

## Report of the Head of Planning, Sport and Green Spaces

**Address** BUILDING B5,4 ROUNDWOOD AVENUE STOCKLEY PARK

**Development:** Extensions, refurbishment, and alterations, including re-cladding, to existing office building, together with associated works, including landscaping and alterations to car parking.

**LBH Ref Nos:** 37205/APP/2014/3056

**Drawing Nos:** 066267-L001-Landscape Statemen  
066267-L002-Planning Policy Research  
066267-L201 Masterplan- Rev A nn  
066267-L202 Tree Protection Plan Rev A  
066267-L505-Typical Planting Palette email  
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Covering Letter  
Rec Works  
Survey Schedule  
cil\_questions

**Date Plans Received:** 26/08/2014

**Date(s) of Amendment(s):**

**Date Application Valid:** 25/09/2014

### 1. SUMMARY

The application seeks planning permission for the refurbishment, alteration and extension of the three storey office building (Use Class B1) including associated parking and

landscaping in Stockley Park Business Park.

It is considered that the proposed development of office accommodation is acceptable in principle in the Business Park location. It is appropriately designed within the context of the area and adjacent green belt and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds. The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended subject to the completion of a S106 Legal Agreement.

**2. RECOMMENDATION**

**1. That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to:**

**A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:**

**i) Travel Plan: the Stockley Business Park Travel Plan shall be revised prior to the occupation of the development; the developer shall sign up to the Travel Plan and submit it for approval prior to occupation of the site. This shall include a £20,000 Bond.**

**B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements 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 and conditions of approval.**

**D) If the Legal Agreements have not been finalised by 31st December 2014, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:**

**'The applicant has failed to enter into a Travel Plan. The proposal therefore conflicts with Policy AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPG.'**

**E) That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to 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 subject to changes negotiated by the Head of Planning, Green Spaces and Culture prior to issuing the decision:**

**1            COM3            Time Limit**

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

REASON

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

**2 COM4 Accordance with Approved Plans**

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

066267-L201 Masterplan- Rev A nm  
066267-L202 Tree Protection Plan Rev A  
066267-L505-Typical Planting Palette email  
066267\_050\_000\_ESP  
066267\_050\_00\_EP  
066267\_050\_01\_EP  
066267\_050\_02\_EP  
066267\_050\_03\_EP  
066267\_050\_05\_EE  
066267\_050\_06\_EE  
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066267\_051\_000\_PSP  
066267\_051\_00\_PP  
066267\_051\_01\_PP  
066267\_051\_02\_PP  
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066267\_051\_06\_PE  
066267\_051\_11\_PS  
066267\_051\_15\_PD  
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066267\_051\_17\_PD  
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13573-TOPO-2  
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and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

**3 COM7 Materials (Submission)**

The proposed cladding and external surfaces shall not be installed/implemented until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**4 COM8 Tree Protection**

The development shall be carried out in accordance with the tree protection plan (ref: 066267-L202 Rev A) unless otherwise agreed in writing with the local planning authority.

**REASON**

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**5 COM9 Landscaping (car parking & refuse/cycle storage)**

The development shall not be occupied until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage - covered and secured
  - 2.b Cycle Storage - covered and secured
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as play equipment and furniture)
  
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
4. Schedule for Implementation
  
5. Other
  - 5.a Existing and proposed functional services above and below ground
  - 5.b Proposed finishing levels or contours

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

**REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies

5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011)

**6 COM10 Tree to be retained**

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

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

**REASON**

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

**7 COM15 Sustainable Water Management**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall proceed in accordance with the approved scheme.

**REASON**

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London

Plan (July 2011) Policy 5.12.

**8 COM5 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

BREAAM Planning Pre-Assessment Report - Issue 1 August 2014

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

**REASON**

To ensure that the development complies with the objectives of Policy 5.7 of the London Plan July 2011.

**9 DIS2 Access to Buildings for People with Disabilities**

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

**REASON**

To ensure that people with disabilities have adequate access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2

**10 COM31 Secured by Design**

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

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to 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 London Plan (July 2011) Policies 7.1 and 7.3.

**INFORMATIVES**

**1 I1 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.

**2 I14C Compliance with Building Regulations Access to and use of**

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice.  
AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

### **3            115            Control of Environmental Nuisance from Construction Work**

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

- A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
- B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
- C. Dust emissions shall be controlled in compliance with the Mayor of London's Best

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

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

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

#### **4 149 Secured by Design**

The Council has identified the specific security need(s) of the application site to be: (State specific security need(s)).

You are advised to submit details to overcome the specified security need(s) in order to comply with condition X of this planning permission.

(Please Note: This Informative must accompany Condition OM14).

#### **5 152 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).

#### **6 153 Compulsory Informative (2)**

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) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

|          |   |
|----------|---|
| LPP 2.17 | (2011) Strategic Industrial Locations   |
| AM7      | Consideration of traffic generated by proposed developments.  |
| BE13     | New development must harmonise with the existing street scene.  |
| BE18     | Design considerations - pedestrian security and safety  |
| BE38     | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| LE1      | Proposals for industry, warehousing and business development  |
| LE2      | Development in designated Industrial and Business Areas   |
| NPPF     | National Planning Policy Framework  |
| LPP 4.4  | (2011) Managing Industrial Land & Premises  |
| LPP 5.12 | (2011) Flood risk management  |
| LPP 5.13 | (2011) Sustainable drainage   |
| LPP 5.14 | (2011) Water quality and wastewater infrastructure  |
| LPP 5.18 | (2011) Construction, excavation and demolition waste  |
| LPP 5.2  | (2011) Minimising Carbon Dioxide Emissions  |
| LPP 5.21 | (2011) Contaminated land  |
| LPP 5.3  | (2011) Sustainable design and construction  |
| LPP 5.7  | (2011) Renewable energy   |



|          |   |
|----------|---|
| LPP 6.13 | (2011) Parking                                  |
| LPP 6.9  | (2011) Cycling                                  |
| LPP 7.14 | (2011) Improving air quality                    |
| LPP 7.15 | (2011) Reducing noise and enhancing soundscapes |
| LPP 7.4  | (2011) Local character                          |
| LPP 7.6  | (2011) Architecture                             |
| LPP 8.2  | (2011) Planning obligations                     |
| LPP 8.3  | (2011) Community infrastructure levy            |

## **7 158 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 contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

## **8 160 Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for 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' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

### **3. CONSIDERATIONS**

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

The site is located within the original phase of the Stockley Business Park on the eastern side of Roundwood Avenue. Stockley Pines Golf Club is located immediately adjacent to the east.

The site currently contains a three storey office building constructed in approximately 1989. The building was designed by Peter Foggo Associates is square in form but features a large imposing four storey entrance structure. The car parking area to the front of the building is landscaped with trees and hedges.

The surrounding area of the business park features a number of large office and headquarters buildings with landscaped grounds both within and surrounding the site.

#### **3.2 Proposed Scheme**

The application seeks planning permission for the refurbishment, alteration and extension of the three storey office building (Use Class B1) including associated parking and landscaping in Stockley Park Business Park.

The proposal will involve the substantial refurbishment of the existing building with an



## UDP / LDF Designation and London Plan

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

### Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

### Part 2 Policies:

- LPP 2.17 (2011) Strategic Industrial Locations
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- NPPF National Planning Policy Framework
- LPP 4.4 (2011) Managing Industrial Land & Premises
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.14 (2011) Water quality and wastewater infrastructure
- LPP 5.18 (2011) Construction, excavation and demolition waste
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2011) Contaminated land
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.7 (2011) Renewable energy
- LPP 6.13 (2011) Parking
- LPP 6.9 (2011) Cycling
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.4 (2011) Local character
- LPP 7.6 (2011) Architecture
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **27th October 2014**

5.2 Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 29 owner/occupiers on 2nd October 2014. The application was also advertised by way of site and press notices. No letters of objection have been received.

#### **GREATER LONDON AUTHORITY**

I have assessed the details of the application with proposes to extend, refurbish and alter the office building at the above stated site, and have concluded that while it does not raise any substantive strategic planning concerns, the observations and recommendations provided below from Transport for London should be considered by the Borough in assessing this case:

- TfL welcomes the proposal does not increase car parking provision, which is 412 spaces as current. Though, it does note that only five parking bays will be equipped with electric vehicle charging points (EVCP), along with a further five with passive provision. TfL recommends that EVCP provision should be increased to achieve the London Plan standards of 20% with a further 10% passive provision. It also recommends that the proportion of disabled parking bays should be further increased to 10% in line with Hillingdon's UDP standards.
- TfL welcomes the proposed provision of 60 cycle parking spaces; these facilities should be covered and secured; and shower and changing facilities should also be provided to facilitate employees commuting by bikes.
- TfL welcomes that the existing travel plan for Stockley Park will be updated to include the proposed development.
- TfL recommends that a construction logistics plan (CLP) and delivery & servicing plan (DSP) should be produced and implemented to rationalise activities, and these should be secured by Hillingdon Council by conditions.
- In accordance with London Plan Policy 8.3 the Mayoral Community Infrastructure Levy (CIL) came into effect on 1 April 2012. All new developments that create 100sqm or more additional floor-space are liable to pay the Mayoral CIL. The levy is charged at £35 per square metre of additional floor space in the London Borough of Hillingdon.

Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Corporation may therefore proceed to determine it without further reference to the GLA.

#### **ENVIRONMENT AGENCY**

Thank you for consulting us on the above application. We will not be providing specific advice on controlled waters for this site as it does not appear that the proposed extensions are directly above the historic landfill. It is recommended that the requirements of the National Planning Policy Framework are still followed.

In order to protect groundwater quality from further deterioration:

- No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution.
- Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

## HEATHROW AIRPORT LIMITED

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observation: Landscaping The development is close to the airport and the landscaping which is includes may attract birds which in turn may create an unacceptable increase in bird strike hazard. Any such landscaping should, therefore, be carefully design to minimise its attraction to hazard species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/operation&safety/safeguarding.htm>)

### Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for 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'

### Internal Consultees

ENVIRONMENTAL PROTECTION UNIT:

No objection

FLOODWATER MANAGEMENT OFFICER:

No objections subject to Sustainable Urban Drainage condition

SECTION 106 OFFICER

i) Travel Plan: the Stockely Business Park Travel Plan shall be revised prior to the occupation of the development; the developer shall sign up to the Travel Plan and submit it for approval prior to occupation of the site. This shall include a £20,000 Bond.

ACCESS OFFICER:

No objection raised.

HIGHWAYS:

The proposal is for the refurbishment of the existing 12,457 sq m GIA office development and the construction of 2687 sq m GIA net additional B1 office.

The two way additional vehicular trip generation predictions based on TRAVL outputs are 29 during the AM peak hour and 31 during the PM peak. This level of additional trips during the peak hours is not considered to have a significant impact on the peak hour highway network flows.

The existing 412 car parking spaces are being retained and no additional spaces are to be provided. An additional floor area of 2687 sq m would warrant a maximum of 27 additional car parking spaces in accordance with current LBH standards. Similarly under current standards the existing floor area would attract a maximum of 125 spaces. As there is currently an over provision no additional spaces are required.

The additional floor area would require 3 additional disabled bays. There are currently 5 and 3 standard bays would be converted to provide the additional 3 disabled bays. There is currently no dedicated parking for motor cycles and 10 new ones are being provided. Our standards require 1 motor cycle parking for every 20 car spaces. The additional floor area would require no more than 2 motor cycle spaces. LBH standards require a minimum of 54 cycle spaces for the additional floor area. 60 are being proposed.

Subject to the development signing up to a reviewed Stockley Park Travel Plan, under a Section 106, and with satisfactory measures that ensure compliance with the reviewed travel plan, no objections are raised on highway grounds.

#### TREES AND LANDSCAPE:

If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

No objection, subject to conditions COM7 (external works), COM8, COM9 (parts 1,2,4,5, and 6) and COM10.

#### WASTE STRATEGY:

Waste containment is shown and is acceptable.

### **7. MAIN PLANNING ISSUES**

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

The application site is located within the Stockley Park business park which is designated as an Industrial and Business Area (IBA) in the UDP and includes a number of office buildings. The proposals includes the substantial refurbishment of the existing building together with extension, external cladding and landscaping.

Policy BE2 of the UDP states that IBAs are designated for business, industrial and warehousing purposes (Use Classes B1-B8). The proposed development will retain the site and refurbished building within the B1 use class and is therefore considered acceptable in principle subject to the assessment against other development plan policies.

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

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area, and there are no Listed Buildings on the site. As such, it is considered that the scheme would not impact in the heritage of the borough.

#### **7.04 Airport safeguarding**

BAA and Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective. As such, it is considered that the proposal would not impact on the safe operation of any airport.

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

The application site and Stockley Park is surrounded by land designated as green belt with part of the Stockley Pines golf course immediately adjacent to the east.

Policy EM2 of the Local Plan states that any proposals for development in Green Belt will be

assessed against national and London Plan policies. Policy OL5 of the UDP states that proposals for development adjacent to the green belt will only be permitted when they would not injure the visual amenities of the green belt by reason of siting, materials, design, traffic or activities generated.

Policy 7.16 of the London Plan indicates that the strongest protection should be given to London's Green Belt in accordance with national guidance which is now set out in Chapter 9 of the NPPF.

While the application site is located outside of the designated green belt, development has the potential to impact on the openness characteristic of the green belt. The existing site is currently occupied by a large three storey office building. The proposed development will include the removal of the facade of the existing building, refurbishment and the construction of an extension to the front of the building. The overall scale of the proposed development in relation to adjoining and nearby green belt land is not considered to impact on the overall openness of the area and therefore considered acceptable with regards to Policy EM2 of the Local Plan, Policy OL5 of the UDP, Policy 7.16 of the London Plan and the NPPF.

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

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals.

Several design related policies have been saved within the UDP. Policy BE13 seeks for the layout and appearance of the development to harmonise with the existing street scene and features of an area. The design should take account of the need to ensure that windows overlook pedestrian spaces to enhance pedestrian safety (Policy BE18). In addition, Saved Policy OE1 prohibits proposals that are to the detriment of the character and appearance of the surrounding properties or area.

The proposed development involves the refurbishment and extension of the existing building to provide a modern contemporary office building with central glazed atrium and entrance area. The proposed materials include a combination of clear glazing and curtain walling of bronze flat metal cladding panels for the main facade areas with layered passive shading elements.

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

Owing to the location within the Stockley Business Park, there are no residential properties adjacent or near to the site and therefore the proposed development is not considered to cause harm to any residential amenities.

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

Policies relating to living conditions relate to residential developments. As such, this is not relevant to the application.

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

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport

grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Policy AM7 of the UDP which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

The proposal is for the refurbishment of the existing 12,457 sq m GIA office development and the construction of 2687 sq m GIA net additional B1 office. The submitted Transport Statement indicates that the two way additional vehicular trip generation predictions based on TRAVL outputs are 29 during the AM peak hour and 31 during the PM peak. This level of additional trips during the peak hours is not considered to have a significant impact on the peak hour highway network flows.

The existing 412 car parking spaces are being retained and no additional spaces are to be provided. An additional floor area of 2687 sq m would warrant a maximum of 27 additional car parking spaces in accordance with current LBH standards. Similarly under current standards the existing floor area would attract a maximum of 125 spaces. As there is currently an over provision no additional spaces are required.

The additional floor area would require 3 additional disabled bays. There are currently 5 and 3 standard bays would be converted to provide the additional 3 disabled bays. There is currently no dedicated parking for motor cycles and 10 new ones are being provided. Hillingdon standards require 1 motor cycle parking for every 20 car spaces. The additional floor area would require no more than 2 motor cycle spaces. Hillingdon standards require a minimum of 54 cycle spaces for the additional floor area and 60 are proposed. The level of parking provision is therefore considered acceptable.

In order to ensure sustainable transport measures are encouraged, the developer has agreed to sign up to a reviewed Stockley Park Travel Plan, under a Section 106 agreement

TfL have made recommendations on revisions to the proposed development which include the increasing of disabled parking bays and electric vehicle charging points (EVCP). The applicant has provided details in their transport statement that given the existing level of parking on site, the provision of disabled bays and is based on the number of parking spaces required by the net additional floorspace of the proposed development. This is considered acceptable in this regard.

TfL also recommend cycle use facilities such as showers and lockers. The applicant has shown that these are provided within the building.

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

It is considered that there are no urban design or security issues arising from the proposal. Access is considered in other sections of the report.

#### **7.12 Disabled access**



Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that developments of this type incorporate inclusive design, as do Policies 7.1 and 7.2 of the London Plan. Further detailed guidance is provided within the Accessible Hillingdon SPD.

The proposed office will be consistent with the London Plan and HDAS Accessibility policy standards including the provision of level access, lifts and disabled toilets and changing facilities on all floors.

It is considered that the proposal would provide an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

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

No residential units are proposed as part of this application. As such, this is not relevant to the application.

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

The existing site contains a number of trees and soft landscaping elements. The applicant has submitted an arboricultural report together with landscaping proposals. A number of trees are to be retained but in order to ensure further soft landscaping measures are implemented a condition shall be attached requiring further details. The council's landscape officer raises no objection to the proposal subject to conditions.

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

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site.

A refuse and recycling storage area is proposed to the north of the building with suitable access for refuse vehicles. The level of waste and recycling store provision, its location and means of collection by refuse vehicles is considered to comply with the Council's requirements. The council's waste officer has been consulted and raises no objection on waste grounds. The scheme is therefore considered satisfactory and complies with the standards set out in London Plan policies 5.16 and 5.17.

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

Policy 5.7 of the London Plan and the London Sustainable Design and Construction SPG advises that boroughs should ensure that developments will achieve a reduction in carbon dioxide emissions of 35% above 2013 Building Regulations unless it can be demonstrated that such provision is not feasible. Policy 5.4 of the London Plan requires submission of an assessment of the energy demand and carbon dioxide emissions from proposed major developments, which should demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development. The application has been supported by an Energy Statement which demonstrates that the proposed development will meet the target of 40% and this will be conditioned to ensure compliance.

Subject to conditions to secure the installation of measures in accordance with the London Plan requirements the scheme complies with London Plan Policies 5.3, 5.4 and 5.7.

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

The site falls within flood zone 1 however as the site area is in excess of 1 hectare a flood risk assessment is required to ensure that the proposed development is not at significant

flood risk and does not lead to increased risk of flooding elsewhere.

London Plan policies 5.12 and 5.13 require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water run-off is controlled to ensure the development does not increase the risk of flooding. The scheme would utilise the existing drainage system on site while the wider Stockley Park Business Park includes a number ponds providing sustainable urban drainage. The proposed development will also not increase the level of impermeable hard standing on site.

The proposal is considered to comply with the intentions of the Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan policies 5.12 and 5.13.

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

The Council's Environmental Protection Unit has been consulted on the application and raises no objection on noise or air quality subject to appropriate conditions and planning obligations in respect of air quality monitoring.

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

The objections raised during the public consultation are addressed in the report above.

#### **7.20 Planning obligations**

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

1. Travel Plan: the Stockley Business Park Travel Plan shall be revised prior to the occupation of the development; the developer shall sign up to the Travel Plan and submit it for approval prior to occupation of the site. This shall include a £20,000 Bond.

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £94,045.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £94,045.

#### **7.22 Other Issues**

None

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

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional

and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

#### Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

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

None

### **10. CONCLUSION**

The proposed refurbishment and extension of the existing office building in Stockley Park is considered acceptable in principle.

The general size, height and massing of the proposed building is considered acceptable being similar the height and scale of the existing building. It is not considered that the development would have any detrimental impact on the street scene or upon the setting of the adjacent Green Belt land.

Given the existing large amount of parking on site, the modest increase in trips to and from the site from the proposed development are not considered to lead to further impacts on the local highway network while the development will also lead to an increase in the number of disabled parking pays together with sustainable measures including cycle storage, facilities and electric vehicle charging points.

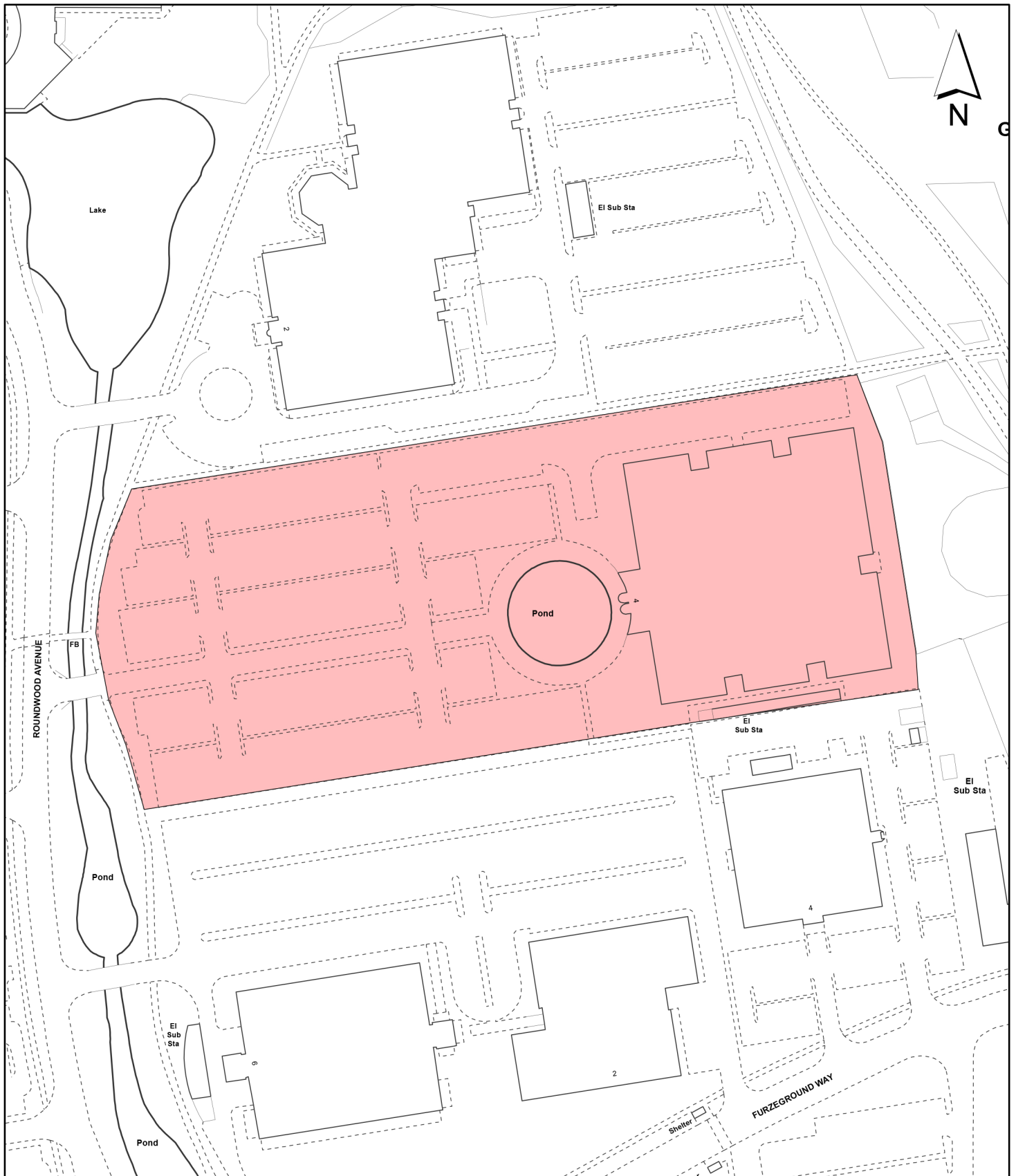
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

## **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (July 2011)  
Revised Early Minor Alterations to the London Plan (October 2013)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Residential Layouts  
Hillingdon Supplementary Planning Document - Residential Extensions  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations July 2014  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

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**Notes**

 Site boundary

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Site Address

**Building B5  
 4 Roundwood Avenue  
 Stockley Park**

**LONDON BOROUGH  
 OF HILLINGDON**

**Residents Services  
 Planning Section**

Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:

**37205/APP/2014/3056**

Scale

**1:1,500**

Planning Committee

**Major**

Date

**December 2014**



**HILLINGDON**  
 LONDON