

## Report of the Corporate Director of Planning & Community Services

**Address** STOCKLEY PARK PHASE 3 IRON BRIDGE ROAD WEST DRAYTON

**Development:** Mixed use development comprising 25,000 sq.m office space (Class B1), 26,000 sq.m / 450-room hotel, including leisure facilities and energy centre (min 3 star) (Class C1), 18,135 sq.m data centre (Sui Generis), a single storey car parking building (Sui Generis) 3,500 sq.m mixed use building accommodating office (Class B1), non-residential institution including art exhibition space (Class D1), retail (Class A1), financial and professional services (Class A2), cafés and restaurants (Class A3) and associated car parking and landscaping (Outline application for full details for access.)

**LBH Ref Nos:** 37977/APP/2009/2079

**Drawing Nos:** KAJL1001\_103 REV 7\_0 (PLOT AND BUILDING LAYOUT)  
KAJL1001\_104 REV 8\_0 (ZONES OF USE)  
KAJL1001\_105 REV 6\_0 (SCALE PARAMETERS)  
KAJL1001\_106 REV 7\_0 (LANDSCAPE AND OPEN SPACE)  
KAJL1001\_107 REV 8\_0 (ACCESS AND CIRCULATION)  
Planning & Consultation Statement Prepared by Turley Associates dated September 2009  
Design and Access Statement Prepared by Arup  
Energy Statement Prepared by Arup dated 04/09/09  
Sustainability Statement Prepared by Turley Associates dated September 2009  
Interim Travel Plan Prepared by Arup dated 18/09/09  
Hotel Sequential Assessment Prepared by Turley Associates and Jones Lang Lasalle dated September 2009  
Environmental Statement Volume 1: Main Text Prepared by Arup dated 01/09/09  
Environmental Statement Volume 2: Appendices Prepared by Arup  
Environmental Statement Volume 3: Non-Technical Summary Prepared by Arup dated 24/09/09  
KAJL1001\_108 REV 7\_0 (ILLUSTRATIVE MASTERPLAN)

**Date Plans Received:** 25/09/2009                      **Date(s) of Amendment(s):** 25/09/2009  
**Date Application Valid:** 25/09/2009                      12/11/2009

### 1. SUMMARY

This application seeks outline planning permission for a mixed use development comprising a total floor area of 72,635m<sup>2</sup> on land identified as Phase 3 of Stockley Park, West Drayton. Details of access are under consideration with details of appearance, layout, scale and landscaping reserved for future consideration. Indicative details for layout, scale and landscaping have been provided.

The proposal would comprise 7 building plots, which would contain the following uses:

- Plot 1: 7,500m<sup>2</sup> offices (B1)
- Plot 2: 10,000m<sup>2</sup> offices (B1)
- Plot 3: 18,135m<sup>2</sup> data centre (sui-generis)
- Plot 4: 7,500m<sup>2</sup> Offices (B1)
- Plot 5: 26,000m<sup>2</sup> (450 room) hotel (C1)

Plot 6: 3,500m<sup>2</sup> mixed use building comprising A1, A2, A3, B1 and D1 uses  
Plot 7: Single storey car park structure

The site is known as Phase 3 of Stockley Park, and is partially located within the Green Belt; additionally a portion of the site is designated as an Industrial and Business Area (IBA).

With regard to development proposed in the Green Belt, it should be noted that planning permission was granted to develop the site for office uses in 2000. That earlier scheme set out the very special circumstances which justified development in the Green Belt; these circumstances were accepted by both the Council and the Secretary of State and still exist. Importantly, the 2000 permission has been given effect to onsite with all engineering, roads, and landscaping having been established on the site.

The previous planning permission issued in 2000, together with further extant planning permissions relating to reserved matters applications are material planning considerations relevant to the current scheme.

The earlier extant 2000 permission identified five plots within which five buildings were to be sited. The floor areas within each plot varied between 8,000m<sup>2</sup> to 14,000m<sup>2</sup> in area and ranged between 3 to 5 storeys in height. The orientation of the buildings was directed towards the Horton Road roundabout, with the 3rd plot forming the focal point of a formal composition of four buildings, with the massing of each adjoining building progressively being stepped down from five to three storeys in height.

The site layout proposed in the current scheme has evolved from this extant 2000 planning permission and, the new units are proposed to be located in roughly the same layout as the original master plan, and large areas of the site are to be dedicated to landscaping.

There is no objection in principle to the introduction of a hotel use within that part of the site designated as an Industrial and Business Area (IBA) in that a significant amount of B1 office space is also proposed within the wider site. There is no objection to the siting, size, bulk and height of the proposed buildings.

The proposed development is considered to deliver a high quality scheme which would be in keeping with the character and appearance of the existing Phases 1 and 2 of Stockley Park. Very Special Circumstances have been demonstrated to justify its location within the Green Belt, including the significant employment and economic benefits it would have for this part of West Drayton and the wider area. The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and UDP policies and, accordingly, approval is recommended.

## **2. RECOMMENDATION**

- 1. That the application be referred to the Greater London Authority (under Article 5 of the Town and Country Planning (Mayor of London) Order 2008) and the Government Office For London.**
- 2. That subject to the Secretary of State not calling in the application and the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Director of Planning**

and Community Services to grant planning permission, subject to any relevant amendments requested by the Government Office for London or the Greater London Authority and the following:

a) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

#### **1. LANDSCAPING WORKS /PUBLIC REALM IMPROVEMENTS**

1.1 Landscaping of land formerly known as Land Parcel A, now known as Land Parcels 2-5;

1.2 Landscaping of land formerly known as Land Parcel B, now known as Land Parcels 1c, 1 d and 9. The freehold of this land is to be transferred to LBH once the works are complete;

1.3 Landscaping of land at Packet Boat Lane and a contribution towards maintenance of the site to ensure public access is maintained. The freehold of this land is to be transferred to LBH once the works are complete;

1.4 Undertake works or provide a contribution to a value not less than £150,000 for the provision of public realm /public art within the application site.

#### **2. TRAINING**

2.1 Construction and Employment Training: A contribution towards construction training , as well as contribution towards cost of a construction training co-ordinator, and also an employment training contribution. Total sum required being £372,418;

2.2 Hotel and Leisure Training: a contribution of £30,000;

2.3 Local Education Initiatives: a contribution of £50,000 to be shared between Brunel University and Uxbridge College.

#### **3. CANAL AND CANAL SIDE WORKS**

3.1 The provision of two 24hour canal side moorings;

3.2 A contribution of £200,000 towards improvements along the canal towpath adjoining the Phase 3 site;

3.3) A contribution towards maintenance of the tow path;

3.4) A contribution in the sum of £15,000 towards British waterways Water space strategy and its implementation;

3.5) Carry out work or make financial contribution towards works along tow path as required by TfL (value not to exceed £1,200).

#### **4 AIR QUALITY**

4.1) A contribution in the sum of £25,000 for the air quality monitoring and management.

#### **5. PUBLIC TRANSPORT**

5.1 A contribution of £320,000 towards improvements in public transport and for upgrading of bus stops.

5.2 £500,000 to fund studies and works to improve traffic flows and public transport, off site highways improvements and traffic calming measures.

#### **6. OFF SITE HIGHWAYS WORKS**

6.1 Creation of the new site access (priority junction, north end of site);

- 6.2 Creation of new proposed roundabout (northwest of site on Horton Road);
- 6.3 Provision of a pedestrian crossing from the site to near by bus stops;
- 6.4 Upgrading the uncontrolled pedestrian crossing facilities at the existing Horton Road/Ironbridge roundabout;

#### **7. HORTON ROAD INTERCHANGE (STOCKLEY RD/HORTON RD/BENNETSFIELD RD)**

7.1 Undertake a study (to be submitted to and approved by the Council) which examines of the need for pedestrian crossings cross each approach road leading into/from the roundabout. Carry out any works identified in the study as being necessary.

7.2 Undertake a study (to be submitted to and approved by the Council) of the Horton Road interchange which examines the need for capacity enhancements (including the need for traffic signals) made necessary by the development. Carry out any works identified in the study as being necessary.

#### **8. PROJECT MANAGEMENT AND MONITORING FEE**

8.1 A contribution equal to 5% of the total cash contributions secured under the scheme to enable the management and monitoring of the resulting agreement.

#### **9. 10 YEAR TRAVEL PLAN TO TFL GUIDELINES**

b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

c) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

d) That if the above Section 106 agreement has not been finalised within 6 months, or any other period deemed appropriate by the Director of Planning and Community Services, then the application may be referred back to the Committee for determination.

e) That subject to the above, the application be deferred for determination by the Director of Planning and Community Services under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

f) That if the application is approved, the following conditions be imposed:

#### **1 OUT1 Time Limit- outline planning application**

The development hereby permitted shall begin either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

#### **REASON**

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended)

#### **2 OUT2 Reserved matters - submission**

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission: -

- (a) Layout
- (b) Scale
- (c) Appearance
- (d) Landscaping

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

### **3            OUT3            Approval of Details**

Approval of the details of the landscaping, layout, scale and appearance of individual phases of the development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority for each phase of development, before development of that phase is commenced.

For each phase, the detailed drawings and supporting documentation to be submitted shall, as part of the reserved matters, incorporate the following:

- (i) Traffic and car parking arrangements, including electric vehicle charging points, the means of ingress and egress, roundabouts and new road junctions, the closure of existing access (where appropriate), visibility splays, the phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
- (ii) A delivery and servicing plan, to include details of the parking, turning, loading and unloading arrangements,
- (iii) The means of construction and surfacing of all roads, drives, parking areas cycle ways and footpaths,
- (iv) The use, surface treatment and landscaping of all open areas not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles,
- (v) Hard and soft landscaping plans,
- (vi) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,
- (vii) Full plans and elevations of all buildings and any other structures, incorporating details of all materials to be used for external surfaces, including samples of all such materials,
- (viii) Plans and elevations of all boundary treatment and incorporation of full details of height and materials,
- (ix) Details of secure cycle storage, changing facilities, lockers and showers for staff and visitors to the development,
- (x) A demolition and construction management plan including a method statement,
- (xi) Plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities.
- (xii) Plans and details of proposed energy centre(s) and associated technology including biomass boilers, CHP systems and the like.
- (xiii) Bird Hazard Management Plan.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended), and

- (i), (ii), and (iii) To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (iv) To ensure the appearance of the locality is protected in accordance with Policies BE 13 and BE38 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (v) To ensure the Local Planning Authority is able to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them, to ensure the site is adequately landscaped and to accord with Policy BE38 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (vi) To ensure the development relates satisfactorily to adjoining Green Belt land and other properties in accordance with Policies OL5 and BE13 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (vii) To ensure the development presents a satisfactory appearance and to safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (viii) To provide a safe and secure environment in accordance with Policies 4B.1 and 4B.6 of the London Plan (February 2008),
- (ix) To ensure adequate facilities are provided for cyclists in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (x) To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),
- (xi) To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Polices (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.
- (xii) To provide on site renewable energy and reduce carbon emissions in accordance with Policy 4A.7 of the London Plan (February 2008).
- (xiii) To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Polices (September 2007).

#### **4 NONSC Phasing**

Before commencement of any development, a detailed phasing and implementation plan, including the order and timing of development of individual buildings, landscaped and car parking areas within each phase, shall be submitted to and approved in writing by the Local Planning Authority.

#### **REASON**

To ensure the development proceeds in a satisfactory manner and to accord with Policy LE2 and BE38 of the Hillingdon Unitary Development Plan Saved Polices (September 2007).

#### **5 OM1 Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved:

- KAJL1001\_103 REV 7\_0 (PLOT AND BUILDING LAYOUT)
- KAJL1001\_104 REV 8\_0 (ZONES OF USE)
- KAJL1001\_105 REV 6\_0 (SCALE PARAMETERS)
- KAJL1001\_106 REV 7\_0 (LANDSCAPE AND OPEN SPACE)

KAJL1001\_107 REV 8\_0 (ACCESS AND CIRCULATION)  
KAJL1001\_108 REV 7\_0 (ILLUSTRATIVE MASTERPLAN)

unless consent to any variation is first obtained in writing from the Local Planning Authority.

**REASON**

To ensure that the external appearance of the development is satisfactory and to protect the visual amenities of the Green Belt and to accord with Policies BE13 and OL1, OL2, and OL5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**6 NONSC Boundary treatment**

The boundary treatment for each phase of development approved in compliance with Condition 3(viii) shall be provided before occupation of any of the buildings approved in the relevant phase or within such longer periods as the Local Planning Authority may agree in writing. The boundary treatment shall thereafter be retained and maintained for so long as the development remains in existence.

**REASON**

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**7 NONSC Traffic and cycle arrangements**

The access and traffic arrangements approved in compliance with Condition 3(i), and cycle storage facilities approved in compliance with Condition 3(ix) shall be provided before that part of the development is occupied or brought into use, or within such longer periods as the Local Planning Authority may agree in writing.

Thereafter, they shall be retained and maintained for so long as the development remains in existence.

**REASON**

To ensure that adequate facilities exist to serve the development and ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

**8 NONSC Parking/turning/loading/ unloading**

The parking/turning/loading/unloading facilities approved in compliance with Condition 3(ii) shall accord with the Local Planning Authority standards and shall be provided before the development of each phase is occupied, or brought into use, or within such longer period as the Local Planning Authority may agree in writing. Thereafter, they shall be retained for so long as the development remains in existence.

**REASON**

To ensure that adequate facilities are provided and retained to service the development without creating conditions prejudicial to the free flow of traffic in accordance with Policies AM3 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **9 NONSC Surfacing and landscaping**

All surfacing and landscaping agreed in compliance with Condition 3(iv) for each phase of the development shall be provided before occupation of the buildings in the relevant phase or during the first planting season following such occupation.

### **REASON**

To fulfil the objectives of Green Belt enhancement and to enhance the visual amenities of the development and its impact on the locality, and to ensure the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **10 NONSC Landscape plan for each phase**

The detailed landscape plan for each phase approved in compliance with Condition 3(v) shall include:-

- (i) An accurate survey plan at a scale of not less than 1:200, showing:-
  - (a) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
  - (b) A clear indication of trees, hedges and shrubs to be retained and removed.
  - (c) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- (ii) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained.
- (iii) Planting plans (at not less than a scale of 1:100),
- (iv) Written specification of planting and cultivation works to be undertaken,
- (v) Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- (vi) Implementation programme,
- (vii) Proposed finishing levels or contours,
- (viii) Means of enclosure,
- (ix) Car parking layouts (including landscaping around car parking areas),
- (x) Other vehicle and pedestrian access and circulation areas,
- (xi) Hard surfacing materials proposed,
- (xii) Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- (xiii) Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- (xiv) Retained historic landscape features and proposals for their restoration where relevant.
- (xv) A schedule of landscape maintenance for a minimum period of 5 years. The maintenance scheme shall include details of the arrangements for its implementation.

### **REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and to ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **11 TL6 Landscaping scheme - implementation**



All hard and soft landscaping shall be carried out in accordance the detailed landscape plans for each phase, and shall be completed within the first planting and seeding seasons following the completion of the relevant phase of development or the occupation of the buildings completed in the relevant phase, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

#### REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **12 NONSC Phasing of landscape works**

The landscape areas shown on Drawing KAJL1001\_106 Rev 7 as the 'Woodland', 'Gateway' and 'The Wilderness' shall be completed within the first planting and seeding seasons following the completion or occupation of the building approved on Plot 1, whichever is the earlier period.

The landscape areas shown on Drawing KAJL1001\_106 Rev 7 as the 'The Wilderness' and 'The Park' shall be completed within the first planting and seeding seasons following the completion or occupation of the building approved on Plot 2, whichever is the earlier period.

The landscape areas shown on Drawing KAJL1001\_106 Rev 7 as the 'The Wilderness', 'The Park' and 'Canal Side' shall be completed within the first planting and seeding seasons following the completion or occupation of the building approved on Plot 3, whichever is the earlier period.

The landscape areas shown on Drawing KAJL1001\_106 Rev 7 as the 'The Park' and 'Canal Side' shall be completed within the first planting and seeding seasons following the completion or occupation of the building approved on Plot 4, whichever is the earlier period.

The landscape areas shown on Drawing KAJL1001\_106 Rev 7 as the 'Lakeside', 'Canal Side' and 'Hotel Court' shall be completed within the first planting and seeding seasons following the completion or occupation of the building approved on Plot 5, whichever is the earlier period.

The landscape areas shown on Drawing KAJL1001\_106 Rev 7 as the 'Woodland', 'Gateway' and 'Hotel Court' shall be completed within the first planting and seeding

seasons following the completion or occupation of the building approved on Plot 6, whichever is the earlier period.

The landscape areas shown on Drawing KAJL1001\_106 Rev 7 as the 'Canalside' shall be completed within the first planting and seeding seasons following the completion or occupation of the building approved on Plot 7, whichever is the earlier period.

#### REASON

To ensure that the landscaped areas are laid out in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **13 NONSC Height, floor space, width and length**

The proposed floor area/size and heights of any buildings or structures parts of buildings or structures identified on Parameters Plan KAJL1001\_105 Rev 6\_0, including any plant and equipment, shall not exceed the following:

- Plot 1: 7,500sqm up to 4 storeys (max 54m AOD)
- Plot 2: 10,000sqm up to 4 storeys (max 57.5m AOD)
- Plot 3: 18,1385sqm up to 6 storeys (max 62 AOD)
- Plot 4: 7,500sqm up to 4 storeys (max 57.5m AOD)
- Plot 5: 26,000sqm between 3 and 8 storeys (max 67.8m AOD),
- Plot 6: 3,500sqm up to 4 storeys (max 54m AOD)
- Plot 7: car parking building maximum 256 spaces 1 storey  
Glazed pavilion (northwest corner) 1 storey.

The siting, maximum and minimum width and length of any buildings shall accord with Parameters Plan KAJL1001\_105 Rev 6\_0, unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

- i) To prevent over development of the site, to ensure that the scale and massing of the buildings are appropriate to their setting, to comply with the terms of the application and to accord with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),
- ii) To safeguard the visual amenities of the Green Belt and to accord with Policies OL1, OL2 and OL5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to accord with London Plan (February 2008) Policy 4B.1.

### **14 DIS1 Facilities for People with Disabilities**

The plans and details relating to disabled access and facilities approved in compliance with Condition 3(xi) shall ensure that:

- (i) The proposed 450 room hotel is designed to be fully accessible in accordance with BS 8300:2009 and incorporating horizontal evacuation and evacuation lifts as detailed in BS 9999:2008, and a minimum of 10 percent of the hotel rooms are to be designed for wheel chair accessible, compliant with BS8300 Figure 59,
- (ii) All areas to which the public have access are designed to achieve, where feasible, a gradient no steeper than 1:60,
- (iii) Level access is provided to all buildings

- (iv) Building entrances (including level approaches, signposting, types and dimensions of door width and lobby openings) meet the needs of disabled persons,
- (v) All buildings, including their approach designed in accordance with BS 8300:2009,
- (vi) External areas, including landscaped areas designed to be inclusive.

The facilities approved in compliance with Condition 3(xi) shall be provided prior to the occupation of each relevant phase of development and shall be permanently retained thereafter.

#### REASON

To ensure that people with disabilities have adequate access to the development and to ensure adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.

### **15 DIS3 Parking for Wheelchair Disabled People**

Development of individual phases of development shall not commence until details of parking provision for wheelchair users for the relevant phase, have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be provided prior to occupation of the relevant phase of development and shall be permanently retained thereafter.

#### REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **16 DIS4 Signposting for People with Disabilities**

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

#### REASON

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **17 NONSC Biomass boiler**

Any biomass boiler approved in compliance with Condition 3 (xii) shall not be installed until a scheme which specifies the provisions to be made for the control of air pollutants from the site has been submitted to and approved by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the Local Planning Authority. The said scheme shall include such secure provision as will ensure that the said scheme and all of it endures for use and that any and all constituent parts are repaired and maintained and replaced in whole or in part so often as occasion may

require.

**REASON:**

To safeguard the amenities of the surrounding area and to accord with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**18 NONSC Fuel used in biomass boiler**

Any biomass boiler approved in compliance with Condition 3 (xii) shall only be operated using clean biomass fuel that complies with a recognised fuel standard (such as CEN/TS 14961:2005). A written guarantee shall be submitted to the Local Planning Authority prior to the commencement of the development with a declaration that biomass fuel conforming to a recognised fuel quality will be used in the biomass boiler. A statement shall be submitted to the Local Planning Authority specifying the fuel specifications in accordance with CEN/TS 14961:2005 or a similar recognised standard. (The statement shall be obtained from the fuel supplier).

**REASON**

To safeguard the amenities of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**19 NONSC Maintenance of biomass boiler**

Before any biomass boiler approved in compliance with Condition 3 (xii) is installed at the site, a written schedule of maintenance, which shall include removal of ash, inspection and maintenance of particulate arrestment equipment, boiler servicing and stack cleaning has been provided to and approved in writing by the Local Planning Authority.

**REASON:**

To safeguard the amenities of the surrounding area and to accord with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**20 NONSC Noise from biomass boiler**

The rating level of noise emitted from any biomass boiler plant hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 'Method for rating industrial noise affecting mixed residential and industrial areas'.

**REASON**

To prevent harm to the amenity of surrounding areas due to noise in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**21 NONSC Air quality**

For each phase of the development, any traffic management proposals for mitigation of the impact of the development must be accompanied by an (air quality) assessment of their environmental benefits. The said traffic schemes must also be monitored, for a specified time to be agreed by the Local Planning Authority, both pre and post operation, to ensure the proposed scheme is effective.

REASON

To protect air quality in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**22 N12 Air extraction system - noise and odour**

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be fully implemented before the development is occupied/the use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

**23 N11 Control of plant/machinery noise**

No plant and or machinery shall be used on the premises until a scheme for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

**24 NONSC Phasing of car parking**

Car parking arrangements approved in compliance with Condition 3(i) shall demonstrate that parking provision is commensurate with the scale of development completed in each phase, and shall ensure:

- (i) Following completion of the building approved on Plot 1, not more than 87 additional car parking spaces are provided on the site.
- (ii) Following the completion of the building approved on Plot 2, not more than 116 additional car parking spaces are provided on the site.
- (iii) Following the completion of the building approved on Plot 3, not more than 210 additional car parking spaces are provided on the site.
- (iv) Following the completion of the building approved on Plot 4, not more than 87 additional car parking spaces are provided on the site.
- (v) Following the completion of the building approved on Plot 5, not more than 520 additional car parking spaces are provided on the site.
- (vi) Following the completion of the building approved on Plot 6, not more than 80 additional car parking spaces are provided on the site.

Following completion of all buildings, no more than 1,100 car parking spaces are to be provided on the site at any time.

REASON

To ensure that car parking provided on the site is commensurate with the proportion of

development occupied at the site and to accord with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **25 NONSC Electric charging points**

Details of electric vehicle charging points approved in compliance with Condition 3 (i) shall include the details of the installation (including location and type) of secure electric vehicle charging points capable of charging multiple vehicles simultaneously within the car park for each relevant phase and these shall be provided for at least 3 percent of car parking spaces in each phase or a higher level, if supported by London Plan policies in place at the time the condition is discharged. These shall be installed prior to occupation of the relevant phase and retained and maintained for the lifetime of the buildings in each relevant phase thereafter.

### **REASON**

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

## **26 OM19 Construction Management Plan**

The demolition and construction management plan approved in compliance with Condition 3(x) shall include:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative 10 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

### **REASON**

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

## **27 NONSC Safeguarding**

For each phase of development, no building, structure or part of a building or structure approved in compliance with Condition 3(vii) shall exceed 67.93m AOD.

### **REASON**

Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome, contrary to the aims of Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

See advice Note 1. 'Safeguarding an overview' for further information (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

**28 NONSC Site survey and remediation scheme**

Before commencement of any phase of this development a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and environment when the site is developed. All works which form part of this remediation scheme shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority).

Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

**REASON**

To ensure that the occupants of the development are not subjected to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.33 of the London Plan (February 2008).

**29 NONSC Landfill Gas**

Before any phase of the development is commenced, the applicant shall carry out further landfill gas monitoring and a landfill gas risk assessment at the development site. The landfill gas monitoring shall include assessment of the areas below proposed buildings.

**REASON**

To fully clarify the current levels of any gas on the site from previously imported construction waste or residual fill, and from gas potentially migrating from the adjacent landfill north of Horton Road; and to accord with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.33 of the London Plan (February 2008).

**30 NONSC Landfill gas mitigation**

Before commencement of any phase of development, remediation measures identified as being necessary to prevent gas ingress to any buildings proposed in the relevant phase shall be installed to the satisfaction of the Local Planning Authority.

**REASON**

To mitigate any risk to the buildings and users of the site from landfill gas, and to ensure that the occupants of the development are not subjected to any risks from gas in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.33 of the London Plan (February 2008).

**31 NONSC Preliminary risk assessment**

Prior to commencement of any phase of the development, plans and details of a scheme to deal with the risks associated with contamination of the site shall be submitted to and

approved in writing by the Local Planning Authority. The scheme shall include the following:

- (i) A preliminary risk assessment which has identified:
  - (a) all previous uses,
  - (b) potential contaminants associated with those uses,
  - (c) a conceptual model of the site indicating sources, pathways and receptors
  - (d) potentially unacceptable risks arising from contamination
- (ii) A site investigation scheme, based on the findings of the preliminary risk assessment required in (i) of this condition. Site investigation scheme to provide information for a detailed assessment of risk to all receptors that may be affected, including those off site
- (iii) An options appraisal and remediation strategy based on the site investigation results and the detailed risk assessment required in (i) and (ii) of this condition and giving full details of remediation measures required and how they are to be undertaken.
- (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) above complete and identify any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

#### REASON

To ensure protection of controlled waters and users of the surrounding area in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **32 NONSC Foul surface water**

Development for each phase shall not commence until a scheme to dispose of foul and surface water has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

No infiltration of surface water drainage into the ground is permitted unless where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

#### REASON

To ensure protection of controlled waters and users of the surrounding area in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **33 NONSC Unknown contamination**

If any potentially contaminated ground is found on the site during the development works the developer shall carry out investigations and chemical testing of the potentially contaminated ground. Any contaminated land shall be remediated (i.e. removed or rendered innocuous) to the satisfaction of the Local Planning Authority. Copies of all documentation relating to the aforementioned investigations and works including chemical testing, the remediation scheme, the remedial works and the validation report shall be submitted to and approved by the Local Planning Authority.

#### REASON

To protect future occupants and controlled waters from the risks of hitherto unknown



contamination in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.33 of the London Plan (February 2008).

**34**        N13            **Noise control**

The development shall not begin until a scheme for the control of noise from vehicles (entering and leaving the site) to the child care centre / day nursery has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is occupied/use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

To safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

**35**        NONSC        **Bird Hazard Management Plan**

The Bird Hazard Management Plan approved in compliance with Condition 3(xiii) shall include the following details:

- monitoring of any standing water within the site,
- sustainable urban drainage schemes (SUDS) compliant with Advice Note 6 - Bird Hazards from SUDS ([www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))
- management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design ([www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)),
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of the height and species of plants that are allowed to grow,
- which waste materials can be brought on to the site,
- monitoring of waste imports,
- physical arrangement for collection and storage of putrescible waste,
- signs deterring people from feeding birds,

The Bird hazard management plan shall be implemented as approved when construction begins for any phase and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

**REASON**

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to minimise the attractiveness of the development to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

**36**        NONSC        **Height limitation landscaping**

No existing individual trees, shrubs, or stands of trees or shrubs and no trees and shrubs planted on the application site as part of the approved landscaping scheme shall be permitted to grow above a height of 67.93 AOD.

REASON

To ensure trees or shrubs do not penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger the movements of aircraft and the safe operation of the aerodrome and to accord with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**37 NONSC Potential Bird hazard from landscaping**

The detailed landscape plan for each phase approved in compliance with Condition 3(vi) shall comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping and Building Design ([www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

REASON

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to minimise the attractiveness of the development to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

**38 NONSC Health and safety during construction**

Prior to the commencement of each phase of the development a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the Grand Union Canal must be submitted to and approved in writing by the Local Planning Authority. The risk assessment shall also include details of the proposed safety equipment along the canal frontage, which shall be installed prior to first occupation of the development hereby permitted.

REASON

To ensure the safety of workers and the public during development in compliance with the Construction (Design management) Regulations 1994, and to accord with Blue Ribbon Network Policies 3C.25 & 4C.8 of the Consolidated London Plan, 2008.

**39 OM14 Secured by Design**

For each phase of development hereby approved, a scheme shall be submitted to and approved in writing by the Local Planning Authority which sets out the measures, which shall include lighting and CCTV, to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall ensure vehicles are prevented from being able to be parked against the buildings, and in particular the data centre. Details shall be submitted and approved in writing by the Local Planning Authority before development of each phase commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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).

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 exercising 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 reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan.

**40 NONSC Freight**

Before any phase of development is commenced, a feasibility study shall be carried out to assess the potential for moving freight by water during the construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclables).

The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the canal is not physically or economically feasible.

**REASON**

To encourage the use of the canal for transporting waste and bulk materials in accordance with Blue Ribbon Network Policies 3C.25 & 4C.8 of the London Plan (February 2008).

**41 NONSC Flood risk**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated 24 September 2009 and the following mitigation measures detailed within these documents:

(i) Limiting the surface water run-off generated by the 1 in 100 year plus climate change critical storm so that there is at least a 50% reduction in run-off from the existing site discharge rate of 1099l/s and no increase to the risk of flooding off-site.

**REASON**

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), Policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

**42 SUS5 Sustainable Urban Drainage**

No development shall take place on site until details of the incorporation of (where (following contamination investigation works) it is feasible) sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

**REASON**

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) and to ensure the development does not increase the risk of flooding in compliance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

**43 NONSC Refuse and recycling**

Prior to commencement of each phase of the development, details shall be submitted to and approved by the Local Planning Authority of covered, secure, signposted refuse and recycling storage areas/facilities for that phase. The storage areas shall be completed and available for use for each phase of development prior to the first occupation of any of that phase. These facilities shall not thereafter be obstructed or used for any other purpose except with the prior permission of the local planning authority obtained through the submission of a planning application.

#### REASON

To ensure appropriate refuse and recycling facilities are provided and retained in the interests of the amenities of the occupiers of the proposed development and the visual and general amenities of the locality and in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **44 NONSC Storage of plant and equipment**

There shall be no storage of plant, machines or other materials outside buildings unless adequately screened. No such storage shall commence until details of the screening have been submitted to and approved in writing by the Local Planning Authority.

#### REASON

The Local Planning Authority considers it necessary to safeguard visual amenity, having regard to the Green Belt setting of the proposed development in accordance with Policies OL1 and OL3.

#### **45 NONSC Loading**

The site shall not be used for delivery and the loading or unloading of goods or fuel (including fuel for any biomass boiler) outside the hours of 07:00 and 23:00, Monday to Saturday, and on a Sunday outside the hours of 10:00 and 16:00. No deliveries shall take place on Public or Bank Holidays.

#### REASON

To prevent harm to the amenity of surrounding areas due to noise in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **46 NONSC Water recycling**

Prior to commencement of the development hereby approved details demonstrating the incorporation of either rainwater greywater recycling facilities into the building shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall thereafter be installed, maintained and retained for the lifetime of the building.

#### REASON

In order to provide a sustainable form of development and promote water conservation in compliance with Policies 4A.3 and 4A.16 of the London Plan 2008.

### **INFORMATIVES**

#### **1 152 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).

## 2 153 Compulsory Informative (2)

No objections are raised to the principle of the development or to the siting, size, bulk and height of the proposed buildings. The proposed development is considered to deliver a high quality scheme which would be in keeping with the character and appearance of the existing Phases 1 and 2 of Stockley Park and is considered to be visually acceptable in this location. Very Special Circumstances have been demonstrated to justify its location within the Green Belt, including the significant employment and economic benefits it would have for this part of West Drayton and the wider area.

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
OL26	Protection and enhancement of trees, woodland and landscape features
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
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
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE25	Modernisation and improvement of industrial and business areas
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE33	Proposals for the establishment of residential moorings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact

AM7	on congestion and public transport availability and capacity
AM9	Consideration of traffic generated by proposed developments. Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 3B.4	London Plan Policy 3B.4 - Industrial Locations
LPP 4B.1	London Plan Policy 4B.1 - Design principles for a compact city.
LPP 3A.13	London Plan Policy 3A.13 - Special needs and specialist housing
LPP 3A.17	London Plan Policy 3A.17 - Addressing the needs of London's diverse population
LPP 4B.5	London Plan Policy 4B.5 - Creating an inclusive environment.
LPP3D.9	Green Belt
LPP 4A.7	London Plan Policy 4A.7 - Renewable Energy
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
LPP 4A.20	London Plan Policy 4A.20 - Reducing Noise and Enhancing Soundscapes
LPP 3C.22	Improving conditions for cycling
LPP 3C	Chapter 3C of the London Plan - Connecting London, improving travel in London
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
LPP 3C.25	
LPP 4A.12	
LPP 4A.13	
LPP 4A.16	
LPP 4B.6	
LPP 4C.8	

### 3 11 **Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

### 4 17 **Design Guidance - Reserved Matters**

You are advised to consult the Council's Design Guides for guidance on matters of design and layout prior to submitting details of reserved matters. These are available from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

**5            19                    Community Safety - Designing Out Crime**

Before the submission of reserved matters/details required by condition 3, you are advised to consult the Metropolitan Police's Crime Prevention Design Advisor, Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel. 01895 250538).

**6            119                    Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.  
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**7            121                    Street Naming and Numbering**

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

**8            124                    Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

**9            145                    Discharge of Conditions**

Your attention is drawn to condition(s) 2, 3, 4, 5, 7, 8, 9, 10, 11, 15, 18, 19, 20, 25, 26, 27, 29, 30, 32, 33, 35, 36, 38, 40, 41, 43 and 44 which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

**10**

Special statutory provisions for the control of noise from construction sites are contained in the Control of Pollution Act 1974. Section 60 of the Act enables local authorities to serve a notice imposing requirements as to the way in which the works are to be carried out. The notice may in particular:

(a) specify the plant or machinery which is, or is not, to be used;

- (b) specify the hours during which the works may be carried out;
- (c) specify the level of noise which may be emitted from the premises in question or at any specified point on those premises in question or which may be so emitted during specified hours; and
- (d) provide for any change of circumstances.

Alternatively, an application for prior consent can be made under Section 61 of the Act. The application should contain particulars of:

- (a) the works, and the method by which they are to be carried out; and
- (b) the steps proposed to be taken to minimise noise resulting from the works.

The British Standard 5228 (Part 1) states that the aim at each stage of a project is to minimise levels of site noise whilst having regard to the practicability and economic implications of any measures. The standard provides a clear message that the measures should be fully considered before the works are carried out. It recommends that potentially excessive noise and vibration levels should be avoided and that this can be achieved by giving careful consideration to the design of a proposed project, the processes and equipment implied by the design and the phasing of operations. It goes on to add that a project design should be so arranged that the number of operations likely to be particularly disturbing is kept to a minimum.

During the execution of the works, the standard advises that all available techniques should be used to minimise, as far as is necessary, the level of noise to which operators and others in the neighbourhood of the start operations will be exposed.

A number of measures are given for the protection of neighbouring areas, which are briefly summarised below:

- a) planning the hours of work,
- b) where reasonably practicable, ensuring the use of quiet working methods, the use of the most suitable plant, reasonable hours of working for noisy operations, and economy of speed of operations,
- c) controlling noise and vibration at source and limiting the spread of noise.

The standard goes on to provide further guidance on the control of noise. The control measures are: 1) the substitution of noisy plant and processes by less noisy alternatives, 2) reducing noise from existing plant and equipment by modification or by the application of improved sound production methods, 3) enclosure of significant sources of noise, 4) siting equipment away from noise sensitive areas or directed away from sensitive areas, shutting down of equipment when not used, and the proper use of equipment and handling of materials, 5) proper maintenance of plant and equipment.

Setting noise limits and monitoring noise levels may also be appropriate. The Council's Environmental Protection Unit should be consulted at an early stage in order to discuss whether noise limits and other measures are likely to be required.

The following measures illustrate the typical measures required within Hillingdon:

- a) no activities with the potential to cause disturbance would be permitted at night or during the evening, unless it can be demonstrated that the said activities are essential and unavoidable or, alternatively, particular circumstances exist e.g. the site will predominantly affect commercial interests. It is the normal policy to permit working Monday to Friday between 08.00 and 18.00 hours and Saturday between 08.00 and 13.00 hours. No working will be allowed on Sundays, Public or Bank Holidays. The Environmental Protection Unit should be consulted at an early stage if work is intended outside those working hours;
- b) no potentially disturbing vehicle movements would be permitted at sensitive periods



unless it can be demonstrated that such activities are essential and unavoidable. In general haulage vehicles should not enter or leave the site between 1800 and 0800 hours;

c) access to construction vehicles to the site and on local roads should be controlled so as to protect noise sensitive receiver locations. Wherever practical, construction vehicle movements through or close to sensitive locations should be avoided;

d) sites likely to adversely affect dwellings, schools or hospitals and other sensitive locations will be required to provide a method statement and predicted noise levels. The method statement should describe the works, plant, phasing and the steps to be taken to minimise levels of noise and vibration. The British Standard 5228 provides a prediction method;

e) noise limits may be set which reflect standards of best practice;

f) best practicable means should be used at all times so as to minimise the emission of noise;

g) adequate measures for the supervision of noise generating activities and monitoring of noise levels, if necessary, should be adopted. All steps

h) should be taken at each phase of the works to minimise disturbance from noise and vibration. The guidance given in the British Standard 5228 (Part 1) Code of Practice should be followed;

i) adequate arrangements are made for liaison and consultation with officers of the Council and the public should be put in place; and

j) adequate arrangements should be made for the investigation of complaints.

## 11

Given the nature of the proposed development it is possible that a crane may be required during construction. Your attention is drawn to the requirement within the British Code of Practice for the safe use of Cranes, which requires crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4 'Cranes and other Construction Issues' ([www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

## 12

The applicant is advised that any discharge of surface water into the waterways, and access to the towpath, requires British Waterways' written permission before development commences. Please contact Ben Loader on 0207 985 7288 for further information.

The applicant/developer is advised to ensure that any necessary consents are obtained and that the works comply with British Waterways' 'Code of Practice for Works affecting British Waterways.' (<http://www.britishwaterways.net/media/documents/CoPIntroductions1-4.pdf>) For further advice, please contact our Waterway Works Engineer, Andy Nicholls.

## 13

The following additional information in relation to the preliminary risk assessment is requested in relation to condition 32:

(i) Full details of any back fill previously used at the site and any testing undertaken of that backfill,

- (ii) Details of impacts from any waste which has remained in situ,
- (iii) Details which clarify why monitoring shows elevated levels of typical landfill components (e.g. ammoniacal nitrogen)
- (iv) Details which clarify whether insufficient up-gradient monitoring or poor quality back fill resulted in elevated levels of typical landfill components (e.g. ammoniacal nitrogen).

#### **14**

The Applicant is advised that the Environment Agency would not allow any increases to abstraction licences in the Colne catchment, however if Three Valleys wish to abstract more water up to the limits of abstraction licences that they currently hold then it is legal for them to increase abstraction. The water demand section of the planning application documentation fails to adequately address the implications of supplying water to this development. Three Valleys Water will be required to increase pumping from sources located in a water stressed area in order to supply this development.

#### **15**

You are advised that the site is identified as a high risk construction site due to the size of the development and proximity of the site to sensitive receptors. All appropriate measures within the high risk site definition of the GLA best practice guidance should be incorporated into the construction management plan.

#### **16**

You are advised that wheelchair users are not the only category of people who require a 'disabled' parking space. A Blue Badge parking space can also be used by people who have a mobility impairment (full-time wheelchair users account for only a small percentage of this category) including elderly people, visually impaired people having a sighted driver, children having bulky equipment such as oxygen cylinders that have to be transported with them, etc.

#### **17**      158                      **Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please refer to the enclosed leaflet and contact Peter Sale, Hillingdon Education and Business Partnership Manager: contact details - c/o British Airways Community Learning Centre, Accommodation Lane, Harmondsworth, UB7 0PD. Tel: 020 8897 7633. Fax: 020 897 7644. email: p.sale@btconnect.com .

#### **18**

You are advised that should a scheme for Closed Circuit Television (CCTV) be proposed for the site, you should liaise with the Metropolitan Police Crime Prevention Officer to ensure that this is compatible with the Council's CCTV system.

#### **19**

You are advised that all new and existing crossing facilities should comply with BV165 Accessibility standards, and the completed footway should have a minimum width of 2m along its length.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site is roughly rectangular in shape and occupies an area of approximately 12 hectares. The site is known as Stockley Park Phase 3 and is located to the west of the existing Stockley Business Park in West Drayton.

The site currently comprises a mix of open ground and semi-completed landscaping works, which were prepared for development pursuant to a previous consent for five office buildings on the site, granted in 2000. Associated infrastructure services and an internal road network, have also been implemented.

The site contains a body of open water that runs adjacent to the eastern boundary, created as a landscape feature and is fed from a licensed borehole. A causeway allows access across this feature into the site. There are currently no permanent buildings on the site, however, several portacabins are located towards the south-east corner of the site, with associated car parking.

The site is bounded to the north by Horton Road, further to the north is Stockley Park Golf Course. Adjacent to the southeast corner of the site is a day nursery.

The Grand Union Canal (which runs in an east-west direction) adjoins the southern boundary of the site. Immediately to the south of the canal are commercial units, accessed from Iron Bridge Road. Further south is a railway line and residential properties in West Drayton.

The site is bounded to the west by the Horton Industrial Park which comprises a variety of industrial/commercial uses.

Stockley Park is located on land that was previously contaminated. Extensive remediation works have already been undertaken as part of previous permissions.

The eastern part of the site falls within the Stockley Park Industrial and Business Area, the remainder (and larger part of the site) is located within the Green Belt. The entire site is set within the Hayes/West Drayton Corridor and the Grand Union Canal (to the south of the site) is designated as a Nature Conservation Site of Metropolitan or Borough Grade I Importance. The site is also within an Air Quality Management Area.

#### **3.2 Proposed Scheme**

This application seeks outline planning permission for a mixed-use development comprising a total floor space of 72,635sqm, on land known as Phase 3 of Stockley Park, West Drayton. The proposed development incorporates office buildings, a hotel and data centre, which would be located on 7 plots as follows:

Plot 1: A 7,500sqm office building (Class B1) located towards the northern boundary of the site. This building would be 3 to 4 storeys in height.

Plot 2: A 10,000sqm office building (Class B1) located to the south of Plot 1 and towards the centre of the site. This building would be 3-4 storeys in height.

Plot 3: An 18,135sqm data centre (sui-generis). This building would be located to the south of Plot 2, and towards the south western corner of the site. It would be 5-6 storeys in height.

Plot 4: A 7,500sqm office building (Class B1) located towards the centre of the site. This building would be 3-4 storeys in height.

Plot 5: A three or four star hotel with 26,000sqm of floorspace or up to 450 bedrooms (Class C1). This building would be located towards the south eastern corner of the site and would be up to 8 storeys in height.

Plot 6: A mixed use building measuring 3,500sqm and comprising business uses (class B1), up to 1,167sqm for amenity uses including exhibition space (class D1), retail (class A1), financial and professional offices (class A2) and/or cafe/restaurant uses (class A3). This building would be located towards the centre of the site, to the north of Plot 5 and would be 3-4 storeys in height.

Plot 7: A single-storey, decked car park structure located towards the south of the site.

Proposed landscaping includes an area (labelled as "The Wilderness") of wetland and extensive mature native tree planting, along the western edge of the development. A network of loosely defined footpaths, landforms, wet habitats and elevated boardwalks are proposed. Improvements would also be made to existing tree and scrub planting in this part of the site to create a woodland character with open glades.

Along the canal, it is proposed that planning obligations be used to secure funding to widen and resurface the towpath. Existing security fencing would be replaced and relocated along a more meandering line, set further back from the canal and screened with additional landscaping. Existing tree planting would be retained and maintained.

The water features at the eastern side of the site would be retained and woodland in the north east corner of the site would become the setting for a sculpture terrace which would provide an opportunity for public art initiatives.

The existing established avenues of red oak trees at the north east of the site would be retained and would extend into the business park. Tree planting is proposed in and around the buildings and car parks to maintain the strong emphasis on high quality landscaping across the site.

A glazed pavilion would be provided in the northeast corner of the site, this would provide a unique space for semi-informal meetings.

The main vehicular accesses into the site would be from Horton Road and Iron Bridge Road, using the access arrangements agreed as part of the 2000 scheme. There would be two access junctions off Horton Road, one from a three-arm roundabout at the western extremity of the site, and one from a priority junction, centrally located on the site frontage. Two access ways, with priority junctions would also be provided from Iron Bridge Road, one opposite the GlaxoSmithKline entrance and one at the south east corner of the site.

Loading bays and servicing areas are proposed located to the rear of the building plots

and would be designed to accommodate large delivery/service vehicles up to 10m in length. The scheme provides for lay-bys which would be provided at the front of all buildings for small vehicle deliveries, such as courier or post, pick-up/drop-offs and visitors (until they are directed to an appropriate parking bay).

The hotel would have a taxi and coach drop-off facility. The taxi drop-off lay-by would be located to the east side of the 'square' partially under the hotel entrance building, and a coach drop-off area, which would accommodate up to 2 x 15m long coaches is also proposed.

1,100 car parking spaces would be provided on the site, which would be allocated as follows:

Plot 1 (office) - 150 spaces

Plot 2 (office) - 200 spaces

Plot 3 (data centre) - 94 spaces

Plot 4 (office) - 150 spaces

Plot 5 (hotel) - 210 spaces

Plot 6 (mixed use building) - 40

Decked car park - 256 shared spaces

With the exception of the decked car park, these would all be provided at surface level, adjacent to the respective building. The applicant has submitted a detailed Transport Assessment, which justifies the number of parking spaces and assesses the traffic impacts of the development. An interim Travel Plan, which sets out a framework of aims and objectives to manage the travel demand generated by the development has also been provided.

The applicant has submitted a series of technical papers that assess the impact of the proposal, including the key environmental issues. The scheme has been treated as requiring an Environmental Impact Assessment (EIA) and as such the application is supported by an Environmental Statement, which considers the likely environmental effects of the proposed development. Detailed technical studies have been produced to consider the environmental issues and constraints affecting the proposal, and cover Air Quality, Noise and Vibration, Landscape and Visual Impact, Ground Conditions, Ecology and Nature Conservation, Archaeology and Cultural Heritage, Socio-economic and Community, Water Quality, Waste Management, and Transport.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

Several previous applications have been submitted on this site, which are summarised below:

1. Outline planning permission was granted in August 2000 for the comprehensive development of Stockley Park, Phase 3 (ref: 37997W/96/1447). This comprised:

(i) 50,000m<sup>2</sup> of industrial and/or offices, and/or research and development, and/or training floorspace, together with ancillary uses.

(ii) Maximum parking provision of 1,143 cars together with servicing and access roads.

(iii) Provision of public and private open space.

The 2000 planning permission, herein after referred to as the 'approved master plan' identified five plots within which each of the five buildings approved under it were to be sited.

2. Planning permission (ref: 37977/APP/2000/2222) was granted in January 2002 for reserved matters comprising details of the master plan submitted in compliance with Condition 2 of the outline planning approval issued in August 2000 (37997W/96/1447). This master plan covered the Phase 3 sites and indicated five individual buildings in a landscaped setting, with plans which identified the following:

- (i) Plot 1 comprised a building with a floor area of 8,000m<sup>2</sup> with a maximum height of three storeys;
- (ii) Plot 2 comprised a building with a floor area of 10,000m<sup>2</sup> with a maximum height of four storeys;
- (iii) Plot 3 comprised a building with a floor area of 14,000m<sup>2</sup> with a maximum height of five storeys;
- (iv) Plot 4 comprised a building with a floor area of 10,000m<sup>2</sup> with a maximum height of four storeys;
- (v) Plot 5 comprised a building with a floor area of 8,000m<sup>2</sup> with a maximum height of three storeys;

The master plan was supported with substantial hard and soft landscaping detail along the northern and eastern boundaries.

Following the detailed approval, access roads, structural landscaping and base infrastructure services for the development were implemented in accordance with the consented master plan. However, no buildings have been built.

3. Planning permission ref: 37977/APP/2001/540 was granted in May 2001 for reserved matters comprising details of the erection of an office building on Plot 3 (14,505sqm gross floorspace and 315 car parking spaces) in compliance with condition 3 of outline planning permission granted in August 2000 (37997W/96/1447).

4. Planning permission ref: 37977/APP/2006/795 was granted in January 2007 for the erection of a data centre with ancillary plant including a substation, car parking, landscaping and associated ancillary works located on Plot 3. This provided for a floor area of 18,135m<sup>2</sup> and would be 4.5 metres higher than the original five-storey building approved under the reserved matters approved office building.

5. Outline planning permission for the erection of a 450 bedroom hotel (class C1) with associated bars, restaurants, conference and leisure facilities; a data centre (sui generis) with associated plant and offices (class B1); associated landscaping, access, internal roads, footways and cycle ways; 794 parking spaces; and an energy centre, (ref: 37977/APP/2007/2377) was refused in July 2007.

Refusal reasons related to the inappropriate siting and size of buildings proposed in the Green Belt and the failure of the applicant to meet planning obligations to offset the additional demands that the development would place on local facilities.

The approved master plan and the extant planning permissions are material planning considerations relevant to the current scheme. This is of particular relevance given the Green Belt designation over part of the proposal site.

#### **4. Planning Policies and Standards**

London Plan (February 2008)

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Guidance 2: Green Belts

Planning Policy Statement 4: Planning for Sustainable Growth  
 Planning Policy Guidance 13: Transport  
 Planning Policy Guidance 21: Tourism  
 Planning Policy Statement 22: Renewable Energy  
 Planning Policy Guidance 24: Planning & Noise  
 Planning Policy Statement 25: Development and Flood Risk  
 Council's Parking Standards  
 Council's Supplementary Planning Guidance - Noise  
 Council's Supplementary Planning Guidance - Air Quality  
 Council's Supplementary Planning Guidance - Community Safety by Design  
 Council's Supplementary Planning Guidance - Planning Obligations  
 Council's Supplementary Planning Document - Accessible Hillingdon

### **UDP / LDF Designation and London Plan**

The following UDP Policies are considered relevant to the application:-

#### Part 1 Policies:

- PT1.1 To maintain the Green Belt for uses which preserve or enhance the open nature of the area.
- PT1.6 To safeguard the nature conservation value of Sites of Special Scientific Interest, Sites of Metropolitan Importance for Nature Conservation, designated local nature reserves or other nature reserves, or sites proposed by English Nature or the Local Authority for such designations.
- PT1.23 To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes.
- PT1.26 To encourage economic and urban regeneration in the Hayes/West Drayton Corridor, designated Industrial and Business Areas (IBA's) and other appropriate locations.
- PT1.28 To encourage the provision of a range of hotel and conference facilities provided development does not harm the environment.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

#### Part 2 Policies:

- OL1 Green Belt - acceptable open land uses and restrictions on new development
- OL2 Green Belt -landscaping improvements
- OL5 Development proposals adjacent to the Green Belt
- OL26 Protection and enhancement of trees, woodland and landscape features
- EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves
- 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
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE25	Modernisation and improvement of industrial and business areas
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE33	Proposals for the establishment of residential moorings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 3B.4	London Plan Policy 3B.4 - Industrial Locations
LPP 4B.1	London Plan Policy 4B.1 - Design principles for a compact city.
LPP 3A.13	London Plan Policy 3A.13 - Special needs and specialist housing
LPP 3A.17	London Plan Policy 3A.17 - Addressing the needs of London's diverse population
LPP 4B.5	London Plan Policy 4B.5 - Creating an inclusive environment.



LPP3D.9	Green Belt
LPP 4A.7	London Plan Policy 4A.7 - Renewable Energy
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
LPP 4A.20	London Plan Policy 4A.20 - Reducing Noise and Enhancing Soundscapes
LPP 3C.22	Improving conditions for cycling
LPP 3C	Chapter 3C of the London Plan - Connecting London, improving travel in London
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
LPP 3C.25	
LPP 4A.12	
LPP 4A.13	
LPP 4A.16	
LPP 4B.6	
LPP 4C.8	

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **20th October 2009**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 39 local owner/occupiers, the Yiewsley and West Drayton Town Centre Action Group, the Hayes Chamber of Commerce, The Yiewsley Community Involvement Group and the West Drayton Residents Association. The application was also advertised by way of site and press notices. Additionally, details of the application were published on the Council's web site.

A submission was received from the Hayes Town Partnership, which raised a number of matters:

- (i) Request scheme be revised so that there is greater interaction between the proposal and canal water front
- (ii) Request kayaking and canoeing be incorporated into the revised scheme
- (iii) Request applicant investigate using the canal in cooling of buildings.
- (iii) Request the applicant provide monetary contributions to help cover the cost of:
  - (a) The Bulls Bridge to West Drayton water space strategy
  - (b) A cycle track between West Drayton and Hayes stations
  - (c) Employment and training of local persons be secured with any legal agreement.

Planning Comment: Refer to Section 7.19 for response.

TRANSPORT FOR LONDON (TFL) - Comments were received on 28 October 2009, 8 December 2009 and 18 December 2009. In summary, advice from TfL is as follows:

#### Issue 1. Trip generation and highways issues

The revised ARCADY results state a RFC of 0.913 for the Stockley Road (north) junction arm. In designing or testing impacts on roundabouts using ARCADY, an RFC 0.85 is usually used therefore this is an issue that should be addressed. As this forms part of the borough road network this is matter for LB Hillingdon to decide but TfL recommends that work is done improve capacity at this junction potentially through changes to junction geometry at the Stockley Road (north) arm of the roundabout.

#### Issue 2. Car parking

TfL considers that the proposed provision is excessive.

#### Planning Officer Comment.

In response to the concern raised by TfL the applicant amended plans to reduce onsite car parking provision.

#### Issue 3. Electric Vehicles

3 percent of car parking spaces are to be provided with electric vehicle charging points. Demand and usage are to be monitored through the Travel Plan as secured through the s106 agreement or planning condition.

#### Issue 4. Taxis and coaches

TfL is satisfied with proposals relating to taxi drop off areas and coach parking.

#### Issue 5. Walking, cycling and public realm

Generally the proposals significantly improve accessibility for pedestrians and cyclists to and through the area, and are therefore supported by TfL.

TfL welcomes the fact that the applicant will investigate the potential for providing zebra crossings at Horton Interchange, and the Applicant's confirmation that footways alongside roads within the site will be a minimum of 2m wide. TfL requests that this investigation is undertaken at the earliest opportunity and that TfL is consulted.

TfL welcomes the applicant's commitment to contribute to upgrading the canal towpath (the London LOOP), the figures below set out deficiencies and the cost of upgrades (total cost £1,225).

#### Issue 6. Cycling

TfL welcomes the fact that the applicant will undertake a review of the potential for improving cycle facilities at Horton Interchange. TfL requests that this is undertaken at the earliest opportunity and that proposed improvements are discussed with TfL.

#### Issue 7. Buses

TfL welcomes the applicant's commitment to fund TfL's request for £90,000 per annum for 3 years in order to provide increased bus capacity. The trigger for this s106 should be agreed with LB Hillingdon and TfL.

TfL would also ask that the developer assess existing bus stops within walking distance (or 400m) of the site against TfL bus stop accessibility guidance in order to determine if a financial contribution towards upgrades will be required. A standard £10k capped contribution is usually sufficient to bring stops up to TfL standards. TfL will await the bus stop accessibility audit referred to in the applicants response. From this a capped contribution for the appropriate improvements can be agreed.

#### Issue 8. Travel plan

TfL is satisfied with the information submitted relating to travel plans. The monitoring and funding

of the travel plan should be secured through a S106 agreement.

#### Issue 9. Construction, Deliveries and Servicing

TfL recommends the submission of a Construction Logistics Plan (CLP) and Delivery and Servicing Plan in order to minimise the impact of vehicles on the road network.

#### Issue 10. Traffic Management Act

Should this application be granted planning permission, the developer and their representatives are reminded that this does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval may be needed for both the permanent highway scheme and any temporary highway works required during the construction phase of the development.

Planning Comment: Refer to Section 7.19 for response.

#### GREATER LONDON AUTHORITY (GLA)

The application does not comply with the London Plan, the following changes may remedy this:

- (i) Satisfactorily demonstrate that the internal layout of buildings would incorporate inclusive design and access, and that a minimum of 45 Hotel rooms would be wheel chair accessible.
- (ii) Confirmation of the proposed approach to climate change mitigation and adaptation, including benchmarks, district heating, CHP sizing and the renewable energy approach. The agreed approach should be secured by appropriate conditions or a S106 legal agreement.
- (iii) Satisfactorily address the transport and parking matters raised by TfL and securing these by way of S106 legal agreement.

Planning Comment: Refer to Section 7.19 for response.

#### HIGHWAYS AGENCY

It is assumed that TfL and Hillingdon will consider the impact of the development on the A408 Cherry Lane Roundabout and advise the Highway Agency if this will impact on the M4. The proposed bus measures and travel plan are welcomed and the resulting conditions and/or obligations supported.

#### BRITISH WATERWAYS

We support the principle of the development of this site, which represents a unique opportunity to offer significant benefits to the area, including the waterside environment. We request that this opportunity be utilised to the benefit of the wider area, and that as the proposals develop these seek to address the integration with the Grand Union Canal, so that the potential of this position is maximised.

If the Council is minded to grant planning permission, the requested contributions towards the waterway environment, towpath works, and the waterspace strategy should be secured. Conditions regarding relating to works adjacent to the canal, landscaping, CCTV and use of the canal for moving freight, should be attached to any approval.

#### ENGLISH HERITAGE

No objection. The present proposals are not considered to have an affect on any significant archaeological remains. The site has been subject to severe truncation due to previous usage. Any archaeological remains that may once have been present will have been removed during the course of mineral extraction and other quarrying or remediation activity.

#### ENVIRONMENT AGENCY

Vegetative buffer between the site and the canal provides valuable wildlife habitat and should be retained. No objection subject to conditions being imposed on the consent regarding contamination and flooding.

#### METROPOLITAN POLICE

The northern and eastern boundaries are considered to be relatively well secured.

The site is not an inner London location, this section of the canal is isolated and there has been criminal activity in this area in the past. The security response must be site specific. In this case access from the canal into the site needs to be well co-ordinated and controlled.

Security fencing along the southern and eastern boundaries has an elevated level of importance, and should not be removed from the proposal.

It is recommended that CCTV be controlled from a central point. Access points into the site should be limited and constrained so as to be easily covered with CCTV.

The use of fencing and CCTV is required, particularly to the southern and eastern boundaries and car parks. It is considered that there should be access control to the car parks.

With regard to the buildings, the parameter plans indicate maximum and minimum footprints. There is concern that the maximum footprints would not allow room for defensible space between the structure and public access ways. Some of the buildings (e.g. data centre) are of a sensitive nature and may require counter terrorist measures (for example, to prevent vehicles from being able to be parked against the building).

#### BAA SAFEGUARDING

No objection subject to conditions regarding bird hazard management, height limits and landscaping, and an informative regarding cranes.

#### NATIONAL AIR TRAFFIC SERVICES (NATS)

No objection.

#### **Internal Consultees**

##### HIGHWAY ENGINEER

Trip generation

The use of the site for business and office type uses and its impact on the road network design, highway capacity and public transport was considered when the Phase 3 master plan was approved.

Traffic generated from the previously consented 50,000sq.m of B1 employment use is estimated to be 783 during the AM peak (664 arrivals and 19 departures) and 730 during the PM peak (142 arrivals and 588 departures).

The consented Data Centre 1 maximum trip generated is estimated at 174 during AM peak and 169 during PM peak.

The development as currently proposed for the whole site would generate less traffic (332 less

trips) than has already been approved for this site and as such traffic generation from the proposed development will not impact upon the adjoining highway network to a greater extent than the extant planning permissions for this site.

#### Parking

The existing permission permits 1143 parking spaces. The current proposal provides 1,100 spaces.

With regard to the office development and the data centre the London Plan and Hillingdon's current parking standards seek a maximum of 1 space per 100 sqm. This would equate to 250 spaces for the office component and 181 spaces for the data centre.

The maximum acceptable level of parking provision according to the current London Plan, standard for hotels on key arterial routes is 1 space per hotel room, which equates to 450 spaces.

Consequently 951 spaces would be permissible and 1,100 are proposed. It should be remembered that there is an extant planning permission which allows 1143 car parking spaces. As such, the current parking proposals are considered acceptable (offering a reduction in parking spaces). The reduced parking provision would also represent an overall reduction in the number of trips generated from the site compared to the extant permission approved in 2000.

A condition is required to ensure that the parking provision for each element of the proposed development is linked to it and only provided with the implementation of each element of the development.

It is also recommended that the hotel be linked to the Heathrow Hotels Hoppa bus service or an equivalent dedicated bus service from the hotel to the airport terminals. In terms of all previous proposals for off site highway works, all highways works raised by this scheme are to be delivered by a section 278 agreement.

#### URBAN DESIGN OFFICER

From an urban design point of view the submitted scheme is strongly supported because of the coherent layout and strong emphasis on public open spaces as well as provision for public art in terms of a strategically located exhibition space and directly adjacent high quality open spaces. The proposed siting of the built elements, proposed scale, height and massing are all considered to be appropriate given the context of the existing Business Park development as well as the large scale landscape proposals within the c. 12 ha large application site which are robust as well as varied enough to balance the proposed development. Private recreation space in form of extensive water gardens for the hotel is considered to further enhance the character of the site and evokes the strong sustainability ethos of the scheme.

#### TREES/LANDSCAPING OFFICER

The proposal is an outline application, with landscape amongst the reserved matters. However, the layout of the site and supporting information confirms that the design concept for the site revolves around the creation of an effective and high quality landscape setting which will provide a rich variety of experiences for visitors and regular users of the site. The layout also retains and enhances the existing landscape features of merit in accordance with saved policy BE38.

It would not be acceptable for buildings or car parking to be developed in isolation of landscaping.

No objections are raised subject to a condition to ensure that landscaping works are undertaken as the development occurs and undertaken and the imposition of TL2, TL3, TL4, TL6 and TL7.

## ACCESS OFFICER

The outline nature of the application means that little detail has been provided to show that the detailed layout would comply with disabled access requirements. As such it is not possible at this stage to ascertain whether the principles of inclusive design are integral to the design brief.

## PLANNING AND ENVIRONMENTAL POLICY COMMENTS

The site is partially located in the Green Belt. Under the provisions of relevant UDP policies and PPG 2 the applicant is required to demonstrate very special circumstances to justify the inappropriate development proposed in the Green Belt. This issue was addressed in the previous applications for development on the site.

The eastern portion of the site is designated as an Industrial Business Area in the Unitary Development. Policy LE2 of this document states that IBAs are designated for business and warehousing purposes.

This application proposes a hotel on IBA land, contrary to Policy LE2. However in view of the significant amount of Class B1 Office space proposed elsewhere on the same site, it is considered that the loss of employment land to the hotel would be offset by the introduction of office space elsewhere on the site.

In the 2007 scheme the GLA indicated the need to undertake Sequential Test assessment to demonstrate that Stockley Park is a suitable location for a hotel development. The Sequential Test information submitted with the application is comprehensive and considered adequate.

The site has been subject to a considerable amount of contamination and appropriate conditions should be used to address this issue if necessary.

In conclusion, the principle of development in the Green Belt has already been established by the outline application in 2000; the use of the site for B1 is acceptable; the sequential test analysis is sound. On balance, no in principle objections are raised.

## PLANNING OBLIGATIONS (S106) OFFICER

Given the extensive history of legal agreements and deeds of variation associated with the Stockley Park, it is considered appropriate to consolidate all the relevant outstanding planning obligations from previous agreements into a new agreement which takes into account works that have been completed, and sets out the additional planning obligations necessary to mitigate impacts of the current scheme.

In addition, since the outline application in 2000, the Secretary of State released Circular 05/05. The Secretary of State's policy requires, amongst other factors, that planning obligations are only sought where they meet all of the following tests:

A planning obligation must be:

- i) relevant to planning;
- ii) necessary to make the proposed development acceptable in planning terms;
- iii) directly related to the proposed development;
- iv) fairly and reasonably related in scale and kind to the proposed development; and
- v) reasonable in all other respects.

Additionally, the Council's Planning Obligations SPD (July 2008) is also directly relevant. Taking into account all of the above, it is considered that the following planning obligations are required to mitigate impacts arising from the development:

## 1. LANDSCAPING WORKS /PUBLIC REALM IMPROVEMENTS

- 1.1 Landscaping of land formerly known as Land Parcel A, now known as Land Parcels 2-5;
- 1.2 Landscaping of land formerly known as Land Parcel B, now known as Land Parcels 1c, 1 d and 9. The freehold of this land is to be transferred to LBH once the works are complete;
- 1.3 Landscaping of land at Packet Boat Lane and a contribution towards maintenance of the site to ensure public access is maintained. The freehold of this land is to be transferred to LBH once the works are complete;
- 1.4 Undertake works or provide a contribution to a value not less than £150,000 for the provision of public realm /public art within the application site.

## 2. TRAINING

- 2.1 Construction and Employment Training: A contribution towards construction training , as well as contribution towards cost of a construction training co-ordinator, and also an employment training contribution. Total sum required being £372,418;
- 2.2 Hotel and Leisure Training: a contribution of £30,000;
- 2.3 Local Education Initiatives: a contribution of £50,000 to be shared between Brunel University and Uxbridge College.

## 3. CANAL AND CANAL SIDE WORKS

- 3.1 The provision of two 24hour canal side moorings;
- 3.2 A contribution of £200,000 towards improvements along the canal towpath adjoining the Phase 3 site;
- 3.3) A contribution towards maintenance of the tow path;
- 3.4) A contribution in the sum of £15,000 towards British waterways ¿Water space strategy¿ and its implementation;
- 3.5) Carry out work or make financial contribution towards works along tow path as required by TfL (value not to exceed £1,200).

## 4 AIR QUALITY

- 4.1) A contribution in the sum of £25,000 for the air quality monitoring and management.

## 5. PUBLIC TRANSPORT

- 5.1 A contribution of £320,000 towards improvements in public transport and for upgrading of bus stops.
- 5.2 £500,000 to fund studies and works to improve traffic flows and public transport, off site highways improvements and traffic calming measures.

## 6. OFF SITE HIGHWAYS WORKS

- 6.1 Creation of the new site access (priority junction, north end of site);
- 6.2 Creation of new proposed roundabout (northwest of site on Horton Road);
- 6.3 Provision of a pedestrian crossing from the site to near by bus stops;
- 6.4 Upgrading the uncontrolled pedestrian crossing facilities at the existing Horton Road/Ironbridge roundabout;

## 7. HORTON ROAD INTERCHANGE (STOCKLEY RD/HORTON RD/BENNETSFIELD RD)

- 7.1 Undertake a study (to be submitted to and approved by the Council) which examines of the need for pedestrian crossings cross each approach road leading into/from the roundabout. Carry out any works identified in the study as being necessary.
- 7.2 Undertake a study (to be submitted to and approved by the Council) of the Horton Road interchange which examines the need for capacity enhancements (including the need for traffic signals) made necessary by the development. Carry out any works identified in the study as being necessary.

## 8. PROJECT MANAGEMENT AND MONITORING FEE

8.1 A contribution equal to 5% of the total cash contributions secured under the scheme to enable the management and monitoring of the resulting agreement.

## 9. 10 YEAR TRAVEL PLAN

### ENVIRONMENTAL PROTECTION UNIT (EPU)

#### Air quality:

No objection is raised to the proposal on air quality grounds, subject to a contribution of £25,000 towards an air quality monitoring regime in this area of the borough.

#### Construction:

The site is identified as a high risk site due to the size of the development and proximity of the site to sensitive receptors. All appropriate measures within the high risk site definition of the GLA best practice guidance must be incorporated into the construction management plan.

#### Operation:

The worsening of the air quality is attributed to the operation of the biomass boiler. In situations such as this, the EPUK Biomass and Air Quality Guidance 2009 states that mitigation measures for biomass boilers should be sought. This can involve ensuring the appropriate stack height for dispersion, addressing emissions for the boiler by choosing a cleaner boiler, making a requirement for emissions abatement equipment to be fitted. Abatement technology will need to address both Nox and PM emissions.

#### Road Transportation:

It should be noted that the air quality assessment is only valid if the traffic data used has been approved by the Local Authority Transportation Department. Queuing traffic and/or a change in the fleet composition of the traffic ie. More HGV's, in close proximity to sensitive receptors is a common cause of poor air quality. If the traffic flow data is considered to be incorrect then the air quality assessment could be deemed invalid and may need to be re-submitted.

#### Mitigation:

As the sensitive receptors are predicted to be above the EU limit value, air quality mitigation measures should be sought. Any associated Travel Plan with the development should have a target for quantifying the reduction in emissions achieved via its implementation. It should include such measures as the promotion of cleaner technologies e.g. the provision of electric charging points.

#### Noise

The noise reduction measures given in the method statement will be required to be implemented. Any changes will need to be submitted to the Local Planning Authority. An application to the LBH for consent under Section 61 of the Control of Pollution Act 1974 will be required for any activities outside normal construction working hours.

#### Contamination

The site has been remediated to a large degree in the past. However some further contaminated land investigation and monitoring work is recommended to include further trialpits and the use of existing monitoring wells to gather more results on soil, gas and groundwater contamination. The results should then be used to design any contamination mitigation measures necessary for the site. The additional trialpits would also help in finding any unidentified contamination.

### WASTE STRATEGY

No objection subject to the imposition of conditions.



## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

#### **DEVELOPMENT IN THE GREEN BELT**

Policy OL1 states that agriculture, horticulture, nature conservation, open-air recreation and cemeteries are the only uses that are acceptable within the Green Belt and that new buildings are only acceptable if they are essential for the open land use.

Any development, which is contrary to OL1, is considered 'inappropriate' development. Planning Policy Guidance Note 2 (PPG2) states that 'inappropriate development' is, by definition, harmful to the Green Belt. Such development should not be approved, except in very special circumstances.

PPG2 states 'that very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.'

The principle of introducing new development within the Green Belt must be viewed within the historical planning context for this site, whereby the 2000 planning permission (Ref: 37997W/96/1447) successfully demonstrated that special circumstances existed and that any harm to the Green Belt was outweighed by the benefits delivered by this and earlier phases of the Stockley Park development.

Very special circumstances have been demonstrated and accepted by the Council and the Government Office for London in earlier applications for Phases 3. These very special circumstances include:

- (i) the employment benefits from bringing new commercial development to an identified regeneration area;
- (ii) the environmental benefits associated with the rehabilitation of large areas of contaminated land; and
- (iii) the amenity benefits of transforming and landscaping large tracts of land as publicly accessible open space for the benefit of the community.

It was considered that the above were very special circumstances which did justify the inappropriate development in the Green Belt.

The earlier stages of Stockley Park were designed with an intention to provide a number of compact development areas interwoven with 'fingers' of open space connecting the district park and golf course to the north and towpath to the south.

In the previous scheme, refused by the Council in 2007 (Ref: 37977/APP/2007/2377), it was considered that the siting and size of proposed buildings were such that the extent of harm to the Green Belt would not have been outweighed by the benefits of the scheme.

The current scheme has many advantages over that refused in 2007 (Ref: 37977/APP/2007/2377). In particular the proposed siting of buildings would provide adequate separation between them, the Green Belt, the canal waterfront and neighbouring uses to ensure that there would be no harm to the visual amenities of the area. The position of the proposed buildings in the current scheme is similar to that approved in the original Phase 3 scheme approved in 2000 (Ref: 37997W/96/1447). The size and bulk of structures proposed in the current scheme have been reduced over that previously proposed in the scheme refused by the Council in 2007.

The current application still seeks to deliver all the positive outcomes demonstrated within the original Phase 3 scheme (Ref: 37997W/96/1447). In this case, given the proposed regenerative and employment benefits, and the size and siting of buildings, on balance, it is considered that the very special circumstances would outweigh any harm to the Green Belt.

## INTRODUCTION OF A HOTEL WITHIN AN INDUSTRIAL AND BUSINESS AREA

The proposed hotel would be located within a part of the site designated as an Industrial Business Area (IBA). A hotel in this location is considered to be contrary to the aims of policy LE2 which seeks to control development within IBA land.

In addition to contributing towards the provision of hotel facilities, it is considered that the extensive provision of office space elsewhere on the site will offset any harm caused through the introduction of a hotel onto the IBA land.

### **7.02 Density of the proposed development**

The London Plan density matrix, and HDAS guidelines relate specifically to residential properties. As such, the density of commercial and industrial schemes needs to be assessed on a case by case basis.

The buildings would be spaced generously apart, and the landscaping, canal, and water features form a strong element of the overall vision for the park, with only approximately 50% of the site covered by buildings.

It is considered that the ratio of floor area to land is acceptable.

### **7.03 Impact on archaeology/CAs/LBs or Areas of Special Character**

The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, Listed Buildings, or Areas of Special Local Character within the vicinity. Notably English Heritage have raised no objections to the proposal.

### **7.04 Airport safeguarding**

BAA Safeguarding and National Air Traffic Services (NATS) have both confirmed that they have no objections to the proposal, subject to appropriate conditions and informatives.

### **7.05 Impact on the green belt**

As has been set out in Section 7.01, very special circumstances have been demonstrated and accepted by the Council and the Government Office for London in earlier applications for Phases 3. These very special circumstances include:

- (i) the employment benefits from bringing new commercial development to an identified regeneration area;
- (ii) the environmental benefits associated with the rehabilitation of large areas of contaminated land; and
- (iii) the amenity benefits of transforming and landscaping large tracts of land as publicly accessible open space for the benefit of the community.

The current application still seeks to deliver all the positive outcomes demonstrated within the original Phase 3 scheme (Ref: 37997W/96/1447). In this case, given the proposed regenerative and employment benefits, and the size and siting of buildings, it is considered that the very special circumstances would outweigh any harm to the Green Belt.

PPG2 states that the visual amenities of the Green Belt should not be injured by proposals for development within or conspicuous from the Green Belt. As such it is important to consider the visual impacts of the development when looking from or to Green Belt land.

The current scheme benefits greatly from the robust landscape planting undertaken as part of the masterplan consented in 2000. When viewing the development from Green Belt areas within and near to the site, parts of the proposed development (including the proposed car parking building proposed on Plot 7) will be screened by extensive vegetation in the existing landscaped area between the Grand Union Canal and the site.

To protect the visual amenity of the Green Belt (western part of the site), it is proposed that buildings be set progressively back from this boundary. This approach reflects the masterplan approved in 2000, where buildings were formally arranged along a strong north-east / south-west axis (diagonally) across the site.

The current scheme retains the principle of a strong north-east / south-west axis (diagonally) across the site. The bulk and scale of the five to six storey data centre located on Plot 3, would be balanced by lower scale buildings within Plots 1, 2, 4, 6, and 7, which are progressively stepped away from the western Green Belt boundary.

The siting of proposed buildings is considered to provide adequate separation between the built elements and the Green Belt. The proposed layout would create a coherent network of public open spaces within the site. The scheme includes landscaped avenues of trees (red oak), which lead down to the water course and a waterside pavilion. This proposed approach (woodland promenades) assists in the integration of buildings into the landscape and is considered to reduce the visual impact of the scheme upon the Green Belt.

The layout and massing of the buildings is considered to be such that they would be successfully integrated into the site without resulting in harm to the openness and visual amenity of the adjoining Green Belt.

Policy OL3 seeks to retain and improve the existing landscape for proposals that adjoin the Green Belt. To the south is the Grand Union Canal, which is included in the Green Belt and forms part of a Green Chain (Policy OL11). A 30-40 metre wide landscaped area between the site and the Grand Union Canal has been set aside as part of this application. This area is to be retained as open space. The strip of open amenity space that extends along the western boundary of the site will also be retained.

It is not considered that the application would cause harm to the openness and visual amenity of the Green Belt within this site and as such accords with Policies OL1, OL4, and OL5 of the UDP and policy 3D.9 of the London Plan.

#### **7.07 Impact on the character & appearance of the area**

Policy BE13 of the Hillingdon Unitary Development Plan, Saved Policies (September 2007) (the UDP) highlights the importance of designing new development to harmonise with the existing streetscene. Policy BE25 seeks to ensure modernisation and improvement of Industrial and Business Areas through design and landscaping, improved vehicular and pedestrian access and circulation, and environmental improvements.

Compared to the scheme refused by the Council in 2007, the current proposal is

considered to provide a generous, well balanced landscape which matches the scale of proposed buildings. The layout and the interface between green open space and built elements have been improved.

The height of the proposed hotel (south east corner) would vary between 3 to 8 storeys. As is discussed in Section 7.11 of this report, the current scheme proposes to introduce a hotel on a portion of the site which is set back further from the Green Belt and enables retention of significant landscape features to the northeast corner of the site.

Given that the ground level of Plot 5 varies considerably, it is considered that it would be possible to accommodate the hotel proposed in the current scheme without causing unacceptable harm to views from the Green Belt, the canal or near by existing buildings to the west.

No objection is raised to the visual impact of the proposed data centre and other buildings given that these sit within an area of the site that already has consent for similarly sized office buildings, and the difference in scale and massing is not considered significant.

The siting, height, bulk and scale of the proposal would not result in a detrimental impact upon the character and appearance of the area and as such the proposal is considered to accord with Policies BE13 and BE25 of the adopted UDP (Saved Policies 27 September 2007).

#### **7.08 Impact on neighbours**

The site is bounded to the north by Horton Road, beyond which is Stockley Park Golf Course. To the west, the site is adjoined by Green Belt land and industrial development. The nearest residential properties are located over 100m away from the nearest part of the site. Residences are separated from the site by the canal, existing industrial buildings, and the railway line.

Given the distance between the site and residences and the screening provided by existing industrial buildings, it is not considered that the proposed development would have any impact on residential amenity.

To the southeast, the site adjoins a child day care centre/nursery. It should be noted that the southeastern access into the site would be adjacent to the nursery. The Council's Highways Engineer has advised that planning obligations are required to secure offsite traffic calming measures on the approach to the nursery, necessary to protect children from traffic.

A condition is recommended which requires the applicant to adequately acoustically screen the nursery from noise associated with traffic accessing the site.

#### **7.09 Living conditions for future occupiers**

Policies relating to living conditions largely relate to residential developments. While there are no specific guidelines relating to hotel guest accommodation, issues such as overlooking and privacy are relevant and have been considered.

The detailed design of the hotel will be provided at reserved matters stage. At this outline stage, given the proposed location of the hotel, distances to boundaries and other buildings; it is considered that a hotel could be provided within Plot 5 which would protect the privacy of future hotel guests.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

### Trip generation

The application was referred to the Council's Highways Engineer who noted that the use of the site for business and office type uses and its impact on the road network design, highway capacity and public transport was considered when the Phase 3 master plan was approved in 2000, and that the development as currently proposed would generate less traffic (332 less trips) than has already been approved.

It is not considered that traffic generation from the proposed development will impact upon the adjoining highway network to a greater extent than the extant planning permissions for this site.

### Parking

The existing permission permits 1143 parking spaces. The current proposal provides 1,100 spaces, while this exceeds the Council's standards, it should be remembered that there is an extant planning permission which allows 1,143 car parking spaces.

Given the extant permission, the current parking proposals are considered acceptable (offering a reduction in parking spaces). The reduced parking provision would also represent an overall reduction in the number of trips generated from the site compared to the extant permission approved in 2000.

The Highways officer's has requested a condition in the event that this application is approved which ensures that the parking provision for each element of the proposed development is linked to it and only provided with the implementation of each element of the development.

The application was referred to TfL, who raised issues relating to:

- (i) Measures to improve the Horton Road Interchange roundabout,
- (ii) Car parking,
- (iii) Electric vehicle charging points,
- (iv) Taxis and coach parking,
- (v) Walking,
- (vi) Cycling,
- (vii) Buses,
- (viii) Travel plan
- (ix) Construction, Deliveries and Servicing.

The applicant has provided a comprehensive response to all matters raised by TfL. The response is considered to be acceptable by the Council's Highways Engineer.

It is recommended that a travel plan should be provided and be delivered via a section 106 agreement. The Highways officer also recommends that the hotel be linked to the Heathrow Hotels Hoppa bus service or an equivalent dedicated bus service from the hotel to the airport terminals.

In terms of off site highway works required as a result of this proposal, these are to be delivered by a section 278 agreement.

Providing the matters raised above are able to be delivered via legal agreements, the proposal is not considered to raise any objection in relation to Policies AM7, AM14 and AM15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **7.11 Urban design, access and security**

This is a prominently located site which forms part of the Stockley Park Business Park. It is visually exposed from the adjacent A408, Stockley Road, which borders the site to the south.

The existing Phases 1 and 2 of Stockley Park Business Park are renowned for their high quality design both in terms of architecture and landscape, and this has given Stockley Park international recognition as a leading example of Business Park design. The applicant has stated that it is an aim of the scheme to retain and develop the high quality tradition in terms of a sustainable, functional and attractive masterplan, followed by a high quality building design and landscape architecture in the forthcoming phases.

The application was referred to the Council's Urban Design advisors who advised from an urban design point of view the proposal would create a coherent network of public open spaces and a strong sense of place through site specific design.

The Council's Urban Design advisor has confirmed that the submitted scheme reflects the urban design principles established in pre-application discussions, buildings and open spaces are well integrated.

In assessing the appropriateness of the proposed building heights, it is necessary to take account of previous planning permissions and approved reserved matters applications at the site.

Planning Permission (reserved matters) 37977/APP/2001/530 dated 5 March 2001 approved a 3 storey (21m or 53.2m Above Ordinance Datum (AOD)) office building in the same location as the 3 - 4 storey office building currently proposed on Plot 1.

Planning Permission (reserved matters) 37977/APP/2001/529 dated 5 March 2001 approved a 4 storey (24.5m or 57.2m (AOD)) office building in the same location as the 3 - 4 storey office building currently proposed on Plot 2.

Planning Permission 37977/APP/2006/795 dated 30 January 2007 approved a 5 -6 storey (24.5 or 61.7m AOD) data centre in the same location to the 5 - 6 storey data centre currently proposed on Plot 3.

Planning Permission (reserved matters) 37977/APP/2001/2150 dated approved 24 September approved a 4 storey (21m or 57.4m AOD) office building in the same location as the office building currently proposed on Plot 4.

Taking account of the sites planning history, the proposed location of buildings and the undulating levels across the site. No objection is raised in relation to the height of buildings proposed on Plots 1,2, 3, 4 and 6.

A small glazed pavilion building is proposed on the northeast corner of the site. The Parameters Plan KAJL1001\_106 Rev 6\_0 notes this building would be 1 or 2 storeys in height. Given the proposed location of this structure, it is considered that a two storey building would be inappropriate, accordingly a condition is recommended to limit the height of this structure.

This application benefits from existing infrastructure and robust landscape planting scheme originating from the masterplan consented in 2000. Views of from the canal to the proposed car parking building would be comprehensively screened by landscaping. Subject to conditions to ensure landscaping is enhanced and maintained no objection is

raised in relation to the height and position of this building.

With regard to the proposed hotel (Plot 5), it is worth noting that planning permission was refused by the Council in 2007 (reference: 37977/APP/2007/2377) in part because of the proposed siting of the hotel (proposed on the northwest portion of the site) was considered inappropriate. The location of the hotel proposed in the 2007 scheme would have unacceptably compromised views from the Greenbelt and would have resulted in the loss of a particularly important portion of landscaping.

The current scheme proposes to introduce a hotel on a portion of the site which is further from the Green Belt. Taking account of minimum and maximum building foot prints, as well as the maximum amount of floor space proposed, it would not be possible for more than a very small portion of the hotel to be 8 storeys in height.

The ground levels on Plot 5 vary considerably, and it is considered that it would be possible to site a building which ranges in height between 3 and 8 storeys within Plot 5, without causing harm to the Green Belt.

It is also important to note that BAA Safe Guarding require that building heights not exceed 67.93m AOD. Taking account of ground levels across the site, it is considered that proposed buildings could be accommodated within the proposed Plots without exceeding this requirement. A condition is recommended to ensure that building heights are appropriate and that no building height exceeds 67.93m AOD.

The application was referred to the Metropolitan Police Crime Prevention Design Advisor, who noted that section of the canal which adjoins the site is relatively isolated, and as access from the canal into the site needs to be controlled and it is important that security fencing along the southern and eastern boundaries be provided.

The applicant has agreed to provide security fencing, which would be set within robust landscaping to ensure it is screened from view. A condition is recommended to ensure boundary treatment is appropriate.

In addition to fencing, the Metropolitan Police Crime Prevention Design Advisor has recommended that CCTV also be used to monitor the site, a relevant condition is recommended.

#### **7.12 Disabled access**

The Council's Access officer has raised a general concern that the lack of information that accompanies outline applications, in that the limited level of details prevents the detailed assessment of the access arrangements.

It should be noted that the application is in outline form and the detailed design of buildings would be the subject of further assessment at the reserved matters stage.

A series of conditions are recommended to ensure that the detailed design of buildings adequately provides for all persons, including those with disabilities, and that these details be submitted to and approved in writing by the Council before any phase of development begins.

#### **7.13 Provision of affordable & special needs housing**

There is no requirement for this type of development to contribute towards the borough's affordable or special housing needs.

#### **7.14 Trees, landscaping and Ecology**

The site contains a number of semi-mature trees and shrubs, which were planted in accordance with the previous approved Phase 3 masterplan (approved in 2000). The intention in 2000 was to establish and maintain the landscape infrastructure, where possible, in advance of the (then) proposed office developments in order to provide a high quality, maturing landscape to complement the new development.

The formal grove, planted in the form of closed avenues of 12 (+) metre high Pin Oaks, in the north-east corner of the site provided mass planting and visually screened the site from the north-east and was designed to permit filtered views of the buildings beyond. Elsewhere on the site, tree planting of site boundaries and roadside planting is also well established.

Visual and physical links are to be created throughout the site and, in particular, from the north-east corner. Views are directed along the main site axis, which directs the viewer through a series of spaces incorporating hard and soft landscape and water features.

The existing ridge of establishing woodland along the west boundary was planted in the 1990's and is to be retained and enhanced, providing community access to this landscaped area and a connection to the country park to the north'.

The canalside buffer is an existing area of mature planting sloping down to the canal towpath. This landscaped strip will be retained and enhanced for its ecological value. The boundary is to provide a secure edge to the business park with discrete fencing set within the vegetation (screened from view). Two significant spaces will be opened up at the east and west end of this boundary - improving the visual permeability between the site and the canal and encouraging access by pedestrian and cyclists.

The application was referred to the Council's Landscape advisor who noted that the layout and design concept for the site revolves around the creation of an effective and high quality landscape setting which will provide a rich variety of experiences for visitors and regular users of the site, and would accord with Policy BE38.

Subject to the imposition of conditions to ensure that landscaping works are adequate and undertaken as the development occurs, no objection is raised.

#### **7.15 Sustainable waste management**

As the application is for commercial development, the building occupiers ultimately have discretion over which waste management methods are used. No details of refuse facilities have been provided at this stage.

Conditions are recommended to ensure these details are provided at the reserved matters stage should approval be granted. The application as referred to the Council's Waste Strategy Team have raised no objection to the proposal.

#### **7.16 Renewable energy / Sustainability**

Chapter 4A of the London Plan (February 2008) relates to measures to manage climate change. London Plan policy 4A.7 requires that developments achieve a reduction in carbon dioxide (CO<sub>2</sub>) emissions of 20 percent from onsite renewable energy generation where this is feasible.

The applicant has advised that the current scheme would be constructed in three phases. The Data Centre (plot 3) being built in phase 3, and all other buildings in phases a 1 and 2.



## PHASES 1 AND 2.

The applicant's Energy Strategy demonstrates how the proposed scheme would conserve energy and achieve a 28 percent CO2 reduction in phases 1 and 2. This would be achieved through the use of gas fired combined heating and power (CHP) and a biomass boiler. The percentage carbon reduction from the biomass boiler (renewable energy) would equate to 20 percent in line with requirements set out in the London Plan.

## PHASE 3 DATA CENTRE

The proposed data centre would require a considerable amount of energy, such that on site renewable energy technology is not considered feasible.

The applicant's energy strategy sets out the measures which would be taken to ensure that the design data centre reduces as far as possible energy need (lean measures). Additionally, the energy strategy sets out a number of site wide energy efficiency measures, including:

- (i) using waste heat from the data centre to supply space heating and hot water requirements in other buildings within the site,
- (ii) using the canal to provide part of the centres cooling requirements

The energy statement sets out the numerous options which have been investigated to achieve CO2 reductions from renewable sources on site, however in each case these were found to be unviable.

By way of illustration, to provide sufficient energy for the data centre, 9 x 2MW wind turbines would be required. This sort of wind turbine can be equipped with various towers, none of which have a height of less than 75m. Wind turbines of this scale are not considered appropriate given the proximity to Heathrow airport and the Greenbelt location.

In this case it is not considered feasible to achieve a reduction in CO2 emissions of 20 percent from onsite renewable energy generation for the data centre.

### **7.17 Flooding or Drainage Issues**

The site is not located in an area at risk of flooding.

### **7.18 Noise or Air Quality Issues**

The proposed development is within an Air Quality Management Area in a recognised area of exceedance of the limit of the national annual mean nitrogen dioxide objective.

The application was referred to the Council's Environmental Protection Unit who confirmed the air quality impact assessment provided by the applicant was robust and that air quality issues should be addressed through appropriate design responses at the reserved matters stage.

The adoption of Travel Plans at the reserved matters stage would also assist in reducing the need for cars to and from this site.

The Council's Environmental Protection Unit raised no objection to the proposal on air quality grounds, subject to a contribution of £25,000 towards an air quality monitoring regime in this area of the borough.

### **7.19 Comments on Public Consultations**

No submissions were received from local residents in relation to the scheme. A response

was received from the Hayes Town Partnership, and this is considered below:

#### HAYES TOWN PARTNERSHIP

A submission was received from the Hayes Town Partnership, which in summary made the following requests:

- (i) Request scheme should be redesigned such that there is greater interaction between the site and canal water front
- (ii) Request kayaking and canoeing be incorporated into a revised scheme
- (iii) Request applicant investigate using the canal in cooling of buildings.
- (iii) Request the applicant provide monetary contributions to help cover the cost of:
  - (a) The Bulls Bridge to West Drayton water space strategy
  - (b) A cycle track between West Drayton and Hayes stations
  - (c) Employment and training of local persons

#### Planning Comment:

The Applicant has revised the scheme to reduce car parking within the vicinity of the Hotel. This has enabled a greater area of open space to be created between the canal and hotel. Matters raised in relation to the use of the canal in conjunction to cooling of buildings has been taken into account by the applicant's energy consultant and will form part of the issues and options considered in the energy strategy.

Planning obligations can only be required where they pass the Secretary of States tests set out in Circular 05/05. As such all requests for planning obligations have been carefully considered and pursued where appropriate.

The applicant has agreed to make a monetary contribution of £15,000 towards the development and implementation of the Water Space Strategy. The applicant has also agreed to make significant contributions towards enhancements to the tow path (£200,000), and training of local persons.

#### TRANSPORT FOR LONDON (TfL)

##### Issue 1. Trip generation and highways issues

TfL recommends that work is done to improve capacity at the Horton Road junction potentially through changes to junction geometry at the Stockley Road (north) arm of the roundabout.

##### Council Highway Engineer response:

Off site highways works (including works to the Horton Road interchange) are required to be completed by the applicant and would be secured through a S10-6 agreement.

##### Issue 2: Car Parking

TfL considers that the proposed provision is excessive.

##### Council Highway Engineer response:

The number and ratio of parking spaces per sqm of development is lower in this application compared to that approved by the Council in 2000. The applicant has further reduced car parking by 40 spaces to accord with the TfL request.

Given the measures proposed in the Travel Plan, as well as the proposed contributions (secured by way of a legal agreement), it is considered that parking provision is

acceptable.

Providing proposed offsite highways works are carried out traffic impacts from the development will be acceptable. Given the PTAL at this site, no objection is raised to the level of car parking proposed.

#### Issue 3: Electric vehicles

3 percent of car parking spaces are to be provided with electric vehicle charging points. Demand and usage are to be monitored through the Travel Plan as secured through the s106 agreement or planning condition.

#### Council Highway Engineer response:

A condition is recommended to ensure 3% of total parking spaces are equipped for charging of electric vehicles.

#### Issue 4: Taxis and coaches

TfL recommends that provision is made for a taxi rank within the hotel plot and close to the drop off area. Provision for coach parking and drop-off is satisfactory.

#### Council Highway Engineer response:

The majority of taxi usage will be prebooked rather than hailed (reflecting the isolated nature of the site). This reduces the need for a taxi rank. Drop off and pick facilities are proposed in front of each building (twenty in total).

Only 3.4% of journeys would be by taxi. Proposed Drop off and pick facilities are considered sufficient.

#### Issue 5: Walking

Generally the proposals significantly improve accessibility for pedestrians and cyclists to and through the area, and are therefore supported by TfL.

TfL welcomes the fact that the applicant will investigate the potential for providing zebra crossings at Horton Interchange, and the Applicant's confirmation that footways alongside roads within the site will be a minimum of 2m wide. TfL requests that this investigation is undertaken at the earliest opportunity and that TfL is consulted.

TfL welcomes the applicant's commitment to contribute to upgrading the canal towpath (the London LOOP), the figures below set out deficiencies and the cost of upgrades (total cost £1,225).

#### Council Highway Engineer response:

The applicant will investigate the potential to provide zebra crossings in replacement of the uncontrolled crossings at the Horton Road interchange.

The uncontrolled crossing is considered adequate given the relatively low levels of pedestrian and vehicular traffic.

The canal side upgrade will be secured via a S106/S278 legal agreement.

#### Issue 6: Cycling

TfL welcomes the fact that the applicant will undertake a review of the potential for improving cycle facilities at Horton Interchange. TfL requests that this is undertaken at the

earliest opportunity and that proposed improvements are discussed with TfL.

Council Highway Engineer response:

Investigation and any required works are to be secured by way of S106/S278 legal agreement. These would form part of other works to Horton Road Interchange.

Issue 7: Buses

TfL requests a contribution of £90,000 per annum for three years (total £270,000) towards TfL local bus service improvements to be secured through the s106 agreement.

TfL would also ask that the developer assess existing bus stops within walking distance (or 400m) of the site against TfL bus stop accessibility guidance in order to determine if a financial contribution towards upgrades will be required. A standard £10k capped contribution is usually sufficient to bring stops up to TfL standards

Council Highway Engineer response:

To be secured in a legal agreement.

Issue 8: Travel plan

TfL is satisfied with the information submitted relating to travel plans. The monitoring and funding of the travel plan should be secured through a S106 agreement.

Council Highway Engineer response:

To be secured in a legal agreement.

Issue 9. Construction, Deliveries and Servicing

TfL recommends the submission of a Construction Logistics Plan (CLP) and Delivery and Servicing Plan in order to minimise the impact of vehicles on the road network.

Council Highway Engineer response:

Relevant conditions are recommended.

Issue 10. Traffic Management Act

Should this application be granted planning permission, the developer and their representatives are reminded that this does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval may be needed for both the permanent highway scheme and any temporary highway works required during the construction phase of the development.

Council Highway Engineer response:

Relevant conditions and informatives are recommended.

THE GREATER LONDON AUTHORITY

The GLA Stage 1 report indicated that the application did not comply with the London Plan, the following changes may remedy this:

(i) Satisfactorily demonstrate that the internal layout of buildings would incorporate inclusive design and access, and that a minimum of 45 Hotel rooms would be wheel chair accessible.

Planning comment:

Relevant details were submitted by the Applicant and relevant conditions are

recommended to address disabled access matters.

(ii) Confirmation of the proposed approach to climate change mitigation and adaptation, including benchmarks, district heating, CHP sizing and the renewable energy approach. The agreed approach should be secured by appropriate conditions or a S106 legal agreement.

Planning comment:

Relevant conditions are recommended.

(iii) Satisfactorily address the transport and parking matters raised by TfL and securing these by way of S106 legal agreement.

Planning comment:

As has been discussed above, the Applicant has provided a comprehensive response to matters raised by TfL which is considered acceptable.

## **7.20 Planning obligations**

Policies H11 and R17 of the UDP are concerned with securing planning obligations to off set the impacts of development. These UDP policies are supported by a more specific Supplementary Planning Document adopted July 2008.

There are several existing s106 agreements relating to the site and it is proposed to include all outstanding obligations into a new deed to make interpretation and understanding of the required planning obligations easier.

The terms of the S106 legal agreements resulting from previous planning permissions primarily related mainly to landscaping (and transfer to the Council's ownership) of various parcels of land (off the site).

The applicant has demonstrated that a number of the required landscaping and highways works have been completed. Additionally, many of the financial contributions have also been paid. It is appropriate that the current heads of terms reflect outstanding obligations and new requirements, but not those which have already been met

The proposed heads of terms are set out below:

1. Landscaping works /public realm improvements;
2. Construction and employment training;
3. Canal and canal side works;
- 4) Air quality monitoring and management contribution;
5. Pay financial contributions and undertake certain works to improve Public transport
6. Undertake a variety of off site highways works near the site and at the Horton Road interchange.
8. Project management and monitoring fee.
9. 10 year travel plan.

Provisional agreement has been reached with the applicant in respect of the above proposed heads of terms with the details of the s106 document being progressed through our legal team.

## **7.21 Expediency of enforcement action**

Not applicable.

## **7.22 Other Issues**

### **Contamination**

The application was referred to the Council's EPU, who advised that further contaminated land investigation and monitoring work would be recommended. This work should include further trial pits and the use of existing monitoring wells to gather more results on soil, gas and groundwater contamination.

Relevant conditions are recommended to ensure contamination concerns are adequately dealt with.

## **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

## **9. Observations of the Director of Finance**

'The report indicates that the costs of the development will be fully met by the developer, and the developer will make a Section 106 contribution to the Council towards associated public facilities. The developer will also meet the reasonable costs of the Council in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed. Consequently, there are no financial implications for this Planning Committee or the Council.

## **10. CONCLUSION**

This application seeks outline planning permission for a mixed use development comprising a total floor area of 72,635m<sup>2</sup> on land identified as Phase 3 of Stockley Park, West Drayton. Details of access are under consideration with details of appearance,

layout, scale and landscaping reserved for future consideration. Indicative details for layout, scale and landscaping have been provided.

The site is partially located within the Greenbelt, in this case it is considered that very special circumstances exist to justify the proposed development in the Greenbelt.

While the proposed site layout has evolved from previous permissions issued for the redevelopment of the site, plots are proposed to be located in roughly in the same layout and locations, large areas of the site are to be dedicated to landscaping.

There is no objection in principle to the introduction of hotel use within that part of the site designated as an Industrial and Business Area (IBA), nor is there any in objection to the siting, size, bulk and height of the proposed buildings.

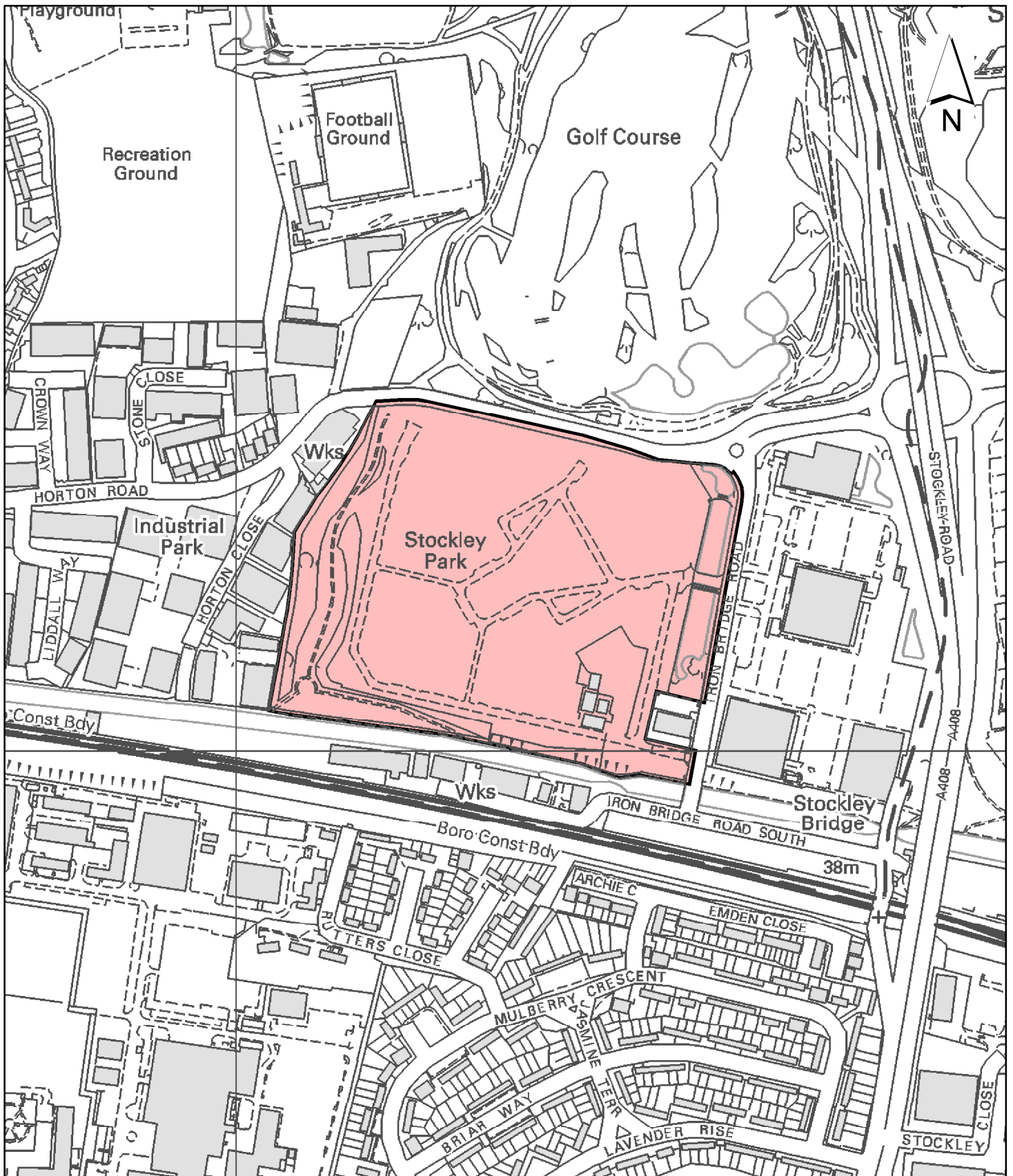
The proposed development is considered to deliver a high quality scheme which would be in keeping with the character and appearance of the existing Phases 1 and 2 of Stockley Park. The appearance of the scheme is considered acceptable. The proposed is considered to comply with relevant London Plan and UDP policies and, accordingly, approval is recommended.

## **11. Reference Documents**


Hillingdon Unitary Development Plan Saved Policies September 2007  
London Plan (Consolidated with Alterations Since 2004)  
Planning Policy Statement 1: Delivering Sustainable Development  
Planning Policy Guidance 2: Green Belts  
Planning Policy Statement 4: Planning for Sustainable Economic Growth  
Planning Policy Guidance 13: Transport  
Planning Policy Guidance 21: Tourism  
Planning Policy Statement 22: Renewable Energy  
Planning Policy Guidance 24: Planning & Noise  
Planning Policy Statement 25: Development and Flood Risk  
Council's Parking Standards  
Council's Supplementary Planning Guidance - Noise  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Guidance - Planning Obligations  
Council's Supplementary Planning Document - Accessible Hillingdon

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**Notes**

 Site boundary

For identification purposes only.

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Site Address	
<b>Stockley Park Phase 3 Iron Bridge Road West Drayton</b>	
Planning Application Ref:	Scale
<b>37977/APP/2009/2079</b>	<b>1:5,000</b>
Planning Committee	Date
<b>Central and South</b>	<b>November 2009</b>

**LONDON BOROUGH OF HILLINGDON**

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