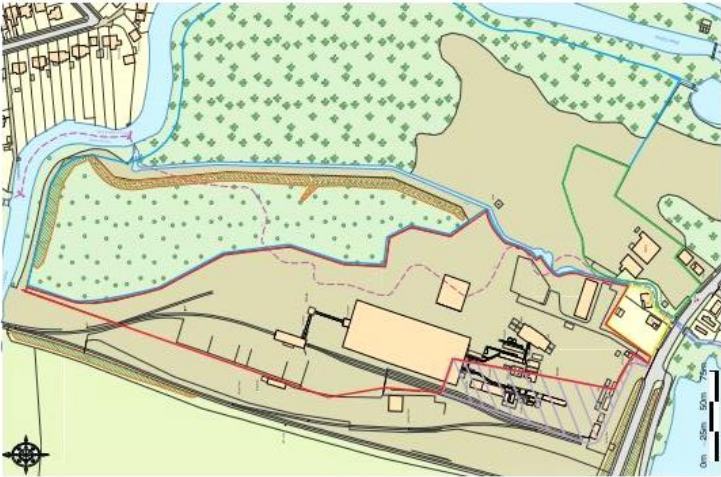
VAT

The property is elected for VAT and therefore VAT will be payable on the purchase price. It is envisaged that the transaction will be dealt with as a Transfer of a Going Concern (TOGC)



Asset Management Opportunities

- Obtain planning permissions for future redevelopment
- Negotiate early vacant possession of the Aggregate Industries land to implement development and increase returns
- Negotiate removal of a future Additional Payment by agreeing an early capital payment to Aggregate Industries
- Re-gear or obtain vacant possession of the Hydrex Equipment's site to redevelop and/or re-let at higher rent
- Negotiate the purchase from EWS Railways of the option land
- Explore opportunities for generating income from woodland



For identification purposes only Not to scale.



Proposal

£7,900,000 subject to contract and exclusive of VAT, this reflects £223,800 per acre overall.
A **net initial yield of 7.54%** with an estimated reversion to 9.70% allowing for purchasers costs of 5.8%.
Open storage, industrial and residential land are all achieving much higher values in the current market and historically considerably more.



Thorney Mill Road West Drayton

Thorney Mill Road West Drayton

Further Information

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Adrian Gates Photography & Brochures 07710 315 991

APPENDIX 5

GOOGLE EARTH RECORDS

(GREEN LINE REPRESENTS HILLINGDON BOUNDARY)

SEPTEMBER 1999



DECEMBER 2003



JULY 2004



JUNE 2005



OCTOBER 2008



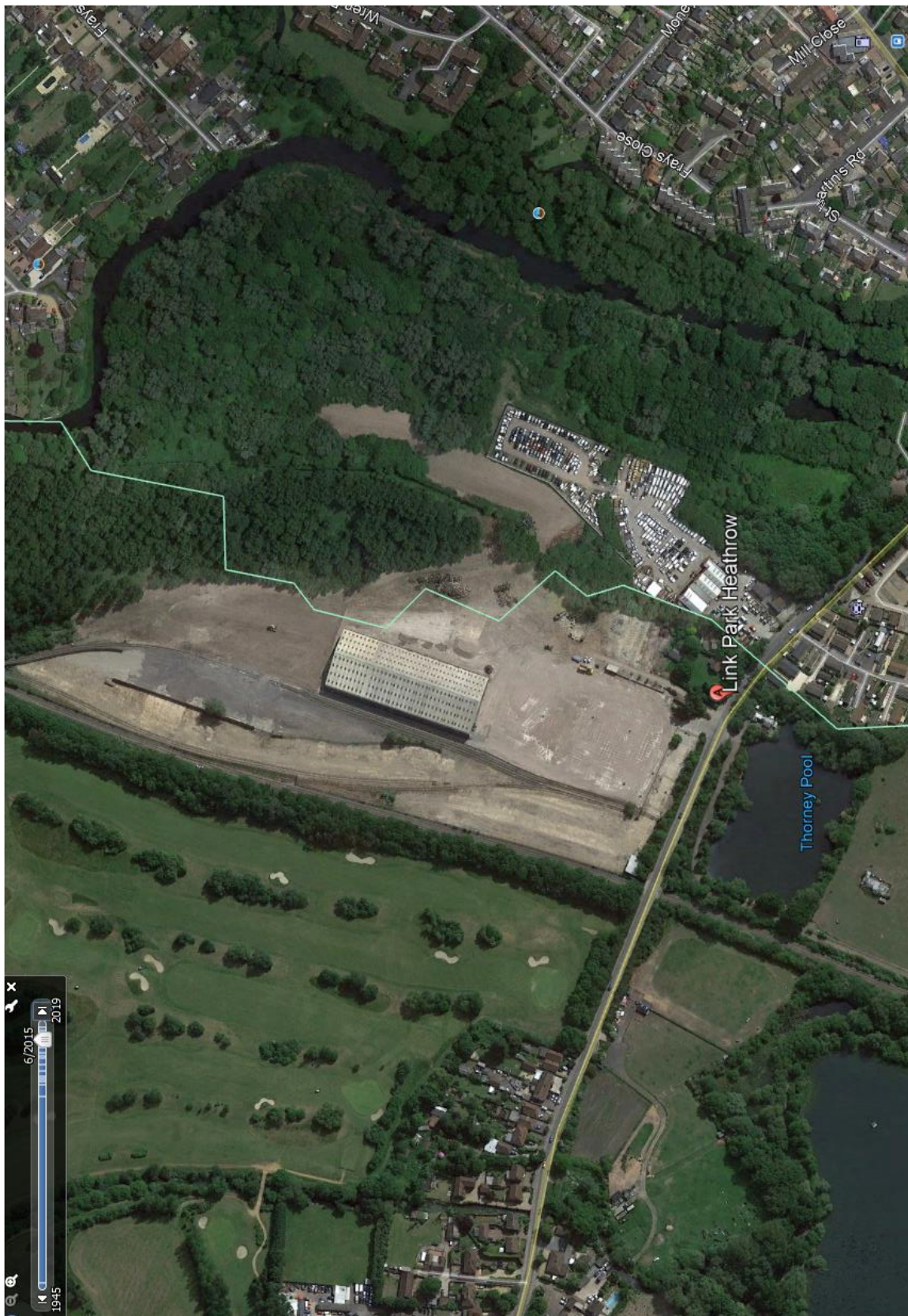
DECEMBER 2010



JULY 2013



JUNE 2015



JUNE 2019

