

Report of the Head of Planning, Sport and Green Spaces

Address PHASE 3 STOCKLEY PARK STOCKLEY ROAD WEST DRAYTON
MIDDLESEX

Development: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination

LBH Ref Nos: 37977/APP/2015/1004

Drawing Nos: 081A
02A
03C
11B
12B
13A
14A
22A
6377-ATR-003
6377-SK-003B
27122/PL/100
056B
Michael Sparks ref. 27122 March 2015
057
058
063
064
070
071
080A

Date Plans Received: 17/03/2015

Date(s) of Amendment(s):

Date Application Valid: 18/03/2015

1. SUMMARY

This application seeks permission to develop the site known as Phase 3 of Stockley Park. The total area of the site is approximately 12Ha and it comprises the final phase of a major reclamation and regeneration project which was conceived in the 1980s with Phase 1 beginning in 1985. The scheme has resulted in a high quality landmark business and industrial development with national recognition.

The current application was submitted in the form of a hybrid application and, in total, the development seeks to provide a maximum gross floorspace of 45,000sqm of light industrial

uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) with ancillary offices and servicing, parking, access roads and open space.

The hybrid planning application bisected the site in two halves and it seeks permission for the site in two parts; with full details being provided for Phase One and outline details submitted for Phase Two.

Phase One is located on the eastern half of the site, and it proposes 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure.

Additionally, the application seeks outline permission for Phase Two, which is located on the western portion of the site, as to provide up to 26,100sqm of floorspace with details of access under consideration and with details of appearance, layout, scale and landscaping reserved for future consideration. Indicative details of layouts, scale and landscaping have been provided in support of the outline element of the proposals.

The current proposed layout retains large areas of the site dedicated to landscaping and open public access with significant enhancements being proposed, inter alia, along the Grand Union Canal frontage. These works include re-profiling the bank besides the canal towpath whilst providing evenly spaced focal nodes throughout a coherent and distinctive landscaping scheme that privileges shared pedestrian and cycle connectivity. The proposals for the amenity areas are to encourage leisure as well as utilitarian activity along the canal and seek to re-ignite permanent and lasting activity in the canal towpath and site's canal frontage, mainly through an increase in the provision of pedestrian and cycle paths that open up possible car segregated alternative routes in this part of West Drayton and Stockley Park itself.

The scheme itself includes proposals to enhance both visual and physical connectivity within the site as well as on to the surrounding area; whereas the orientation of the offices within the buildings is such that overlooking of the public realm is maximised to ensure that adequate levels of natural surveillance are available. The accesses within and on to the site as well as the proposed new open spaces are designed to meet disability standards and will ensure that the new public facilities offered with the scheme will be accessible to all members of the community.

Public and community engagement with local representatives and the local authority has been undertaken at every stage of the pre-application process. This engagement has helped to inform the final design of the scheme and ensured that the proposals included local community's aspirations for the site, with particular reference to ecological, employment, leisure and educational aspects. This engagement with the local community and surrounding occupiers was exemplary and in excess of Council guidance for community engagement and has ensured that the design of the scheme has not only addressed key community objectives but has also been inspired in specific local elements, such as the a London Foundations brick project, that make the scheme relatively unique as well as specific to the local area.

A substantial part of the site (comprising 8.6Ha), mostly located towards the western sections of the site, is located within the Green Belt, with this area roughly corresponding to Phase Two of the development proposals (the outline element of the application). The eastern portion of the site is designated as an Industrial and Business Area (IBA) and this

area corresponds to the detailed elements of the proposal (Phase One).

In this respect, the proposal would represent inappropriate development within the Green Belt as it would result in the partial loss of the portion designated as Green Belt land. However, outline planning permission setting out the very special circumstances which justified development in the Green Belt for a development to provide office uses was granted in 2000. These circumstances were accepted by both the Council and the Secretary of State and still exist.

In 2011 the Council, the Greater London Authority (GLA) and the Secretary of State also resolved to grant outline permission (Ref.37977/APP/2009/2079) for a scheme comprising office space, a hotel, leisure facilities and a data centre within this site. There were numerous benefits, including employment, land remediation, open space and the gifting of off-site land parcels. Although the application was withdrawn before planning permission was issued this scheme sets out the very special circumstances for this site, which justified recent development in the Green Belt.

Significantly, the original master plan, approved in 2000 (Ref. 37977/W/96/1447) has been given effect to onsite with all engineering, roads, and landscaping having been established on the site. These benefits represent very special circumstances and on balance this need outweighs the harm which would arise from the development in other respects, including through loss of Green Belt land by reason of inappropriateness. The planning permission issued in 2000, together with further applications considered by the Council, the GLA and the Secretary of State are material planning considerations relevant to the current scheme

The current development proposals are for industrial buildings, which provide a quanta of floorspace and heights that are substantially lower than the buildings allowed in previous permissions. The site layout proposed in the current scheme has consequently evolved from the extant planning permissions with the buildings arranged in a symmetric formation to optimise physical and visual permeability through the site. The buildings are set to enable easy access from the surrounding areas and to allow a visual integration between the development with the surrounding context, which includes Green Belt land, with improvements from the layouts proposed in the original master plan.

It is considered that this is a well designed scheme which has a considerate and sensitive approach to industrial development and design and it is expected that the scheme will breathe new life into this site whilst aiming to successfully complete and integrate within a major development scheme of national importance. Albeit different in the nature of the uses proposed, the development is of an appropriate landscape, architectural and urban design quality commensurate with Phases 1 and 2 of Stockley Park and will offer new public realm improvements with significant expanses of attractive landscaped areas for the general public, staff and visitors of the development. Equally, there are no objections to the siting, size, bulk and height of the proposed buildings.

Very Special Circumstances have been demonstrated to justify its location within the Green Belt, including major land remediation works in combination with significant employment and economic benefits it would have for this part of West Drayton and the wider area.

The development falls within the thresholds of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and whilst using the selection criteria outlined in Schedule 3 of the Regulations it was deemed that a full Environmental Impact Assessment was not required.

The proposal is considered to be a sustainable development in accordance with the National Planning Policy Framework, National Planning Guidance, the London Plan (March 2015) and the Council's Local Development Framework. The applicant has also addressed all concerns raised by the GLA and TFL as well as all other statutory consultees.

The application is referable to the Greater London Authority under Category 3B, 3D and 3E of the Schedule of the Town and Country Planning (Mayor of London) Order 2008 and to the Secretary of State in accordance with paragraph 3 of the Town and Country Planning (Consultation)(England) Direction 2009.

For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions, the completion of a legal agreement and referral to the Greater London Authority and to the Secretary of State, who have 21 days and 14 days respectively to decide whether or not to direct the Council to direct refusal of planning permission.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the following:

1. That subject to 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;

2. That the application be referred to the Secretary of State as a departure from the provisions of the Development Plan, in accordance with the Town and Country Planning (Consultation) (England) Direction 2009.

3. That should the Secretary of State not call in the application, and subject to the Mayor of London not directing the Council under Article 6 or Article 7 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application or that he wishes to act as the determining authority, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers.

4. 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, subject to changes negotiated by the Local Planning Authority, to secure:

i. Enter into a S278/S38 for all highways works required by the Local Planning Authority to include, but not be limited to, associated costs and works identified in PERS Audit, access works, part carriageway and footway resurfacing and associated works along Horton Road and Iron Bridge Road. All highways works under the S278/S38 as required by the Local Planning Authority to be completed prior to occupation;

a) Construction of new access junction onto Horton Road

b) Stage 1 safety Audit to new vehicular access (Priority T-junction onto Horton Road);

- c) **Footway works on southern side of Horton Road, to provide continuous connection between east and west along site frontage;**
 - d) **Construction of a vehicular crossover at Iron Bridge Road for three parking spaces;**
 - e) **Footway and cycle links through landscaping to west and south of site;**
 - f) **Improvements to footways and pedestrian crossing facilities in the vicinity of the bus stops to the east of Iron Bridge Road, improved road markings and visibility at Horton Road/ Ironbridge Road roundabout including possible relocation of bus shelters;**
 - g) **Funding of transport modelling of Stockley Road corridor including considerations of the 'smart motorway' initiative being developed by Highways England and interchange and mitigation works identified in the study as necessary to address the direct effects of the development scheme, within a timeframe to be agreed by the Local Planning Authority;**
 - h) **An adoption plan identifying land dedicated for adoption along the southern side of Horton Road and extending beyond the new pedestrian crossing at the site access.**
- ii. **Car parking allocation and management scheme;**
 - iii. **Refuse and delivery management scheme;**
 - iv. **A Construction Logistics Plan**
 - v. **A Delivery & Service Plan (including details of access and parking for emergency services).**
 - vi. **A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved. Travel Plan coordinated as far as reasonably possible with GSK travel plans and Stockley Park travel plans;**
 - vii. **Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 per phase or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.**
 - viii. **Canal side Improvements;**
- a) **To carry out and maintain landscaping improvements to canal and towpath as shown on planning application drawings and to maintain public access from the site to the towpath. Towpath to be widened to a minimum of 3m. The precise details of the towpath widening would be agreed through the Canal and River**

Trust's third party works process but any gravel surface should be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009.. Maintenance duties would include litter picking, graffiti removal and maintaining the towpath surfacing.

b) An Ecology Report (Ecological Assessment recommended) seeking great crested newt, reptile and bat surveys alongside the canal to be undertaken within the recommended periods stated within the assessment.

c) To provide and maintain the specific measures as agreed with Groundwork Trust and Canal and River Trust to include:

- Canal mooring point and electrical connection;
- Potential dredging of the canal at the proposed mooring site, subject to feasibility analysis.
- Inclusion of 'London's Foundations' brickwork project;
- Provision of new heritage information signs in accordance with legible London Standards;
- Refurbishment of the existing heritage information signs, in accordance with legible London Standards.

ix. Off site land parcels;

a) To submit for approval landscaping works to land parcels A, B1, B2, C and Packet Boat Lane prior to the commencement of phase 2.

b) Carry out and complete agreed landscaping works to land parcels A, B1, B2, C, within a timeframe to be agreed by the Local Planning Authority;

c) Transfer freehold interests of land parcels A, B1, B2, and C to LB Hillingdon and pay the Council's proposed sums for future management and maintenance of the land parcels, within a timeframe to be agreed by the Local Planning Authority;

d) Transfer the freehold interest of Packet Boat Lane to LB Hillingdon and pay the Council's proposed sums for future management and maintenance of the land parcels, within a timeframe to be agreed by the Local Planning Authority;

f) Contribution towards a study to explore the feasibility of flood attenuation measures at Packet Boat Lane and towards the implementation of the resulting measures and landscaping works including public access, within a timeframe to be agreed by the Local Planning Authority;

Monetary contributions:

xi. Air Quality: a contribution in the sum of £50,000.00 is sought;

xii. The development needs to achieve a 35% reduction in CO2. The applicant shall pay an offsite contribution of £60 for every tonne of CO2 over the carbon lifetime of the development (30 years) that falls below the 35% target.

xiii. Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

5. That in respect of the application for planning permission, the applicant meets the Councils 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.

6. That Officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

7. If the Legal Agreements have not been finalised by 26th November 2015, or any other time as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to mitigate against the loss of Green Belt land and failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of the Grand Union Canal Frontage and Blue Ribbon Policies, construction training, air quality management and Travel). The proposals therefore conflicts with the National Planning Policy Framework, Policies 7.16, 7.24, 7.27, 7.29 and 7.30 of the London Plan (March 2015), Policy PT1.EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies OL1, OL4, AM2, AM7 and R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Councils Planning Obligations SPD and Air Quality SPG.'

8. That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement 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.

9. That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning and Enforcement prior to issuing the decision:

1 COM3 Reserved matters - submission (Phase 2)

Approval of the details of the layout, scale and appearance of the buildings and the landscaping of the site for the land shown as 'Area of Outline Application' on the approved Planning Layout (Drawing no. 27122/PL/056B) (hereinafter called "Phase 2") shall be obtained from the Local Planning Authority in writing before any development is commenced on the Phase 2 site.

Reason

The land referred to in condition 1 within the application site is in part an outline permission and the reserved matters shall be made to the Local Planning Authority.

2 COM4 Time Limit- (Phase 2)

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990

(as amended).

3 COM5 Time Limit- (Phase 2)

Plans and particulars of the reserved matters referred to in condition 1 above, relating to the layout, scale and appearance of any buildings to be erected, including the means of access to the phase 2 site and the landscaping of the Phase 2 site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved. All reserved matters shall be begun before the expiry of 2 years from the date of the decision to which the reserved matters development relates.

Reason

The land referred to in condition 1 within the application site is in part an outline permission and the reserved matters shall be made to the Local Planning Authority.

4 NONSC Time Limit - (Phase 1)

The development shown in detail (hereinafter called "Phase 1") on drawing no. 27122/PL/056B and all other related drawings and details hereby permitted (hereinafter called "Phase 1") shall be begun before the expiration of three years from the date of this permission.

Reason

To comply with the requirements of Section 91 of the Town & Country Planning Act 1990 (as amended).

5 RES18 Approved Plans (Phase 1)

Phase One of the development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:
.Michale Sparks 27122/PL: 100, 056B, 057, 058, 063, 064, 070, 071, 080A and 081A;
.Barry Chins:, 02A, 03C, 11B, 12B, 13A, 14A and 22A;
.WSP: 6377-ATR-003 and 6377-SK-003B

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2015).

6 COM7 Approved Documents (Phases 1 & 2)

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:
.Geo-Environmental Assessment - WSP 10/03/2015
.Preliminary Risk Assessment (Phase 1 Report) - WSP 10/03/2015
.Air Quality Assessment - AECOM Limited March 2015
.Ecological Assessment - Ecology Solutions March 2015
.Design and Access Statement - Michael Sparks ref. 27122 March 2015
.Sustainability and Energy Statement - Turley Sustainability March 2015
.Sustainability and Energy Statement Addendum - Turley Sustainability June 2015
.Noise Assessment - AECOM Limited March 2015
.Flood Risk Assessment - WSP 10/03/2015
.Landscape Design Statement 1469/14/Rp02 - Barry Chinn Associates June 2015
.Landscape & Visual Assessment Addendums - Barry Chinn Associates March 2015
.Canal Frontage Landscape Statement - Barry Chinn Associates June 2015

- . Pre-Development - Tree Survey Midland Tree Surgeons Limited (Feb 2015)
- .Transport Assessment - WSP 11 March 2015
- .PERS Audit - WSP 15 May 2015

Thereafter the development shall be retained/ maintained in accordance with these details for as long as the development remains in existence, unless alternative details are approved in respect to another condition on this consent.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2015).

7 TL6 Parameters - Floor Space, Height and Car Parking (Phase 2)

Notwithstanding any illustrative information contained in supporting documentation, within Phase 2 of the development, the siting, maximum and minimum width and length of any buildings shall accord with Drawing Number 27122/PL/056B 'Parameters Plan', unless otherwise agreed in writing by the Local Planning Authority.

The proposed floor area/size and heights of any buildings or structures parts of buildings or structures within Phase 2 of the development, as identified on Parameters Plan 27122/PL/056B, including any plant and equipment, shall not exceed 26,100sqm of floorspace (GIA) and 18.7 metres in height (to ridge).

Car parking arrangements for Phase 2 shall demonstrate that parking provision is commensurate with the scale of development and shall ensure that following the completion of the building(s) approved on Phase 2, no more than 250 additional car parking spaces are provided within the Phase 2 site. Following completion of all buildings within Phases 1 and 2, no more than 430 car parking spaces are to be provided on the site at any time. In addition cycle and motorcycle parking shall be provided for each building within each phase.

REASON

- 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 Local Plan (November 2012),
- To safeguard the visual amenities of the Green Belt and to accord with Policies OL1, OL2 and OL5 of the Hillingdon Local Plan (November 2012) and to accord with London Plan (March 2015) Policy 7.16.
- To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (March 2015).

8 RES9 Levels (Phases 1 & 2)

For each phase of the development detailed plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings within each phase of the site have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point and no building within the site shall exceed the maximum height of 67.93m AOD. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan (November 2012).

9 RES11 Landscape Plan (Phases 1 & 2)

For each phase of the development a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 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
- 2.b Means of enclosure/boundary treatments, including details of the positions, heights and materials proposed
- 2.c Car Parking for;
 - i. Phase 1: 180 parking spaces, including demonstration of 18 parking spaces for disabled users and 54 parking spaces are served by electrical charging points (of which 36 active and 18 passive; and,
 - ii. Phase 2: a maximum of 250 parking spaces (including demonstration that 20% active and 10% passive provision for electric vehicles) and 10% parking spaces are allocated for disabled users.
- 2.d Cycle and Motorcycle parking for each building within each phase of the development
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f CCTV or any other structures (such as play equipment and furniture)

3. Living Walls and Roofs

- 3.a Details of the inclusion of living walls and roofs, or
Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

- 6.a Existing and proposed functional services above and below ground
- 6.b Proposed finishing levels or contours

Thereafter the approved details shall be implemented prior to first occupation of the buildings within each phase in full accordance with the approved details and shall be retained thereafter.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with condition 3(v) and policies BE13 and BE38 of the Hillingdon Local Plan (November 2012) and Policies 5.11 (living walls and roofs), 5.8 (Innovative energy Technologies), 6.13 (Parking) and 5.17 (refuse storage) of the London Plan (March 2015).

10 NONSC Landscaping Scheme - Implementation (Phases 1 & 2)

For each phase of the development all hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. 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 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 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 of the Hillingdon Local Plan (November 2012).

11 NONSC Landscaped Adjacent to Development Areas (Phase 1)

Notwithstanding any illustrative information contained in supporting documentation, the landscape areas shown on Drawings 03C, 09A, 11B, 12B, 13A and 22A shall be completed within the first planting and seeding seasons following the completion or occupation of the building approved on Phase 1, 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 of the Hillingdon Local Plan (November 2012).

12 NONSC Bird Hazard Management Plan (Phases 1 & 2)

Prior to commencement of each phase of the development, or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation in relation to the relevant phase or component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority, in respect of the following:

i) A Bird Hazard Management Plan which shall include the following details:

- Details of any water features,
- Monitoring of any standing water within the site,
- Drainage details including Sustainable Urban Drainage Schemes (SUDS). Such schemes must also comply with Advice Note 6 Potential Bird Hazards from SUDS which is available at 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),

- Any earthworks,
- The species, number and spacing of trees and shrubs,
- 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.

Thereafter and prior to occupation of each relevant phase/relevant component of the full planning element, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Ecological Enhancements (Phases 1 & 2)

Prior to the commencement of each phase of the development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings within each phase of the development including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. Each phase of the development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

14 NONSC Trees to be Retained (Phases 1 & 2)

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 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

15 NONSC Floodlighting (Phases 1 & 2)

For each phase of the development no floodlighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.1 of the London Plan (March 2015)

16 NONSC Facilities for People with Disabilities (Phases 1 & 2)

For each phase of the development the plans and details relating to disabled access, circulation and facilities shall ensure that:

- (i) External areas, including landscaped areas are designed to be inclusive with any gravel surface to be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009.
- (ii) All areas to which the public have access are designed to achieve a gradient no steeper than 1:18 with handrails and a level landing provided at every 8 metres of ramp flight,
- (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, are designed in accordance with BS 8300:2009,

The facilities approved shall be provided prior to the occupation of each relevant phase of development and shall be permanently retained thereafter.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (March 2015) and the HDAS - Accessible Hillingdon.

17 NONSC Existing Access Closure (Phase 1)

No building within the development shall be occupied until the existing access from the site to Iron Bridge Road has been permanently closed and any kerbs, verge, footway, fully reinstated by the applicant, in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented.

REASON

To restrict access onto the public highway where it is necessary in the interest of highway safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

18 COM15 **Canalside Risk Assessment and Method Statement (Phases 1**

& 2
Prior to the commencement of any works adjacent to the water in the Grand Union Canal, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water Grand Union Canal must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust.

REASON

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the navigation.

19 COM31 **Canalside Water Run-off and Ground Water Drain (Phases 1 &**

2
If surface water run-off² and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

REASON:

To determine the potential for pollution of the waterway and likely volume of water

20 RES16 **Submission Energy Assessment (Phases 1 & 2)**

Prior to the commencement of each phase of the development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority.

The assessment shall clearly set out the baseline energy performance of each phase of the development, and the detailed measures to reduce CO2 emissions of each phase by 35%. The assessment shall provide detailed specifications of the measures and technology set out in outline energy assessment. The assessment shall also include full details of the photovoltaics including type, specification, and a detailed roof layout which must be reflected in other plans and elevations.

Finally, the assessment must include appropriate measuring and monitoring proposals and how the information will be submitted to the Local Planning Authority to demonstrate CO2 reductions are being met.

Each phase of the development must proceed in accordance with the approved scheme.

REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

21 NONSC **Secure by Design (Phases 1 & 2)**

The buildings shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police. No building within each phase of the development 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 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 7.1 and 7.3 of the London Plan (March 2015).

22 NONSC Contaminated Land (Phases 1 & 2)

(i) Each phase of the development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan (November 2012).

23 NONSC Sustainable Water Management (Phases 1 & 2)

For each phase of the development, a scheme for the provision of sustainable water management for that phase shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

a) Manages Surface Water. The scheme shall demonstrate ways of controlling the surface water on site.

i. (following the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by WSP

ii. incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable

solution, justification must be provided.

- iii. provide information on all Suds features including the method employed to delay and control the water discharged from the site to Greenfield run off rates and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- iv. Demonstrates capacity and structural soundness in the receptors of Thames Water network and receiving watercourse as appropriate.
- v. During Construction
 - a. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - b. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- b) Foul water
 - i. The Scheme shall demonstrate capacity in the receiving foul sewer network or provides suitable upgrades agreed by Thames Water.
- d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
 - i. incorporate water saving measures and equipment.
 - ii. provide details of water collection facilities to capture excess rainwater;
 - iii. provide details of how rain and grey water will be recycled and reused in the development.
- e) Long Term Management and Maintenance of the drainage system.
 - i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.
 - ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

The development shall not be occupied until the approved details have been implemented and thereafter retained/maintained in accordance with the approved details for as long as the development remains in existence.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (November 2012) Policy 5.12 Flood Risk Management of the London Plan (March 2015) and National Planning Policy Framework and the Planning Practice Guidance. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

24 NONSC Restrictions - Enlargement of Industrial/Warehouse Buildings

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that

Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

25 COM30 No additional internal floorspace (Phases 1 & 2)

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal mezzanine floorspace that can be used for storage shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

26 NONSC No External Storage Above 3 Metres (Phases 1 & 2)

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), and unless otherwise agreed in writing by the Local Planning Authority, external storage associated with the use of any part of the site shall not exceed 3 metres in height within any part of the development hereby approved.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure the development does not detrimentally impact upon the Green Belt and streetscene.

27 NONSC Use Restrictions (Phases 1 & 2)

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the units shall not be used as a data centre.

REASON

To ensure compliance with policies within chapter 5 of the London Plan (March 2015).

INFORMATIVES

1 I52 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 I53 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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

| | |
|------|--|
| AM10 | Incorporation in new developments of additions to the proposed cycle network |
| AM11 | Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services |
| 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 |
| AM2 | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |
| AM7 | Consideration of traffic generated by proposed developments. |
| AM8 | Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes |
| AM9 | Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities |
| BE1 | Development within archaeological priority areas |
| BE13 | New development must harmonise with the existing street scene. |
| BE16 | New development on the northern frontage of the A4 (Bath Road) |
| BE17 | Design and layout of new development at Heathrow Airport |
| BE18 | Design considerations - pedestrian security and safety |
| BE19 | New development must improve or complement the character of the area. |
| BE20 | Daylight and sunlight considerations. |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| BE25 | Modernisation and improvement of industrial and business areas |
| BE3 | Investigation of sites of archaeological interest and protection of archaeological remains |
| BE31 | Facilities for the recreational use of the canal |
| BE32 | Development proposals adjacent to or affecting the Grand Union Canal |
| BE34 | Proposals for development adjacent to or having a visual effect on rivers |
| BE36 | Proposals for high buildings/structures in identified sensitive areas |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| BE39 | Protection of trees and woodland - tree preservation orders |
| EC2 | Nature conservation considerations and ecological assessments |
| EC3 | Potential effects of development on sites of nature conservation |

| | |
|----------|--|
| | importance |
| EC4 | Monitoring of existing sites of nature conservation importance and identification of new sites |
| EC5 | Retention of ecological features and creation of new habitats |
| EC6 | Retention of wildlife habitats on derelict or vacant land |
| EM2 | (2012) Green Belt, Metropolitan Open Land and Green Chains |
| EM6 | (2012) Flood Risk Management |
| LDF-AH | Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010 |
| LE1 | Proposals for industry, warehousing and business development |
| LE2 | Development in designated Industrial and Business Areas |
| LPP 1.1 | (2015) Delivering the strategic vision and objectives for London |
| LPP 2.1 | (2015) London in its global, European and UK context |
| LPP 2.13 | (2015) Opportunity Areas and intensification areas |
| LPP 2.17 | (2015) Strategic Industrial Locations |
| LPP 2.18 | (2011) Green Infrastructure: the multi functional network of open and green spaces |
| LPP 2.2 | (2015) London and the wider metropolitan region |
| LPP 2.3 | (2015) Growth Areas and Co-ordination Corridors |
| LPP 2.6 | (2015) Outer London: vision and strategy |
| LPP 2.7 | (2015) Outer London: economy |
| LPP 2.8 | (2015) Outer London: Transport |
| LPP 4.1 | (2015) Developing London's economy |
| LPP 4.12 | (2015) Improving opportunities for all |
| LPP 4.4 | (2015) Managing Industrial Land & Premises |
| LPP 5.1 | (2015) Climate Change Mitigation |
| LPP 5.10 | (2015) Urban Greening |
| LPP 5.11 | (2015) Green roofs and development site environs |
| LPP 5.12 | (2015) Flood risk management |
| LPP 5.13 | (2015) Sustainable drainage |
| LPP 5.14 | (2015) Water quality and wastewater infrastructure |
| LPP 5.15 | (2015) Water use and supplies |
| LPP 5.21 | (2015) Contaminated land |
| LPP 5.3 | (2015) Sustainable design and construction |
| LPP 5.7 | (2015) Renewable energy |
| LPP 5.9 | (2015) Overheating and cooling |
| LPP 6.1 | (2015) Strategic Approach |
| LPP 6.10 | (2015) Walking |
| LPP 6.12 | (2015) Road Network Capacity |
| LPP 6.13 | (2015) Parking |
| LPP 6.3 | (2015) Assessing effects of development on transport capacity |
| LPP 6.4 | (2015) Enhancing London's Transport Connectivity |
| LPP 6.5 | (2015) Funding Crossrail and other strategically important transport infrastructure |
| LPP 6.9 | (2015) Cycling |
| LPP 7.14 | (2015) Improving air quality |
| LPP 7.16 | (2015) Green Belt |
| LPP 7.18 | (2015) Protecting local open space and addressing local deficiency |
| LPP 7.19 | (2015) Biodiversity and access to nature |
| LPP 7.2 | (2015) An inclusive environment |

| | |
|----------|---|
| LPP 7.24 | (2015) Blue Ribbon Network |
| LPP 7.25 | (2015) Increasing the use of the Blue Ribbon Network for passengers and tourism |
| LPP 7.26 | (2015) Increasing the use of the Blue Ribbon Network for freight transport |
| LPP 7.27 | (2015) Blue Ribbon Network: supporting infrastructure and recreational use |
| LPP 7.28 | (2015) Restoration of the Blue Ribbon Network |
| LPP 7.3 | (2015) Designing out crime |
| LPP 7.30 | (2015) London's canals and other rivers and waterspaces |
| LPP 7.4 | (2015) Local character |
| LPP 7.5 | (2015) Public realm |
| LPP 7.6 | (2015) Architecture |
| LPP 7.8 | (2015) Heritage assets and archaeology |
| LPP 8.2 | (2015) Planning obligations |
| LPP 8.3 | (2015) Community infrastructure levy |
| LPP 8.4 | (2015) Monitoring and review for London |
| NPPF | National Planning Policy Framework |
| NPPF1 | NPPF - Delivering sustainable development |
| NPPF11 | NPPF - Conserving & enhancing the natural environment |
| NPPF4 | NPPF - Promoting sustainable transport |
| NPPF9 | NPPF - Protecting Green Belt land |
| OE1 | Protection of the character and amenities of surrounding properties and the local area |
| OE11 | Development involving hazardous substances and contaminated land - requirement for ameliorative measures |
| OE3 | Buildings or uses likely to cause noise annoyance - mitigation measures |
| OE4 | New or improved roads or railways - mitigation measures |
| OE8 | Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures |
| SPD-NO | Noise Supplementary Planning Document, adopted April 2006 |
| SPD-PO | Planning Obligations Supplementary Planning Document, adopted July 2008 |
| SPG-AQ | Air Quality Supplementary Planning Guidance, adopted May 2002 |
| SPG-CS | Community Safety by Design, Supplementary Planning Guidance, adopted July 2004 |

3 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 158 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

5 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.

6 I15 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 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.

7 I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

8 I21 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).

9 **13** **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

10 **145** **Discharge of Conditions**

Your attention is drawn to the pre-commencement conditions 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).

11 **148** **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. It is worth drawing the applicants' attention to the Waste Manager's advice, as follows:-

a) The proposal is for industrial units. The occupiers would have to make an arrangement with a licensed waste carrier for the collection of the waste produced from the premises.

b) The area of the first unit is 18900 sqm. Based on BS 5906 guidance the estimated waste generated would be 5 litre per 1 sqm equating to a total of 94,500 litres per week. This would require 86 x 1,100 litre eurobins. It would be logical therefore to use a larger container either a large front end loader type bin could be used - of the 12 cubic yard capacity or a 40 cubic yard roll on roll off bin. The latter could be loaded through a compactor to maximise use of the bin and reduced transport movements.

c) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, and plastic bottles. Some of the waste containers should be allocated to collect recyclable items.

d) Arrangements should be made for the cleansing of the waste storage area with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) Vehicular access to the waste storage area should be suitable for a 32 tonne rigid goods vehicle if 40 cubic yard bins are used for waste storage.

The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

12 I49 **Secured by Design**

The Council has identified the specific security needs of the application site to be protection and security of bicycles within the parking area of the site.

You are advised to submit details to overcome the specified security needs in order to comply with condition 17 this planning permission.

13

The applicant/developer should contact the Canal & River Trust's Third Party Works Engineer with reference to the current Canal & River Trust Code of Practice for Works affecting the Canal & River Trust to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>)

14

The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement

15 I60 **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)

16

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

17

You are encouraged to ensure that facilities are provided to enable the easy watering of the planting and soft landscaped areas in the final landscaping details, and to ensure such facilities maximise opportunities for the re-use of rainwater.

18

You are advised that no doors or gates should be installed which open out of the public highways as these may contravene The Highways Act 1980 (as amended).

19

The air quality assessment refers to no mitigation being required except for the construction phase of the development. It should be noted the development site is surrounded by residential properties on three sides, including residential premises above shops. It is recommended any condition with regard to the management of onsite emissions during the construction phase refers to the GLA SPG on The Control of Dust and Emissions During Construction and Demolition.

20

The Air Quality conditions relate to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral and CHP emission standards are available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

21

The consultation documents indicate that this development includes an area of priority habitat, as listed on Section 41 of the Natural Environmental and Rural Communities (NERC) Act 2006. Natural England has published Standing Advice on protected species. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

If the applicant has any specific questions on aspects that are not covered by the Standing Advice for European Protected Species or have difficulty in applying it to this application please contact Natural England with details at consultations@naturalengland.org.uk.

22

The applicants attention is drawn to the fact that the Environment Agency should be informed if contamination is identified that poses a significant risk to controlled waters. The applicant should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination.

1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination.
2. Referring to the Environment Agency guiding principles for land contamination and the land contamination sections in the Environment Agency's Groundwater Protection: Principles and Practice
3. Further information may be found on the land contamination technical guidance pages on the direct.gov website

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with:

- BS 10175:2011+A1:2013 Code of practice for the investigation of potentially contaminated sites.

- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points
- BS ISO 5667-18:2001, BS 6068-6.18:2001 Water quality. Sampling. Guidance on sampling of groundwater at contaminated sites

The competent person would normally be expected to be chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

The Environmental Permitting Regulations 2010 make it an offence to cause or knowingly permit an activity that will result in the input of pollutants to surface water or groundwater, unless authorised to do so by an environmental permit. This development may require an environmental permit from us. The applicant is advised to telephone 03708 506 506, or email enquiries@environment-agency.gov.uk to discuss the issues likely to be raised.

23

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

3. CONSIDERATIONS

3.1 Site and Locality

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 is roughly rectangular in shape and occupies an area of approximately 12 hectares.

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 an associated temporary overspill car parking for GlaxoSmithKline (GSK), which occupies Phase 2 of the Stockley Park Business Park. Temporary planning permission was granted for the use of the site for car parking purposes until December 2015 only.

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 heavily contaminated. However, 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

The application is for a hybrid planning permission for the comprehensive phased redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) with ancillary offices, servicing, parking, access roads and open space, which if granted would give;

(a) Full detailed permission for Phase One (on the eastern half of the development site) - Full planning permission is sought for Phase One containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure;

(b) Outline permission, with all matters reserved, except for access, for Phase Two (on the western half of the development site) - Outline planning permission is sought for Phase Two for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.

The proposed new employment floorspace will provide an estimated minimum of 640 new full time equivalent jobs.

The main access for all vehicles, including HGV, will be Horton Road. The development scheme proposes the creation of a centrally located priority T-junction with an internal estate road orientated in a north-south axis that will bisect the site and serve each development plot. At the proposed new entrance to the site would be a gate house and a 3m wide shared footway/ cycleway which will run along the eastern side of the estate road linking the Grand Union Canal and Horton Road.

A strip of land along the northern side of the site is dedicated for highway adoption to complete the footway on the south side of Horton Road.

The on-going maintenance and management of the areas of landscape identified within the site boundaries, as well as the canal towpath along the Grand Union Canal site frontage, will be undertaken by Prologis.

In particular with regard to the Grand Union Canal the high standards expected will ensure that the canal frontage establishes to become an important feature upon the Grand Union Canal, providing an attractive and functional amenity space to both users of the towpath and adjacent business park whilst seeking to maintain an important green corridor linking the site into the Green Belt beyond.

Detailed Proposals

.Landscape Strategy

A Landscape Design Statement was submitted in support of the application. The Statement states, inter alia, that the scheme's design strategy sought to respect the character of the adjoining local landscape, enhance the ecology of the site and provide a stimulating, coherent and well-structured landscape. It is therefore a strategy aimed at achieving a positive setting for the development in this important location adjacent, and to give continuity to, to the landmark Stockley Business Park.

The position of the development itself is coherent with this strategy with the boundaries of the development site set towards the centre of whilst leaving a considerable distance to the site's boundaries which will allow the buildings as well as the parking and service yard areas to be softened by tree, hedge and ornamental groundcover planting along all frontages.

The landscape strategy overarching aspiration is to, ultimately, and as it develops, for the development to provide an attractive and functional working environment that will benefit both employees within, visitors and persons who pass by its boundaries.

.Phase One - Full Planning Element

This element of the planning application seeks full planning permission to provide 18,900sqm of commercial floorspace (B1c/B2/B8 Use Classes) split into two individual units. The proposal is for two rectangular buildings set side by side towards the eastern portion of the site and parallel to Iron Bridge Road. The yards are 50m deep and arranged facing the west towards the access axis facing the north south cardinal axis serving the site. The applicant is applying for 24 hour use of the facility 365 days of the year.

The building for which full planning permission is sought would be roughly rectangular in shape, with a north south orientation. The buildings would accommodate an outward facing ancillary area of office space with the maximum height set at 16.2m with the bulk of the floor space located at ground level in a large open plan layout with high ceilings. The proposed ancillary office space would be located over two floors.

The gross external area of the new units varies between approximately 14,500sqm for unit one to 19,000sqm for unit two. The buildings would have a shallow arched roof with a maximum height of 16.2m with the appearance being of a modern design. The colour palette is proposed with a range of silver, white and shades of grey cladding. The elevations are proposed faced with a lightweight metallic cladding broken into bays and textures that seek to provide visual relief and add visual interest and rhythm to the external walls. The office elements of the buildings are clad in curtain a walling system with substantial sections of glazed areas and glass faced spandrel panels where there are requirements for solid areas.

The north eastern corner of Unit one and the South western corner of Unit 2, which incorporates the ancillary offices, would be entirely glazed and incorporates a canopy, which partly wraps around the flank elevations overlooking onto the public areas in Horton Road and the Grand Union Canal.

All units would share the proposed access from Horton Road and access by lorries to the parking and loading areas in the front yard of the buildings would be from the western side of the buildings.

There would be up to 74 parking spaces for staff and visitors provided along Horton Road and 106 parking spaces alongside the canal frontage respectively to the north and south of

the buildings, which include a total of 9 disabled parking spaces with 4 spaces provided for Unit One and 5 disabled parking for Unit Two. The disabled parking spaces will be designed in accordance with Part M of the building regulations. Unit One will be served with 16 Active Vehicle Electric Charging points and 8 Passive Vehicle Electric Charging points; whilst Unit Two is served with 20 Active Vehicle Electric Charging points and 10 Passive Vehicle Electric Charging points and four electrical charging points.

Provision has also been made for up to 90 cycle parking spaces and motorcycle parking.

.Phase Two

With the exception of the full planning elements outlined above, the redevelopment proposal is submitted in outline form, with all matters, except for access, being reserved, as follows:-

- * Layout: the way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside the development.
- * Scale: the height, width and length of each building proposed in relation to its surroundings.
- * Appearance: the aspects of a building or place which determine the visual impression it makes, excluding the external built for of the development.
- * Landscaping: this is the treatment of private and public space to enhance or protect the sites amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

As such, in addition to discharging conditions, if the Council resolves to grant planning permission, reserved matters applications for access, layout, scale, appearance and landscaping will also need to be submitted to and approved in writing by the Local Planning Authority (LPA) prior to the commencement of works relating to Phase Two which are within the western half of the site, bisected by the proposed new accessway leading from Horton Road and onto the Grand Union Canal.

The applicant is applying for the flexibility to use the floorspace within Phase Two for any combination of B1c/B2/B8 floorspace, or for the use of the building(s) for a single B1c/B2/B8 use. The applicant is applying for 24 hour use of the B1c/B2/B8 facility across the whole Phase Two.

The quantum of accommodation for the proposed maximum outline parameters are set out below:

Maximum floor area: 25,500sqm

Maximum number of building: 2

Maximum Height: 18.7m

.Central Business Park Axis Road

To maximise the sense of connectivity between the site, the Grand Union Canal and adjacent Stockley Golf Course the access road into the development has been aligned in a north-south orientation with feature 'nodes' located at each end. The road will provide direct access into car park areas and service yards (which have been specially located internally within the site so as to not be visible/prominent features from the surrounding areas) it will also serve to provide pedestrian and cyclist routes linking to the wider landscape. The spine road will be framed on either side with avenues of extra heavy standard tree planting whilst service yards will be screened from view by well maintained hedgerows.

.Grand Union Canal, Towpath and Canal Frontage (Southern Boundary)

The design approach to the southern boundary is based around the opening up of the canal frontage and improving connectivity both visually and physically. Within Phase One of the scheme, Unit Two, which adjoins this boundary, has been purposefully orientated with the 2 storey office elevation and associated parking located to maximise activity and views both into and out from the canal.

Where the central spine road meets this boundary, terminating at a roundabout a feature arc of box headed trees have been arranged to act as a focal 'node'. Due to its topography this boundary generally falls away down to the canal, and it is designed to ensure that visitors will be able to sit and look out across the canal enhancing natural surveillance.

A feature retaining wall incorporating sheet piles, coping with railing and a panel of brick (associated with the London Foundations brick project) allows for two sloped footpaths to lead down to an intermediate landing from which access to the canal via steps/and or ramp are possible.

A series of meandering footpaths lead off from the focal node providing further access points from the centre of the site to both the eastern and western corners of the canal towpath. Along these routes a number of seating points will be provided allowing visitors to sit and enjoy the views afforded from these slightly elevated locations.

The existing bank along this boundary is to be reprofiled with significant blocks of low value vegetation/scrub removed to maximise views into and out of the site. A series of ecological enhancements will be incorporated into the remodelled bank including additional native tree and shrub planting and the sowing of wildflower/ecological grassland mixes. As part of the proposed landscape works along this boundary enhancements to the canal towpath area also proposed. The applicant has agreed to provide a towpath to a width of between 3m, resurfaced and edged with a grassed verge (average width of 2m) to be established along the northern side of the towpath and the remaining vegetation managed to remove conflict with towpath users and improve sightlines along the canal, including provision of direction signs, information boards, cycle stands.

An electric hook up and informal mooring point will also be provided for use by the Groundwork's Team canal barge.

.Western Boundary

The landscape strategy seeks to provide a green corridor between the Grand Union Canal and the adjacent Stockley Golf Course.

The existing infrastructure landscape along the western boundary of the site is to be largely retained and managed to maximise bio-diversity and provide a more robust visual screen of the development. The currently un-defined footpath will be edged and resurfaced and an area 2m either side managed to create a formal lawn. Where vegetation has encroached onto the alignment of the path or prevented suitable sight lines through the area this will be removed in accordance with good arboriculture management and the planting in filled where necessary. To maximise the ecological benefit of this area small zones of grass will be cleared and sown with a mix of wildflower/species rich grass mixes. The inclusion of a hibernacula within the landscaping will also serve to improve biodiversity and enhance habitat potential.

.Eastern Boundary (Iron Bridge Road)

Along the eastern edge of the site the three manmade ornamental water bodies are to be retained and enhanced with additional marginal and aquatic species. Where tree planting along the western banks of the ponds has to be removed due to changes in site levels these will be infilled with large stature semi-mature trees of similar species to re-establish a strong tree line. A native hedge will be planted along the base of the units which over time will serve to filter views of the building facades.

The existing vehicular access bridge (no longer to be used as a vehicular site access point) will be utilised as an amenity area incorporating paving, planting, seating with the potential to accommodate a free standing cafe type structure for use by visitors or employees of the adjoining business's. Informal mown paths meandering through the trees will provide access for site visitors/employees to laze and relax whilst enjoying views across the ponds

.Northern Boundary (Horton Road)

The main vehicular entrance to the development is from a new junction off Horton Road. A landscape margin ranging in width from 7.5-11.5m has been incorporated and will be gently profiled (max 1:8) to tie into the back edge of the footpath. A simple landscape approach for this boundary has been adopted with an avenue of large stature, semi-mature standard trees running in an east-west alignment. As the trees establish they will assist in the softening of the units elevations whilst tying back into the existing tree planting along Iron Bridge Road. To improve screening of the parking areas hedgerows are set in front of a post and rail fence. Views from Horton Road will be restricted by heavy standard tree planting.

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 application was submitted with a series of technical papers that assess the impact of the proposal, including the key environmental issues. 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.

.The application was subject to some minor amendments and adjustments, as follows:-

- The dock areas have been moved north and an additional doorway has been added to each area;
- The material around the dock doors has been changed from cladding to insulated concrete panel;
- The rooflight positions have been indicated on the site plan;
- The electric charging points are now indicated;
- 3 security spaces accessed from Iron Bridge Road (total spaces for unit 2 are reduced by 3 as a result) have been added;
- The illustrated landscape scheme was updated;
- Minor adjustments carried out to a couple of external columns around the entrance to unit 2 due to internal structural requirements;
- A Pedestrian refuge island is shown at the entrance to the site.
- Site access kerb radius and width was amended to enable large vehicles access.

3.3 Relevant Planning History

37977/APP/2000/2222 Stockley Park - Phase 3 Stockley Road West Drayton

RESERVED MATTERS; DETAILS OF MASTER PLAN SUBMISSION IN COMPLIANCE WITH CONDITION 2 OF OUTLINE PLANNING PERMISSION REF.37977W/96/1447 DATED 25/08/01 (COMPREHENSIVE REDEVELOPMENT FOR 50,000m2 FOR INDUSTRIAL AND/OR OFFICE AND/OR RESEARCH AND DEVELOPMENT AND/OR TRAINING TOGETHER WITH OTHER USES ANCILLARY TO ANY OF THESE USES WITH A MAXIMUM PROVISION FOR 1,143 CARS TOGETHER WITH SERVICING AND ACCESS ROADS AND THE PROVISION OF PUBLIC AND PRIVATE OPEN SPACE)

Decision: 23-01-2002 Approved

37977/APP/2001/2149 Stockley Park-Phase 3 Stockley Road West Drayton

RESERVED MATTERS; DETAILS OF SITING, DESIGN, ELEVATIONS, LANDSCAPING FOR THE ERECTION OF BUILDING 5 (APPROX. 10,000m2 FLOORSPACE AND 177 CAR PARKING SPACES) IN COMPLIANCE WITH CONDITION 3(i) AND (viii) OF OUTLINE PLANNING PERMISSION REF. 37977W/96/1447 DATED 25/08/00; COMPREHENSIVE REDEVELOPMENT

Decision: 19-12-2001 Approved

37977/APP/2001/2150 Stockley Park-Phase 3 Stockley Road West Drayton

RESERVED MATTERS; DETAILS OF SITING, DESIGN, ELEVATIONS, LANDSCAPING FOR THE ERECTION OF BUILDING 4 (APPROX. 10,000m2 GROSS FLOORSPACE AND 230 CAR PARKING SPACES) IN COMPLIANCE WITH CONDITION 3(i) AND (viii) OF OUTLINE PLANNING PERMISSION REF.37977W/96/1447 DATED 25/08/00; COMPREHENSIVE REDEVELOPMENT

Decision: 19-12-2001 Approved

37977/APP/2001/2248 Stockley Park-Phase 3 Stockley Road West Drayton

RESERVED MATTERS (DETAILS OF LANDSCAPING) IN COMPLIANCE WITH CONDITION 3(v) OF OUTLINE PLANNING PERMISSION REF.37977W/96/1447 DATED 25/08/01; COMPREHENSIVE REDEVELOPMENT

Decision: 19-12-2001 Approved

37977/APP/2001/529 Stockley Park Phase 3 Iron Bridge Road West Drayton Middlesex

RESERVED MATTERS; DETAILS OF ERECTION OF BUILDING 1 (7,675 SQ M GROSS FLOORSPACE AND 186 CAR PARKING SPACES) IN COMPLIANCE WITH CONDITION 3 OF OUTLINE PLANNING PERMISSION REF.37977W/96/1447 DATED 25/08/00; COMPREHENSIVE DEVELOPMENT

Decision: 25-04-2001 Approved

37977/APP/2001/530 Stockley Park Phase 3 Iron Bridge Road West Drayton Middlesex

RESERVED MATTERS; DETAILS OF ERECTION OF BUILDING 2 (10,079 SQ.M GROSS FLOORSPACE AND 235 CAR PARKING SPACES) IN COMPLIANCE WITH CONDITION 3 OF OUTLINE PLANNING PERMISSION REF.37977W/96/1447 DATED 25/08/00; COMPREHENSIVE REDEVELOPMENT

Decision: 30-05-2001 Approved

37977/APP/2001/540 Stockley Park - Phase 3 Iron Bridge Road West Drayton

RESERVED MATTERS; DETAILS OF ERECTION OF BUILDING 3 (14,505 SQ.M GROSS FLOORSPACE AND 315 CAR PARKING SPACES) IN COMPLIANCE WITH CONDITION 3 OF OUTLINE PLANNING PERMISSION REF.37977W/96/1447 DATED 25/08/00; COMPREHENSIVE REDEVELOPMENT

Decision: 30-05-2001 Approved

37977/APP/2006/795 Plot 3, Stockley Park (Phase 3) Horton Road Yiewsley

ERECTION OF A DATA CENTRE WITH ANCILLARY PLANT INCLUDING A SUBSTATION, CAR PARKING, LANDSCAPING AND ASSOCIATED ANCILLARY WORKS.

Decision: 30-01-2007 Approved

37977/APP/2009/2079 Stockley Park Phase 3 Iron Bridge Road West Drayton

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.)

Decision: 08-09-2011 Withdrawn

37977/P/94/0335 Former Trident Site Phase 3 Stockley Pk. Stockley Road West Drayton

Outline planning permission to provide 18,000 sq. metres of floorspace for industrial and/or office and/or research and development and/or training together with other uses ancillary to any of these uses, excluding industrial development within Classes B3-B7 of the Town and Country Planning (Use Classes) Order 1987. The provision of public and private open space

Decision: 07-02-1996 Approved

37977/W/96/1447 Stockley Park-Phase 3 Stockley Road West Drayton

COMPREHENSIVE REDEVELOPMENT TO PROVIDE A MAXIMUM GROSS FLOORSPACE OF 50,000M2 FOR INDUSTRIAL AND/OR OFFICES AND/OR RESEARCH AND DEVELOPMENT AND/OR TRAINING TOGETHER WITH OTHER USES ANCILLARY TO ANY OF THESE USES WITH A MAXIMUM PARKING PROVISION FOR 1143 CARS TOGETHER WITH SERVICING AND ACCESS ROADS. THE PROVISION OF PUBLIC AND PRIVATE OPEN SPACE (OUTLINE APPLICATION)

Decision: 25-08-2000 Approved

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 02-05-1990 for the redevelopment of the site to provide 18,000 sqm of floor space for industrial and or office and or research and development and or training together with other uses ancillary to any of these uses (ref: 37977/C/89/0397).

This application was not ever implemented.

2. Outline planning permission was granted in February 1996 to provide 18,000 sqm of floor space for industrial and or office and or research and development and or training together with other uses ancillary to any of these uses (ref: 37977P/94/335).

This application was (also) not implemented, however £4 million was paid by the applicant to the Council (as a planning obligation). It is of relevance to note that of the £4 million, £1.3 million was spent on enhancements to Lake Farm Country Park. Additionally, £1million was spent on enhancements to the Hayes Hub.

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

(i) 50,000m² 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

4. 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 8,000m² with a maximum height of three storeys;

(ii) Plot 2 comprised a building with a floor area of 10,000m² with a maximum height of four storeys;

(iii) Plot 3 comprised a building with a floor area of 14,000m² with a maximum height of five storeys;

(iv) Plot 4 comprised a building with a floor area of 10,000m² with a maximum height of four storeys;

(v) Plot 5 comprised a building with a floor area of 8,000m² 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.

5. 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).

6. 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 18,135m² and would be 4.5 metres higher than the original five-storey building approved under the reserved matters approved office building.

7. 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.

12. Resolution to grant planning permission 37977/APP/2009/2079 on 08 September 2011 for a mixed use development for a total of 72,500sqm (comprising 25,000 sq.m office space, a 26,000 sq.m / 450-room hotel, including leisure facilities and energy centre and a 18,135 sq.m data centre). The application was withdrawn on 14 September 2011 following recommendations for approval by the Secretary of State and the London Mayor.

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.

Other planning permissions of relevance to this application include:

8. Planning permission reference 37008/APP/2005/1839, dated 01 September 2005 approved landscaping, fencing and creation of pathways on a 13.91Ha parcel of land to the north of the Stockley Golf Course (known as Land Parcel A).

9. Planning permission reference 37008/APP/2002/1945, dated 18 June 2003 approved landscaping, fencing and creation of pathways on two parcels of land (0.31Ha and 0.61Ha in area respectively) to the northwest of the Stockley Golf Course (these parcels are two of the three parcels of land which are known as Land Parcel B).

10. Planning permission 37008/APP/2005/1842, dated 01 September 2005 approved landscaping, fencing and creation of pathways on a 0.61 Ha parcel of land to the north of the Stockley Golf Course (this is the same parcel of land as that to which 37008/APP/2002/1945 related).

11. Planning permission 66756/APP/2010/198 dated 31 March 2010 approved the creation of new public park, construction of pedestrian footbridge and associated landscaping works on a 2.74Ha parcel of land near Packet Boat Lane (known as Packet Boat Lane Land).

4. Planning Policies and Standards

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.CI1 (2012) Community Infrastructure Provision
- PT1.CI2 (2012) Leisure and Recreation
- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM4 (2012) Open Space and Informal Recreation

Part 2 Policies:

- AM10 Incorporation in new developments of additions to the proposed cycle network
- AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
- 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
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE1 Development within archaeological priority areas
- BE13 New development must harmonise with the existing street scene.
- BE16 New development on the northern frontage of the A4 (Bath Road)
- BE17 Design and layout of new development at Heathrow Airport

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| BE18 | Design considerations - pedestrian security and safety |
| BE19 | New development must improve or complement the character of the area. |
| BE20 | Daylight and sunlight considerations. |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| BE25 | Modernisation and improvement of industrial and business areas |
| BE3 | Investigation of sites of archaeological interest and protection of archaeological remains |
| BE31 | Facilities for the recreational use of the canal |
| BE32 | Development proposals adjacent to or affecting the Grand Union Canal |
| BE34 | Proposals for development adjacent to or having a visual effect on rivers |
| BE36 | Proposals for high buildings/structures in identified sensitive areas |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| BE39 | Protection of trees and woodland - tree preservation orders |
| EC2 | Nature conservation considerations and ecological assessments |
| EC3 | Potential effects of development on sites of nature conservation importance |
| EC4 | Monitoring of existing sites of nature conservation importance and identification of new sites |
| EC5 | Retention of ecological features and creation of new habitats |
| EC6 | Retention of wildlife habitats on derelict or vacant land |
| EM2 | (2012) Green Belt, Metropolitan Open Land and Green Chains |
| EM6 | (2012) Flood Risk Management |
| LDF-AH | Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010 |
| LE1 | Proposals for industry, warehousing and business development |
| LE2 | Development in designated Industrial and Business Areas |
| LPP 1.1 | (2015)Delivering the strategic vision and objectives for London |
| LPP 2.1 | (2015) London in its global, European and UK context |
| LPP 2.13 | (2015) Opportunity Areas and intensification areas |
| LPP 2.17 | (2015) Strategic Industrial Locations |
| LPP 2.18 | (2011) Green Infrastructure: the multi functional network of open and green spaces |
| LPP 2.2 | (2015) London and the wider metropolitan region |
| LPP 2.3 | (2015) Growth Areas and Co-ordination Corridors |
| LPP 2.6 | (2015) Outer London: vision and strategy |
| LPP 2.7 | (2015) Outer London: economy |
| LPP 2.8 | (2015) Outer London: Transport |
| LPP 4.1 | (2015) Developing London's economy |
| LPP 4.12 | (2015) Improving opportunities for all |

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| LPP 4.4 | (2015) Managing Industrial Land & Premises |
| LPP 5.1 | (2015) Climate Change Mitigation |
| LPP 5.10 | (2015) Urban Greening |
| LPP 5.11 | (2015) Green roofs and development site environs |
| LPP 5.12 | (2015) Flood risk management |
| LPP 5.13 | (2015) Sustainable drainage |
| LPP 5.14 | (2015) Water quality and wastewater infrastructure |
| LPP 5.15 | (2015) Water use and supplies |
| LPP 5.21 | (2015) Contaminated land |
| LPP 5.3 | (2015) Sustainable design and construction |
| LPP 5.7 | (2015) Renewable energy |
| LPP 5.9 | (2015) Overheating and cooling |
| LPP 6.1 | (2015) Strategic Approach |
| LPP 6.10 | (2015) Walking |
| LPP 6.12 | (2015) Road Network Capacity |
| LPP 6.13 | (2015) Parking |
| LPP 6.3 | (2015) Assessing effects of development on transport capacity |
| LPP 6.4 | (2015) Enhancing London's Transport Connectivity |
| LPP 6.5 | (2015) Funding Crossrail and other strategically important transport infrastructure |
| LPP 6.9 | (2015) Cycling |
| LPP 7.14 | (2015) Improving air quality |
| LPP 7.16 | (2015) Green Belt |
| LPP 7.18 | (2015) Protecting local open space and addressing local deficiency |
| LPP 7.19 | (2015) Biodiversity and access to nature |
| LPP 7.2 | (2015) An inclusive environment |
| LPP 7.24 | (2015) Blue Ribbon Network |
| LPP 7.25 | (2015) Increasing the use of the Blue Ribbon Network for passengers and tourism |
| LPP 7.26 | (2015) Increasing the use of the Blue Ribbon Network for freight transport |
| LPP 7.27 | (2015) Blue Ribbon Network: supporting infrastructure and recreational use |
| LPP 7.28 | (2015) Restoration of the Blue Ribbon Network |
| LPP 7.3 | (2015) Designing out crime |
| LPP 7.30 | (2015) London's canals and other rivers and waterspaces |
| LPP 7.4 | (2015) Local character |
| LPP 7.5 | (2015) Public realm |
| LPP 7.6 | (2015) Architecture |
| LPP 7.8 | (2015) Heritage assets and archaeology |
| LPP 8.2 | (2015) Planning obligations |
| LPP 8.3 | (2015) Community infrastructure levy |
| LPP 8.4 | (2015) Monitoring and review for London |

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| NPPF | National Planning Policy Framework |
| NPPF1 | NPPF - Delivering sustainable development |
| NPPF11 | NPPF - Conserving & enhancing the natural environment |
| NPPF4 | NPPF - Promoting sustainable transport |
| NPPF9 | NPPF - Protecting Green Belt land |
| OE1 | Protection of the character and amenities of surrounding properties and the local area |
| OE11 | Development involving hazardous substances and contaminated land - requiremer for ameliorative measures |
| OE3 | Buildings or uses likely to cause noise annoyance - mitigation measures |
| OE4 | New or improved roads or railways - mitigation measures |
| OE8 | Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures |
| SPD-NO | Noise Supplementary Planning Document, adopted April 2006 |
| SPD-PO | Planning Obligations Supplementary Planning Document, adopted July 2008 |
| SPG-AQ | Air Quality Supplementary Planning Guidance, adopted May 2002 |
| SPG-CS | Community Safety by Design, Supplementary Planning Guidance, adopted July 2004 |

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **4th May 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Site Notice: Erected 10th April 2015

Press Advertisement: 13th April 2015

Some 61 neighbouring households, amenity groups, and local businesses were notified of the proposal on 9th April 2015 with the consultation period ending on 30th April 2015.

So far only two letters have been received, in this case supporting the proposals. The letters were received from the Hillingdon Canals Partnership and the Inland Waterways Association; with the following issues having been raised:

HILLINGDON CANALS PARTNERSHIP

Prologis consulted the Hillingdon Canals Partnership before submitting the planning application. We welcome the proposals to open up the canal on the frontage of the development and the major improvements in access to the towpath from Stockley Park. We asked Prologis to consider a slight widening of the surfaced towpath, the installation of a charging point for the Groundwork electrically-driven floating classroom, 'Elsdale', the provision of information boards, a maintenance agreement and the use of local bricks from the London Foundations Project in the seating area. From reading the Landscape Design Statement it appears that all these points have been taken on board by Prologis. On that basis we support the proposals.

INLAND WATERWAYS ASSOCIATION

I write on behalf of the Middlesex Branch of the Inland Waterways Association. Our Branch strongly supports the above application as the proposed landscape scheme will open up the canal frontage. For many years the dense landscaping along the southern boundary of Stockley Park has resulted in an intimidating towpath which feels unsafe due to the lack of any obvious link to public highways or to the Stockley Park footpath and cycleway network. We also support the proposal to provide a mooring for Elsdale II floating classroom. We would suggest that the applicant should also fund any necessary dredging of the canal at the proposed mooring site.

Officer comments: The issues raised in the representation received above have been addressed in the main sections of the report. However, it is worth noting, in line with per pre application discussions, that all the items requested above are secured in the s106 legal agreement.

CANAL & RIVER TRUST

[20.05.15]

Thank you for your email dated 18 May 2015 requesting further information and clarification with regard to our response to your consultation on the above planning application.

Landscaping

It is acknowledged that the landscaping and works to the towpath immediately adjacent to the canal fall outside of the red-edged application site and will therefore need to be secured by way of s106 agreement. These works include towpath surface improvements and the widening of the towpath to between 1.8m and 2.2m. The Trust supports the widening of the towpath in this location and there may be an opportunity to further increase the width to up to 3m, particularly where the towpath adjoins the stepped access points at either end of the site.

The precise details of the towpath widening would be agreed through the Trust's third party works process. Given the wider landscaping works that the applicant is proposing, it would be logical for the applicant to undertake the works to the towpath on behalf of the Trust, rather than making a financial contribution towards the Trust undertaking the works.

With regard to maintenance, the Trust would expect the ongoing maintenance of the towpath of this section of the towpath to be undertaken by the applicant as part of their wider site maintenance. This would include litter picking, graffiti removal and maintaining the towpath surfacing.

In addition to the benches already proposed, there may be scope for the applicant to provide further bench seating immediately adjacent to the towpath. These benches would be located on the applicant's site and would need to be secured as part of the site landscaping plan, rather than through s106.

The landscaping plan does not appear to show the location of any litter bins and the Trust considers it to be important that these be included. Any litter bins should fall within the application site itself and the responsibility for their clearance should fall within the applicant's estate management.

With regard to signage, the site would benefit from the siting Legible London signage on the towpath and this should be included within the s106. The current price for a Legible London finger sign, including installation, is £2,700. We do not consider that any illumination of the towpath is required in this location, particularly as it may have an impact upon bats use of the canal as a foraging corridor.

Ecology Report

It is noted that the location of the surveyed areas falls out of the application site and therefore the

great crested newt, reptile and bat surveys should be secured within the heads of terms of the s106.

Community Mooring

The proposed community mooring falls outside of the application site and therefore this facility should be secured as a planning obligation.

Risk assessment condition

To reflect government guidance with respect to pre-commencement conditions, this condition should be reworded as follows:

Prior to the commencement of any works adjacent to the water, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the navigation.

[15.05.15]

The British Waterways Board (Transfer of Functions) Order 2012 has substituted references to British Waterways in the Town and Country Planning (Development Management Procedure) (England) Order 2010 to the Canal & River Trust. As such, local planning authorities are now required to consult the Canal & River Trust on applications for planning permission in the same way as British Waterways was previously consulted. In addition, under the British Waterways Board Transfer Scheme 2012 (also made under the Public Bodies Act 2011) all the property of British Waterways in England and Wales has now vested in the Trust.

After due consideration of the application details, the Canal & River Trust has no objection to the proposed development, subject to the imposition of suitably worded conditions.

Landscaping

The Trust supports the proposal to enhance the visual and physical connectivity between the application site and the Grand Union Canal. The canalside itself does not currently have any biodiversity features - other than as a corridor for bats - and the proposed planting and seeding incorporates biodiversity features which will address this. The Trust supports the provision of seating, cycle parking and access improvements to the towpath and surrounding land.

Ecology Report

We note that the Ecological Assessment recommend the following:

- Great crested newt survey;
- Reptiles survey;
- Bat survey.

In order to ensure that these surveys are undertaken the Trust requests that a condition be placed upon the planning permission requiring that these be undertaken within the recommended periods stated within the assessment.

Community mooring

The Trust is pleased to see within the Landscape Design Strategy that the applicant is proposing to install an electrical charging point and informal mooring point which will be made available to community boats, such as Groundwork's floating classroom the Elsdale. The proposed location of the charging point is unclear from the canal frontage concept drawing (13A) and the Trust requests that further details be provided. To ensure that this charging point and mooring is installed

the Trust requests that the condition requires these works to be completed prior to first occupation of the development.

The Trust suggests the following condition be attached to the decision notice:

Full details of the mooring referenced within the Landscape Design Strategy, including its location and details of the electrical charging point, shall be submitted for approval to the Local Planning Authority, in conjunction with the Canal & River Trust, prior to any landscape works being undertaken. The approved details shall be implemented prior to first occupation of the development.

Reason: To ensure that the mooring is in a location that does not hinder navigation of the canal and to ensure that the mooring is installed prior to occupation of the development.

Additional conditions

If the Council is minded to grant planning permission it is requested that the following conditions are attached to the decision notice:

Risk Assessment

Prior to the commencement of development a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the navigation.

Surface Water

If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

Reason: To determine the potential for pollution of the waterway and likely volume of water.

Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.

If the Council is minded to grant planning permission, it is requested that the following informative is attached to the decision notice:

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal River Trust" to ensure that any necessary consents are obtained. Please visit <http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>

The applicant is advised that surface water discharge to the waterway will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team (nick.pogson@canalrivertrust.org.uk).

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement.

In addition, in order for the Canal & River Trust to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

Officer Comments: The applicant has agreed to all the Canal and River Trust requests for towpath improvements and maintenance as well as the provision of additional signage with further ecological studies and enhancements, as well as a new community mooring. All these items these will be secured in the S106, including the widening of the towpath to a minimum of 3m.

MOD SAFEGUARDING

No safeguarding objections to this proposal.

HISTORIC ENGLAND

Recommend - No Archaeological Requirement

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

Previous consideration of this site has demonstrated that it has been extensively disturbed by mineral extraction so there is negligible potential for significant archaeological survival.

I did however notice from historic maps that there was an early twentieth century dock running off the canal (see attached plan) and wondered if it might be reinstated as part of the landscaping to make a positive contribution to local character.

No further assessment or conditions are therefore necessary.

Please note that this response relates solely to archaeological considerations. If necessary my Historic Buildings and Areas colleagues should be consulted separately regarding statutory matters.

EA

Due to limited resources in the Groundwater, Hydrology & Contaminated land team, we are only able to provide detailed site-specific responses to planning consultations for sites located within an Inner Source Protection Zone (SPZ1) at present. We would appreciate being informed if contamination is subsequently identified that poses a significant risk to controlled waters. The developer should address risks to controlled waters from contamination at the site, following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination.

1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination.
2. Referring to the Environment Agency guiding principles for land contamination and the land contamination sections in the Environment Agency's Groundwater Protection: Principles and Practice
3. Further information may be found on the land contamination technical guidance pages on the direct.gov website

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with:

- BS 10175:2011+A1:2013 Code of practice for the investigation of potentially contaminated sites.
- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points
- BS ISO 5667-18:2001, BS 6068-6.18:2001 Water quality. Sampling. Guidance on sampling of groundwater at contaminated sites

The competent person would normally be expected to be chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

The Environmental Permitting Regulations 2010 make it an offence to cause or knowingly permit an activity that will result in the input of pollutants to surface water or groundwater, unless authorised to do so by an environmental permit. This development may require an environmental permit from us. The applicant is advised to telephone 03708 506 506, or email enquiries@environment-agency.gov.uk to discuss the issues likely to be raised.

TfL

[11.08.15]

At the initial consultation stage, a number of issues were highlighted in relation to transport matters, specifically in relation to cycle parking, PERS audit, outdated Travel Plan and GIA floorspace calculations.

TfL welcomes the clarification provided over cycle parking and is satisfied that the 90 cycle parking spaces proposed will meet the standards outlined in the London Plan Cycle Parking Standards. TfL also appreciate the agreement to update the Travel Plan as well as the confirmation that bus stop K and A are fully accessible and of appropriate kerb height.

Furthermore, TfL are pleased with the clarification over the GIA floorspace in order to calculate the Crossrail SPG contributions. It has been calculated that this contribution will total £2,498,720 for 17,848sqm of B1 office use. However, as outlined in the Stage 1 report, TfL still request a further 10% of passive EVCPs to be provided into Phase 1 of the proposal. Furthermore, TfL also request that in Phase 2 of the development, 5% of the parking capacity is allocated to Blue Badge and an additional 5% are enlarged standard spaces to ensure that future demand for Blue Badge spaces can be met if required. These two amendments will ensure the development complies with the London Plan Parking Standards.

[30.04.15]

I write following receipt of a Transport Assessment dated 11th March submitted in support of the above referable planning application to the London Borough of Hillingdon.

The following comments represent the views of Transport for London officers and are made on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority.

Site Location

The site is remote from both the Transport for London Road Network (TLRN) and Strategic Road Network (SRN). The nearest rail station is West Drayton, just over 1km walk from the site. Crossrail will be operating at this station in 2019. Stockley Park is currently served by 3 bus routes (350, U5 and A10) in addition, the route A40 runs along Stockley Road. The Public Transport Accessibility Level (PTAL) of the site is 0-2, where 6 is very high and 1 is very low.

Car parking

180 car parking spaces are proposed for phase 1, including 9 allocated to Blue Badge holders. This provision conforms to London Plan (2015) standards and is therefore acceptable. 20% will have active Electric Vehicle Charging Points (EVCPs) and TfL request that a further 10% have passive EVCPs.

The maximum of 446 spaces is proposed for phase 2, with 20% active Electric Vehicle Charging Points (EVCPs) and 10% passive EVCPs. This provision also is within London Plan (2015) standards and is acceptable. TfL requests that 5% of the capacity is allocated to Blue Badge and a further 5% are enlarged standard spaces, to ensure that future demand for Blue Badge spaces can be met if needed.

Cycle parking

The applicant should state the quantum of cycle parking proposed for the both the detail and outline phases and conditions should be secured to confirm their location of for the outline permission. Visitor cycle parking needs to be highly accessible and visible, while preferably under cover and close to building entrances. Staff cycle parking needs to be secure, under cover (preferably inside a secure building), and should be accompanied by locker and changing facilities.

Highway Impact

£500,000 was previously secured to fund studies and works to improve traffic flows and public transport in the vicinity of the site. As below TfL does not consider there will be a impact on public transport capacity and therefore the borough should clarify whether this will be sought for the current application.

Buses

TfL does not consider that the development will have a detrimental impact on local bus network capacity however the applicant should clarify whether Iron Bridge Road stops K and A, Horton Close and Stone Close (north and south) kerb heights meet minimum height thresholds. This can be included in the PERS audit.

Walking and Cycling

TfL request that the applicant undertakes a Pedestrian Environment Review System (PERS) audit. The extent of the area should include the route to West Drayton station as the Transport Statement indicates that staff will walk from the station to the site.

TfL recommend that a financial contribution is secured towards works along the towpath immediately south of the site in line with London Plan policy 6.10 Walking. This was secured with the previous application. Furthermore, a contribution towards a study at Horton Interchange covering pedestrian crossings and junction capacity was secured by s106. The borough should clarify whether this will be requested for the current application as this would be supported in improving pedestrian access to the site.

Travel planning

A Framework Travel Plan has been submitted by the applicant. TfL would have expected a baseline modal split, a standardised approach to monitoring and a source of funding to be included in the

Framework Travel Plan. The full Travel Plan should include this information in addition to the requirement for a full Travel Plan and to be secured by s106.

Construction, delivery and servicing

A framework Delivery and Servicing Plan (DSP) has been submitted. Servicing will occur from Horton Road. TfL are satisfied with this arrangement. A full DSP should be secured by condition. TfL deem the framework Construction Logistics Plan (CLP) to be acceptable. A full CLP should be also secured by condition.

Crossrail

The mechanism for contributions to be made payable towards Crossrail has been set out in the Mayor's Supplementary Planning Guidance (SPG) 'Use of planning obligations in the funding of Crossrail and the Mayoral Community Infrastructure Levy' (April 2013) and London Plan policies 6.5 and 8.3. The SPG states that contributions should be sought in respect of uplift in floorspace for B1 office, hotel and retail uses (with an uplift of at least 500sqm). The site resides within the 1km charging zone of West Drayton station and therefore TfL request the applicant provides GIA floorspace of B1 in order to calculate the contribution.

CIL

In accordance with London Plan policy 8.3 'Community Infrastructure Levy', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. It will be paid by most new developments in Greater London. Boroughs are arranged into three charging bands with rates of £50 / £35 / £20 per square metre of net increase in floorspace respectively. The Mayor CIL rate for the London Borough of Hillingdon is £35 per sqm.

Summary

To accord with the London Plan, the applicant should confirm the provision and location of cycle parking, undertake a PERS audit, update the Framework Travel Plan and confirm GIA floorspace for the B1 usage.

[21.05.15]

In response to the letter from WSP dated 15 May 2015, TfL have the following comments:

- Car Parking: The degree of flexibility in the London Plan with regard to car parking does not refer to the provision of Electric Vehicle Charging Points (EVCPs). The B1 EVCP standards should apply across the site as the nature of the land use (B1,B2,B8) will not influence the electric car ownership of staff employed or visitors to the site. Therefore, the full provision of 20% active and 10% passive EVCPs should be provided.
- Cycle Parking: TfL are satisfied with the provision of London Plan (March 2015) cycle parking spaces and their locations, however the stands should be covered.
- PERS audit: TfL welcome the submission and area covered by the PERS audit, however as stated in our initial and stage 1 comments, kerb heights for bus stops should be assessed to meet the minimum criteria for accessibility purposes.

Officer comments: At the initial consultation stage, a number of issues were raised in relation to transport matters. These issues have all been addressed and TfL has subsequently confirmed there are no further outstanding issues.

SECURE BY DESIGN

I have the following comments to gain the SBD award. 1. All perimeter doors will be to BS PAS 24-2012 or LPS 1175 sr 2 or higher. There are other acceptable security standards, and I refer you to SBD website. www.securedbydesign.com 2. All opening and accessible windows will be to BS PAS

24-2012 with P1a laminated glass to BS EN 356;2000. 3. Roller Shutters to LPS 1175 sr2. 4. Lighting to BS 5489 with no bollard lighting. 5. CCTV to be considered. Alarm to be considered. 6. Perimeter fencing to 2.4m high, swing gates with appropriate locking. I refer the specifier to SBD website for approved companies you can supply these products. 7. Landscape should provide a surveillance window. Planting should be below 1m high and above 2m high. 8. Cycle store. Safe and secure. I refer to SBD website for suitable products. I was informed that the developer would lease to a client following build. At this time what will be stored is not known, and therefore I cannot provide a detailed risk assessment.

Officer comments: A condition is imposed requiring the development achieves Secure by Design Accreditation prior to occupation. However, it is worth noting that some requests (e.g 1-2m high landscaping only) would not be practicable.

HEATHROW SAFEGUARDING

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

Height Limitation on Buildings and Structures

No building or structure of the development hereby permitted 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.

See Advice Note 1 'Safeguarding an Overview' for further information (available at [www.aoa.org.uk/operations & safety/safeguarding. asp](http://www.aoa.org.uk/operations%20&%20safety/safeguarding.asp)).

If any final roof designs of any proposed building exceed 500Sq.M and are of a flat/shallow pitch (less than 15 degrees), then please be advised we would implement the following condition;

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

Reason:

To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

We would also make the following observations:

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' (available at <http://www.aoa.org.uk/policysafeguarding.htm>).

Wind Turbines

Wind Turbines can impact on the safe operation of aircraft through interference with aviation

radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation&safety/safeguarding.htm)).

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

As the application is for outline approval, it is important that Heathrow Airport Ltd is consulted on all Reserved Matters relating to siting and design, external appearance and landscaping.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of BAA, or not to attach conditions which BAA has advised, it shall notify BAA, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Officer Comments: The conditions and Informatives as required by BAA have been added to the recommended decision notice.

NATURAL ENGLAND:

Planning consultation: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and / or Use Class B2) and / or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.

Location: Phase 3 Stockley Park, Stockley Road West Drayton Middlesex.

Thank you for your consultation on the above dated 09 April 2015 which was received by Natural England on 09 April 2015.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

The Wildlife and Countryside Act 1981 (as amended)

The Conservation of Habitats and Species Regulations 2010 (as amended)

Natural England's comments in relation to this application are provided in the following sections.

Statutory nature conservation sites - no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

Protected species

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the

same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at consultations@naturalengland.org.uk.

Priority Habitat as identified on Section 41 list of the Natural Environmental and Rural Communities (NERC) Act 2006

The consultation documents indicate that this development includes an area of priority habitat, as listed on Section 41 of the Natural Environmental and Rural Communities (NERC) Act 2006. The National Planning Policy Framework states that 'when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity. If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.'

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Impact Risk Zones for Sites of Special Scientific Interest

Natural England has recently published a set of mapped Impact Risk Zones (IRZs) for Sites of Special Scientific Interest (SSSIs). This helpful GIS tool can be used by LPAs and developers to consider whether a proposed development is likely to affect a SSSI and determine whether they will need to consult Natural England to seek advice on the nature of any potential SSSI impacts and how they might be avoided or mitigated. Further information and guidance on how to access and use the IRZs is available on the Natural England website.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Officer comments: It is noted that Natural England have raised no objections to the proposals and referred the Council to their standing advice.

GLA

Received 10.08.15

There's further information required as stated, although the other issues are now resolved.

Para. 42 The applicant has stated that the warehouse space will not be provided with active cooling. Information should also be provided to confirm that the need for active cooling has been designed out of the office spaces, which should be demonstrated in the context of the cooling hierarchy given in London Plan Policy 5.9 'Overheating and Cooling'.

The applicant has provided estimates of the cooling consumption from the BRUKL document which show the predicted energy consumption is relatively small in proportion to other loads. The applicant has also stated that the modelling identifies potential residual overheating risks to the office reception areas and that this will be assessed at detailed design stage. The applicant should address the overheating risk at this stage as additional measures could impact on the visual appearance and layout of the building. The applicant should also provide evidence that the overheating risk has been reduced to acceptable levels and also provide the cooling demand for both the notion and actual building in MJ/m². Any additional measures required to reduce the cooling demand and overheating risk should be detailed in the response.

Para. 43 The development is estimated to achieve a reduction of 252 tonnes per annum (24%) in regulated CO₂ emissions from this first stage of the energy hierarchy ('Be Lean'), compared to a 2013 Building Regulations compliant development. BRUKL sheets for the development, including efficiency measures alone, should be provided to support the savings claimed.

The applicant had previously based the carbon savings on a similar project and has now undertaken specific Part L modelling for the detailed element of the application. The carbon reduction savings from energy efficiency measures has been updated to 31%. The applicant has stated that the BRUKL documents have been provided to support the savings claimed, however the documents do not appear to be included in the email attachments. The applicant should resend the requested BRUKL documents.

Para. 46 The applicant has investigated the feasibility of a range of renewable energy technologies and is proposing to install solar thermal to serve the office elements. The indicative size of the solar thermal systems and its integration in the building should be provided, and the carbon savings associated with the system should be quantified.

The applicant stated that the Solar thermal system has been sized to meet 50% of the load. However, the applicant has not provided an indicative size of the solar thermal system. For the avoidance of doubt the applicant should provide the size of the solar thermal in m². The applicant has also not demonstrated how the system will integrate with the other heating systems. The plan provided does not outline the location of the solar thermal panels. This item remains outstanding.

Para. 47 The applicant states that solar PV is a feasible technology but that the amount provided will be defined at detailed design stage. The applicant also states that while a commitment is made to meet the target, this could be achieved by PV or by an offsite contribution. This approach is not acceptable and in line with the energy hierarchy, the applicant should commit to meeting the target on-site with PV, unless it is demonstrated that this is physically not possible. The applicant has quantified the amount of PV required to meet the target. The design should be developed to ensure that this can be accommodated on site. Only if it is demonstrated that this is not possible should an offset carbon contribution be considered. A roof plan showing the location of the proposed solar thermal and PV panels should be provided. The carbon savings associated with the proposed installation should also be provided.

The applicant has that stated that 71m² is required for units 1 and 2 (detailed application) to meet the 35% carbon emission reduction target. However, the applicant has not outlined the PV required for

the whole site or whether it can be accommodated on-site and has instead requested flexibility for the outline element of the application to allow agreement of an alternative Allowable Solution contribution with the local authority should PV not be viable. As previously stated the offset contribution should only be considered if it is demonstrated that PV is not viable. This approach is therefore not accepted and the applicant should therefore assess the viability of PV for the outline application and demonstrate the maximum carbon emission savings on-site before considering the offset payment.

Received 21.05.15

Greater London Authority (GLA)

The GLA stated that London Plan policies on the Green Belt, industrial and business land, urban design, inclusive design, the Blue Ribbon Network, transport, and climate change are relevant to the application and that in general, the application complies with some of these policies but not with others and further discussion is needed on the following points:

i) Green Belt: The proposals are considered to meet the requirements of the NPPF and the London Plan; however the implementation and maintenance of the landscape improvements both within the site, and for the gifted off-site parcels, should be appropriately secured by a section 106 agreement. An advanced draft of the section 106 agreement should be provided ahead of the Stage Two referral. Furthermore, the maximum parameters of the outline application should be appropriately secured.

ii) Industrial and Business land: The proposed use meet the requirements of the London Plan.

iii) Urban design, inclusive design and Blue Ribbon: The layout and massing is broadly supported. Further detail on the pedestrian ramp to the towpath is required and the Council are encouraged to secure key building details as conditions to ensure the highest standards in this sensitive location.

iv) Transport: To accord with the London Plan, the applicant should confirm the provision and location of cycle parking, carry out a PERS audit, and update the Framework Travel Plan.

iv) Climate Change: The approach to solar PV is not acceptable and teh design should be developed to ensure that this can be accommodated on site. Information should also be provided to confirm that the need for active cooling has been designed out of the office spaces; BRUKL sheets should have been provided; the indicative size of the solar thermal systems and its integration in teh building should be provided, and the carbon savings quantified; and a roof plan showing the location of the proposed solar thermal and PV panels should be provided.

OFFICER COMMENT: The officer's comments on issues raised by the GLA response are provided below:

i) Green Belt: The stage 1 response raised no issues in relation to the loss of Green Belt land subject to a section 106 agreement securing the implementation and maintenance of the landscape improvements both within the site, and for the gifted off-site parcels. In addition, the maximum parameters of the outline application should be appropriately secured. Heads of Terms (HoT) have been agreed with the applicant to ensure that the implementation and maintenance of the landscape improvements both within the site, and for the gifted off-site parcels is secured. Whilst further details of the HoT are provided in the main body of the report a draft section 106 will be submitted in support of the stage 2 referral to the GLA. The parameters of the outline application are secured by conditions.

ii) Industrial and Business land: The proposed use meets the requirements of the London Plan and therefore there are no further requirements in this respect.

iii) Urban design, inclusive design and Blue Ribbon: The GLA Stage 1 response indicated that the scheme should seek to provide further details of accessibility ramps as well as reserve details of materials and appearance of the new buildings. Amended drawings have been submitted showing the accessibility ramps in detail, including the position of handrails as well as the details of the ramps level landings. Although a more detailed discussion on the appearance of the buildings is provided in the relevant section of the report it is worth noting that, subject to appropriate conditions, the urban form, materials and detailing of the overall scheme is considered acceptable in the locality.

iv) Transport: The GLA Stage 1 response requested a PERS audit be carried out as well as the location of cycle parking together with a request that various other matters be secured. The works recommended in the PERS audit and a detailed Travel Plan will be submitted as required through appropriate HoT of the section 106.

iii) Climate Change: The GLA Stage 1 response indicated that further details of the energy strategy and carbon reduction measures were required. The applicant has submitted these details but the GLA subsequently advised that these details were insufficient. As such, the submission of these details will be secured by way of conditions. HoT are also proposed to ensure that an offsite contribution £60 will be paid for every tonne of CO₂ over the carbon lifetime of the development (30 years) that falls below the 35% target.

Internal Consultees

URBAN DESIGNER

The views analysis provided shows that a substantial amount of the visual impact of the buildings could be mitigated by good landscaping proposals. Hence, much of the success of this scheme will depend on the quality of the landscape design and planting, particularly in my view on the eastern side of the site and along the canal. I note the Council's Landscape Architect appears content in principle with the scheme as proposed.

I note that the PV's shown at roof level are not considered satisfactory by the GLA, could we confirm what alternatives are being considered? As this could potentially have an impact on the appearance of the buildings, or on the site, if they are ground mounted.

In addition, should this application be considered for approval, details of the materials to be used, colours, textures and finishes for the external elevations of the buildings should be provided for approval.

Officer comments: The proposals are for Photovoltaic panels on the roof only. Subject to the use of suitable materials it is considered that the final scheme will result in a distinctive form of development that is suitable to the locality.

LANDSCAPE ARCHITECT

Character / Context:

Site description:

- The site is situated to the west of Iron Bridge Road and the GlaxoSmithkline business campus to the south-west of the Stockley Road / Horton Road junction.
- The Grand Union Canal lines the southern perimeter, with Horton Close (part of Horton Industrial Park) to the west Horton Road to the north.
- Access to the site is currently from the south-east corner, off Iron Bridge Road.
- The topography of the site generally falls from the north-eastern corner towards the canal towpath to the south.
- There is a planted bund along the western boundary. This is known as land parcel 'D' and is to be retained as public open space with a public footpath connecting Horton Road and the Grand Union

Canal.

- The formal tree-lined system of canals / linear ponds which run on a north-south axis along the east boundary, forms another significant landscape feature of this site.
- The site currently benefits from infrastructure improvements including roadways, level changes and large scale tree planting, carried out as advance works for the previously approved development.
- There is also a low bund along the southern edge of the site which currently accentuates the change of level down to the canal towpath and effectively blocks views of the canal from within the site.

Landscape Planning designations:

- There are no Tree Preservation Orders and no Conservation Area designations affecting the site.
- The western half of the site and a parallel corridor north of the Grand Union Canal is designated Green Belt.
- The site lies in between four of the boroughs landscape character areas, as identified in Hillingdon's Landscape Character Assessment (2012) and noted in Landscape & Visual Assessment Addendum 7.6.18.

Landscape constraints / opportunities:

- The site was formerly part of the Stockley Park estate, whose land restoration and earlier phases of development were implemented in the 1980's and 90's.
- Stockley Park is renowned for the high quality of its landscape restoration, design, implementation and subsequent maintenance.
- The detailed design and subsequent management and maintenance of the proposed development is expected to respect and emulate the earlier phases.
- As part of an earlier S.106 legal agreement, Stockley Park are due to hand over a number of parcels of Green Belt land to the London Borough of Hillingdon.

Proposal:

The proposal is a hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and / or Use Class B2) and / or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space.

Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure.

Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.

Landscape Considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

Saved policy OL1 and 2, and the National Planning Policy Framework seek to restrict inappropriate development and retain the openness, character and appearance of the Green Belt.

- Most of the existing infrastructure of the site, including the extensive tree planting, is due to be removed and / or re-arranged to accommodate the proposed development.
- Pre-application planning discussions approved, in principle, the re-arrangement of the site - and inevitable tree loss - as a consequence of the proposed buildings and land use.
- A Pre-Development Tree Survey, by Midland Tree Surgeons, assesses the condition and value of 82No. groups of trees across the site, most of which were planted as 'advance works' in accordance with previous planning application by Stockley Park.
- The tree survey is accompanied by Barry Chinn's drawing No. 1469/14_02.dwg Rev A.
- Trees to be retained and protected during the development are indicated on Barry Chinn's drawing No. 1469/14_14.dwg Rev A, Tree Retention, Protection and Removal Plan. These include the

established trees associated with the water bodies on the east boundary, trees along the southern boundary with the Grand Union Canal and those on the raised land along the west boundary.

- The Design & Access Statement, by Michael Sparks Associates, describes the evolution of the landscape design for the scheme in section 6.8.
- The objectives include the design and management of a well designed landscape which respects the adjacent landscape of Stockley Park and enhances the ecology of the area.
- Specific aims are identified for the various site characters and different boundaries.
- The Landscape Design Statement, by Barry Chinn Associates, re-iterates the above detail and identifies 9 No. key design objectives.
- This is illustrated and supported by drawing No. 03 Rev C, Illustrative Landscape Concept, by Barry Chinn.
- The retained features of the layout include; the retention of the water bodies and planting along the east boundary, the retention and enhancement of the public open space on elevated land along the west boundary and the improvements to public access and visual amenity associated with the canal corridor.
- The development of the masterplan incorporates a new open (tree-lined) central axis, running north-south, through the site, providing an open link between the Green Belt land to the north and south of the site.
- Other new landscape features, include: structure planting (trees and hedges) along the northern (Horton Road) boundary, avenue planting along the central axis road which separates units 1 and 2 from the future development area to the west - for which outline consent is sought. Buffer planting will also be provided between units 1 and 2 and along the southern edge of the developed areas.
- One of the key benefits of the scheme will be the improvement of views over, and public access to, the canal. It is hoped that the enhanced relationship with, and natural surveillance of, the canal, will encourage the use and enjoyment of the canal by local people.
- Considerable thought and detail has been provided in the concept plan, following the pre-application discussions, which include: indicative plant / vegetation schedules and hard landscape details, (boundary fences, surfacing and outdoor furniture). Final details should be conditioned.
- The concept plan is further illustrated by drawing No. 11 rev B, Illustrative Landscape Sections and Canal Frontage Sections on drawing No. 13 Rev A.
- There are currently significant artificial changes of levels across the site, with sheet piling retaining walls and a man-made high point towards the centre of the site.
- In order to accommodate the proposed site layout, it will be necessary for the site to be levelled, with the existing high points removed and low points filled.
- The effects of this are described in the L&VIA, section 7.7.1b
- The levels drawings show the uniform building plateau which balances the volumes of 'cut and fill' across the site.
- The proposed level changes throughout the site will result in the building slab level (unit 1) along the northern boundary being < 1.5 metres below Horton Road.
- The slab level along the west boundary will be raised by 1-1.5 metres above the current site levels.
- The building slab level along the southern edge of the site will vary between 1.5 -2.5 metres above the existing ground profile.
- The slab level of units 1 and 2 will be approximately 250mm above the existing ground levels to the west of the water bodies parallel with Iron Bridge Road.
- A Landscape & Visual Impact Assessment addendum has been prepared using the previously approved document, Appendix 7D, Arup 2009 LVIA, as a baseline and noting where differences occur.
- This approach was agreed, in principle, by the local planning authority, due to the likely similarities of the landscape effects - and the likely reduction of the visual effects, due to the reduced height of some of the buildings and the maturing tree cover from some viewpoints.
- It was also agreed that, although the 2009 document was based on the Guidelines for Landscape and Visual Impact Assessment, Second Edition, (2002), the assessment is still relevant and largely

satisfied in the light of the publication of the Third Edition (2013).

- There is no objection to the landscape and visual conclusions which are summarised in sections 7.12.2 - 7.12.4.
- 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.

S.106 Land parcels

- The submission includes illustrative landscape strategies for the land parcels identified in an earlier approval.
- Land parcel A, drawing 05 Rev A, shows the large open space to the north of the golf course / Goulds Green.
- Land parcels B1 and B2, drawing Nos.06 Rev A and 07 Rev B, show detail;s of the pockets of land adjacent to the public open space which link to Park view Road and Chestnut Avenue.
- Land parcel C, drawing No. 08 Rev B, shows the site off Dawley Road / east of the golf course.
- Land parcel D, drawing No.09 Rev A, shows the bund along the west boundary of the site, which has already been formed, subject to amendment and opening up as a pedestrian link between Horton Road and the Grand Union Canal.

The details of the landscape treatment and possible adoption of the land parcels is yet to be agreed with LBH's Green Spaces managers.

Recommendations:

This application has been subject to pre-application discussions and the proposed landscape proposals reflect the outcome of the discussions. While the landscape quality lacks the sophistication and signature features of the earlier phases of Stockley Park, this proposal includes some long-term benefits for public access, the canal frontage and biodiversity.

No objection, subject to the above observations and COM6, COM7, COM8, COM9 (parts 1,2,3,4,5, and 6) and COM10.

Officer comments: Conditions have been imposed in line with the Landscaping officer's comments.

HIGHWAYS

Site and Transport Network:

The proposals seek full planning permission for phase 1 containing 18,900sqm in two building together with associated highway works, open space, landscaping, car park provision for 180 spaces and associated infrastructure. Outline permission is also sought for phase 2 for upto 26,100sqm of floor space with all matters except for access reserved for later determination.

The site has a PTAL rating of 2 (poor) and will be served by a new vehicular access (priority T-junction) onto Horton Road, which is a single carriageway highway with a 30 mph speed limit. It leads westwards to West Drayton and eastwards to Stockley Road (A408). The site access will require a stage 1 safety audit.

Stockley Road leads to the M4 to the south and Uxbridge to the north. It is a dual carriageway with a 50 mph speed limit and is also designated as a Borough Main Distributor Road within the Hillingdon Local Plan part-2.

Traffic congestion is often experienced at the Horton Road / Stockley Park interchange during the evening peak period. This is largely due to southbound traffic on Stockley Road (A408) blocking back from the Prologis Park junction. This prevents southbound traffic from Stockley Park interchange from merging onto Stockley Road, resulting in traffic queues that then block back the slip road to lock up the Horton Road interchange.

Transport Assessment:

A transport assessment report was submitted in support of the application.

Traffic generation (two way vehicular trips) was initially assessed on the basis of surveys (December 2014) at the existing Prologis Park development (27,092 sqm), together with Travel to work data from 2011 census for people working in the Yiewsley ward, in which the site is located.

This assessment was subsequently revised on the basis of generic trip rates for B1(c) uses. This increased the traffic generation to 333veh/hr (AM peak) and 264 vehs/hr (PM peak).

The traffic modelling for the proposed site access 'priority T-junction' onto Horton Road reported satisfactory operational performance with the higher traffic flows.

Vehicular and Cycle Parking:

The parking provision includes 74 car spaces for Unit 1 (7,685 sqm) and 106 spaces for Unit 2 (10,973 sqm). This amounts to a provision of 1 space per 104sqm for each use. Provision for commercial vehicles includes 80 spaces corresponding to 1 space per 500sqm. The transport assessment indicates that provision will aim for 20% active and 10% passive provision for electric vehicles. This would comply with LBH and London Plan maximum standards.

Amended plans will need to demonstrate that the development provides 10% of total car parking for disabled car parking as well as showing the location of the disabled parking bays.

In line with Hillingdon's Local Plan part 2 motorcycle parking should be provided at the rate of 1 space per 20 car parking spaces.

The proposed cycle parking provision of 90 spaces has been guided by London Plan minimum standards of 1/250sqm for B1 use 1/500sqm for B8 use. London Plan also requires short stay cycle parking at the rate of 1/1000sqm. This is lower provision than minimum LBH standards for B1/B2 and B8 uses which requires cycle storage at the rate of 1/75sqm and 1/250sqm respectively.

The assessment of vehicular parking based on the higher B1(c) trip rates for both phase 1 and phase 2 (45,000sqm) indicated a maximum accumulation of 226 car park spaces for the whole site. The current proposal for 180 car park spaces for the 18,900sqm floor space therefore represents a significant overprovision over the 95 spaces that can be proportionately justified. The transport assessment is therefore not considered robust and further assessment must be undertaken using data from a range of other more comparable sites to validate the forecast trip rates, the corresponding provision for car parking and commercial vehicles. Alternatively, the maximum car parking provision for the phase 1 development should be restricted to 95 spaces.

The use of the temporary overspill car park by GSK, located on the site to the South of Iron Bridge Road will expire at the end of 2015. There are on-street restrictions to prevent overspill parking onto the adjacent highway.

Traffic Impacts:

Traffic surveys from March 2013, November and December 2014 were undertaken to determine baseline traffic movements at the following junctions:

- Horton Road / Iron Bridge Road,
- Horton Road / Bennetsfield Road / A408 Stockley Road
- A408 Stockley Road (automatic traffic count).

It should be noted that December is not considered to be a 'neutral' months for the traffic surveys.

The extent of the highway network subjected to traffic modelling assessments was limited to the

following three junctions:

- Proposed new site access off Horton Road
- Horton Road / Iron Bridge Road; and
- Horton Road / Bennetsfield Road / Stockley Road.

The transport assessment reported that the development was not expected to have a detrimental impact on safe and efficient operation of these junctions.

However, the traffic survey data indicates that there has been a significant reduction (approximately 24%) in traffic on A408 between 2009 and 2013 during the morning and evening peak periods (potentially due to economic recession). There is no evidence to suggest that the capacity of the network has been reduced since 2009 to the extent that previously observed level of traffic demands cannot return with an economic recovery. Consideration of the 'smart motorway' initiative that is being developed by Highways England (DfT) for the M4 would also be required to ensure the operational performance of the highway is maintained. Consideration of 'traffic growth' based on Tempro growth factors together with an allowance for traffic generation from committed / under occupancy of developments in the area is required for assessment of future base line traffic demands.

Moreover, a review of the modelling identified that the calibration and validation of the base traffic modelling was the subject of unreasonable and selective adjustments to lower capacities of particular approaches to the Stockley Park interchange / A408 roundabout.

Furthermore, a review of the modelling for the same junction undertaken in 2009, indicated significantly lower capacities for the 'roundabout approaches' than that used in the current traffic modelling. This may partially explain the poor model calibration / validation achieved with the current modelling. It is essential that a robust assessment of this roundabout is undertaken given observations of severe traffic congestion, particularly during evening peak period

In light of reservation regarding the baseline traffic flows and the methodology for assessing traffic generation / parking provision, the differences between previous and current junction modelling capacities, the failure to allow for traffic growth, unoccupied developments for assessing future year traffic demands and the limited extent of the highway network assessment, a conclusion that the development is not expected to have a detrimental impact on the highway network cannot be supported.

To address these concerns, the applicant /developer must fund and undertake an A408 corridor study between the Prologis Park access and Stilwell Roundabout and Horton Road between the site and Stockley Park interchange. Traffic forecasts should be based on generic trip rates (or factored to be consistent with provision of car parking on site) and allowing for traffic from unoccupied / committed developments and background traffic growth. The scope of the study should be submitted for agreement by the Council before commencement of works. The site access may require modifications in the event that car parking provision, in excess of that justified on the basis of Trics data, is provided on site.

Accident Analysis:

An updated analysis of five years road accident records indicates there were nine slight, and two serious personal injury accidents. However none of these were in the vicinity of the site.

Pedestrian Audit

A PERS audit has been submitted which indicates that the pedestrian environment is generally acceptable. In case of an approval, works identified in the pedestrian audit should be covered within a s106 agreement as off-street highway works including carriageway and footway.

Construction Traffic

A Construction Logistics Plan should be secured by way of a planning condition or s106 agreement.

This should include (but not limited to):

- Construction phasing and corresponding traffic generation from the development;
- Site Access and access routes;
- Contractor staff parking provision;
- Deliveries to avoid highway network peak hours and traffic sensitive hours;
- Construction staff travel plan;
- Measures to manage localised traffic management priorities.

Travel Plan:

The Council's travel plan officer should be consulted to comment on the framework travel plan. A full travel plan to take account of any necessary adjustments can be secured and maintained through a planning s106 agreement. This should ensure coordination with the wider Stockley Park Framework Travel Plan.

Deliver and Servicing Plan:

An acceptable framework Deliver and servicing plan has been submitted.

Conditions and S106 Obligations:

The satisfactory resolution of concerns / issues discussed above regarding transport assessment, baseline traffic flows, traffic generation forecasts, traffic modelling, car parking provision, motorcycle parking, access layout and mitigation measures all remain pending. The highways/transport obligations (delivered by developer) listed below should be covered within the S106 agreement.

1. To fund and undertake an A408 corridor study between the Prologis Park access and Stilwell Roundabout and Horton Road between the site and Stockley Park interchange. Traffic forecasts should be based on generic trip rates (or factored to be consistent with provision of car parking on site) and allowing for traffic from unoccupied / committed developments and background traffic growth. The scope of the study to be submitted for agreement by the Council before commencement of works. The developer to be responsible for funding and delivery of all mitigation measures identified along the Horton Road and Stockley Road corridor study, before occupancy.
2. Improved provision (footways and crossings) for pedestrians and cyclists at Horton Road roundabout, Horton road / Iron Bridge Road and including measures recommended by the PERS audit.
3. Construction of the new access junction onto Horton Road, safety audits and the dedication of land as highway.
4. Construction of a vehicular crossover at Iron Bridge Road to the proposed three car park bays.
5. Site Travel Plan.
6. Car parking allocation and management scheme (including the three car park spaces off Iron Bridge Road).
7. Construction Logistics Plan.
8. Delivery and Servicing Plan.

Officer Comment: All requested conditions will be added to the decision notice as well as the requested obligation would be secured as part of the S106 agreement at this site. The application details have been amended in accordance with the Highways Engineer requests and the priority T-junction swept paths as well as cycle and motorcycle parking has been provided. Disabled parking bays have been located in suitable areas within the parking area. The pedestrian review (PERS audit) submitted in support of the application is considered suitable in the assessment of the current application.

SUSTAINABILITY OFFICER

I have no objections to the proposed scheme subject to the following:

Energy

I share the GLA's concerns that the final energy solution has not been clarified. There is a considerable difference between delivering an onsite solution as opposed to offsite. In particular, an offsite solution would require a S106 contribution. However, as discussed a clause in the S106 contribution should be included to ensure that an offsite contribution can be secured:

The development needs to achieve a 35% reduction in CO₂. The applicant shall pay an offsite contribution of £60 for every tonne of CO₂ over the carbon lifetime of the development (30 years) that is shy of the 35% target.

In addition the following condition shall be included:

.CONDITION

Prior to the commencement of each phase of the development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority.

The assessment shall clearly set out the baseline energy performance of the development, and the detailed measures to reduce CO₂ emissions by 35%. The assessment shall provide detailed specifications of the measures and technology set out in outline energy assessment. The assessment shall also include full details of the photovoltaics including type, specification, and a detailed roof layout which must be reflected in other plans and elevations.

Finally, the assessment must include appropriate measuring and monitoring proposals and how the information will be submitted to the Local Planning Authority to demonstrate CO₂ reductions are being met.

Each phase of the development must proceed in accordance with the approved scheme.

REASON: To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

Ecology

I have no objections in respect to ecology subject to the following condition:

.CONDITION

Prior to the commencement of each phase of the development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON: To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

Officer comments: Planning obligations and conditions have been imposed in line with the sustainability officer's comments. Further to the amendments to the PV panels a further requirements has been added to the conditions to ensure that the layout of the Photovoltaic array is submitted to the Local Authority for approval.

EPU - ENVIRONMENTAL PROTECTION OFFICER

PHASE 3 STOCKLEY PARK STOCKLEY ROAD WEST DRAYTON MIDDLESEX

Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and / or Use Class B2) and / or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination

Submitted Reports by WSP Environmental Consultants for Prologis UK Ltd

1. Geo-environmental Assessment dated 10 March 2015
2. Preliminary Risk Assessment dated 10 March 2015

With regard to your consultation of 9 April 2015 I refer to the above application and previous correspondence between the EPU and Planning regarding the site. The site itself is the last phase of the Stockley Park development. It was all landfilled historically and known as 'Trident'. However the landfill apart from a small amount at the edges was moved to the North of Horton Road and protected with a clay barrier. The site was refilled with construction site waste in about 1990. Since then there have been investigations on the site. In the south / south east corner of the site (around 2000) there was some hydrocarbon remediation due to the previous use. The site has now been subject to a further investigation by WSP as above, and a Preliminary Risk Assessment, 'PRA' taking into account this new investigation of 2014, and older data. The risk assessment in the PRA makes recommendations for further works whilst detailing where residual contamination issues are likely to remain and need remediation.

Soil - As regards soil contamination there are a few exceedances of contaminants including poly aromatic hydrocarbons and a slight PCB (for a commercial use). However these were in few samples and are not thought to be site wide. So remediation on this basis is not proposed. However widespread asbestos was found in the imported material from 1990 throughout the site. This is in the surface metre of soil, and at depth. it is proposed to carry out a further investigation to clarify the extent of asbestos and then remediate this in the soft landscaped areas. Figure 6 in the PRA report shows the areas which are around the site including in the bund. A minimum of 300mm depth of clean imported soils are proposed for the landscaped areas.

Ground Water - The Environment Agency should be consulted on the assessment by WSP. The way I read the information is that WSP do not consider groundwater remediation is beneficial given the amount of landfill around the site. There are high levels of ammonia in the leachate and ground water but this may be from off site as well. We are aware that the leachate is pumped from this area. WSP do propose monitoring water before and after development to confirm that there is no deterioration in ground water quality.

Gas - Gas levels are generally low in the four rounds of monitoring undertaken. however there are some elevated carbon dioxide results and thus WSP propose gas protection Characteristic 2 (CIRIA) on the buildings.

I do not think that there is any problem with the use proposed on this site. I would advise adding the conditions below to any permission. Some parts of the contaminated land condition will be complied with already with these reports. I have added the slightly modified COM 30 with the imports bits on as this will be important for the landscaping. The next stage will be the further asbestos investigation and the remediation strategy.

Contaminated Land Condition

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Officer comments: Conditions have been imposed and Heads of Terms have been secured in line with the EPU request.

WASTE DEVELOPMENT MANAGER

a) The proposal is for industrial units. The occupiers would have to make an arrangement with a licensed waste carrier for the collection of the waste produced from the premises.

b) The area of the first unit is 18900 sqm. Based on BS 5906 guidance the estimated waste generated would be 5 litre per 1 sqm equating to a total of 94,500 litres per week. This would require 86 x 1,100 litre eurobins. It would be logical therefore to use a larger container either a large front end loader type bin could be used - of the 12 cubic yard capacity or a 40 cubic yard roll on roll off bin. The latter could be loaded through a compactor to maximise use of the bin and reduced transport movements.

c) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, and plastic bottles. Some of the waste containers should be allocated to collect recyclable items.

d) Arrangements should be made for the cleansing of the waste storage area with water and

disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) Vehicular access to the waste storage area should be suitable for a 32 tonne rigid goods vehicle if 40 cubic yard bins are used for waste storage.

FLOOD AND WATER MANAGEMENT

It is noted the engagement that the development has had with the Hillingdon Canals partnership in order to propose what is considered a sensitive landscaping proposal taking into account the requirements for enhancement of strategic waterways in the Blue Ribbon Network Policy EM3 Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012)

The FRA by WSP submitted proposes to control surface water on site through the use of permeable paving and tanks to greenfield run off rates, which is considered acceptable to the Council.

However, it is stated this is only the outline strategy and provide calculations and the volume of storage required for both phases. In addition there is only an indicative design for Phase 1 to show that this proposal is feasible, and it states even for Phase 1 that a detailed design will be undertaken by others at a later stage.

Therefore I require the following condition:

Sustainable Water Management

Prior to construction of phase 1 and commencement of phase 2, a scheme for the provision of sustainable water management for that phase shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

- a) Manages Surface Water. The scheme shall demonstrate ways of controlling the surface water on site.
 - i. (following the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by WSP
 - ii. incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided.
 - iii. provide information on all Suds features including the method employed to delay and control the water discharged from the site to Greenfield run off rates and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - iv. Demonstrates capacity and structural soundness in the receptors of Thames Water network and receiving watercourse as appropriate.
 - v. During Construction
 - a. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - b. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

b) Foul water

i. The Scheme shall demonstrate capacity in the receiving foul sewer network or provides suitable upgrades agreed by Thames Water.

d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

i. incorporate water saving measures and equipment.

ii. provide details of water collection facilities to capture excess rainwater;

iii. provide details of how rain and grey water will be recycled and reused in the development.

e) Long Term Management and Maintenance of the drainage system.

i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (November 2012) Policy 5.12 Flood Risk Management of the London Plan (March 2015) and National Planning Policy Framework and the Planning Practice Guidance. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

Officer comments: Planning obligations and conditions have been recommended in line with the Flood and Water Management Officer.

ACCESSIBILITY OFFICER

27.07.15

The proposal to redevelop the land and construct a further phase of employment buildings, industrial use and storage/distribution, raises concerns in terms of accessibility and inclusive design.

Any approval of this outline application would reserve all matters, except for access to the developments. It is therefore imperative that full accessibility for disabled pedestrians is considered in detail as part of this application and further details should be submitted. The Design & Access Statement does not reference how disabled people would access the development, and the supporting illustrations largely show stepped approaches and other designs which are not conducive to the access needs of people with restricted mobility.

The Design & Access Statement does not contain any information on accessibility and inclusive design.

Conclusion:

Further details would be required before the application could be supported from an accessibility standpoint.

30.07.15

. The recent plan showing the gradients from the canal towpath has certainly allayed many of my concerns about wheelchair user access and others with a mobility impairment.

However, to secure the best possible accessibility provisions as detailed below, I would suggest that the Council requests further details now, or, applies a suitably worded Condition to any grant of planning permission:

1. it is noted from the plans that a barrier would be installed to discourage antisocial motorcycle riding along with her path. Further details on the design of the barriers should be submitted and approved by the Local Planning Authority prior to their installation.
2. I note from our discussion that there is an intention to reuse the existing towpath as much as possible. The path should be constructed from a material which provides a firm and stable platform. Any gravel surface should be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009.
3. Where possible, the gradient leading from the towpath to the proposed development should ideally be designed as a pathway as opposed to a ramp. Reducing the gradient from 1:18 to 1:21 would eliminate the need for handrails and a level landing, which, based on the current plan, would be required after every 8m of ramp flight.

As mentioned, it would be acceptable to attach suitably worded Condition(s) to any planning approval.

Officer comments: Planning obligations and conditions have been imposed in line with the updated Accessibility Officer comments.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Planning Policy Considerations

The current application is to provide a maximum total combined gross floorspace of 45,000sqm for purposes falling within light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) together with ancillary offices.

The site itself is located within the Hayes West Drayton Corridor and includes a combined area of 8.6Ha, which is designated as Metropolitan Green Belt. The areas designated as Green Belt land are located on the southern frontage of the site - alongside the Grand Union Canal - and also form a substantial part of the western portion of the site. The eastern part of the site has a specific policy designation as an Industrial Business Area (IBA).

With reference to Central Government Guidance, Local Authorities are required to make the best use of urban land within the Borough while safeguarding the quality of the surrounding environment and the amenity of neighbouring residents. The National Planning Policy Framework (NPPF) supports sustainable economic growth and sets out a presumption in favour of sustainable development by planning for prosperity, planning for people and planning for places. The primary objective of development management is to foster the delivery of sustainable development, and significant weight should be attached to the benefits of economic and housing growth.

Central Government guidance on National Green Belt Policy is provided within Section 9 (Protecting Green Belt Land) of the NPPF where it stresses the importance of Green Belts and advises that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.

Phase One of the hybrid application is located within the part of the site designated as an Industrial Business Area (IBA) where the proposals seek to provide a maximum gross

floorspace of 18,900sqm for purposes falling within light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) with additional floorspace for ancillary offices.

Policy LE2 'Industrial and Business Areas' seeks to restrict development within IBA land to proposals providing sufficient employment benefits; and, as such, the proposals for Industrial and Warehousing purposes (Use Classes B1(c)-B2-B8) within Phase One of this scheme are considered to be in accordance with the aims and objectives of policy LE2.

Green Belt Considerations

There are implications in terms of Green Belt policy, for those parts of the proposals which are designated Metropolitan Green Belt land.

The essential characteristics of Green Belts are therefore their openness and permanence. Paragraph 87 of the NPPF advises that 'inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.' Paragraph 88 advises that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.' At paragraph 89, the NPPF goes on to advise that the construction of new buildings should be regarded as inappropriate and goes on to list exceptions to this, but this does not include the building of a new commercial or industrial park.

Policy 7.16 of the London Plan (March 2015) seeks to maintain the protection of London's Green Belt and seeks to ensure that inappropriate development in the Green Belt should not be approved except in very special circumstances. Policies in the adopted Hillingdon Local Plan (November 2012) endorse national and regional guidance, in particular, Policy PT1.EM2 and Saved Policies OL1 and OL4 which assess new buildings in the Green Belt. The proposal therefore represents inappropriate development and 'very special circumstances' therefore need to be demonstrated. Policy OL1 of the Local Plan Part Two: Saved Policies UDP set out that within the Green Belt will only be permitted for the following predominantly open land uses:

- (i) Agriculture, Horticulture, Forestry and Nature Conservation;
- (ii) Open Air Recreational Facilities; or
- (iii) Cemeteries. The National Planning Policy Framework provides a similar list of appropriate land uses within the Green Belt which are predominantly open.

The proposal to remodel the existing bank along the site frontage alongside the Grand Union Canal seeks to open up the canal frontage and improve the area's general connectivity, both visually and physically. Alongside the western and eastern most parts of the site existing tree planting would be retained and maintained where it is considered suitable with further proposals to enhance existing established key landscape characteristics and improve accessibility. This will be achieved through a series of meandering footpaths leading off from the focal nodes alongside key strategic points along the canal and will provide further access points from the site to both the eastern and western corners of the canal towpath.

Ultimately, the proposals for these portions of the site comprise of a series of ecological enhancements that seek to maximise views into and out of the site with focal 'nodes' designed to ensure increased open air activity along the canal frontage and site edges and that future staff and visitors will be able to use and enjoy. This is in accordance with National

Government aims and objectives for Green Belt land as well as National, regional and local Green Belt policy.

Notwithstanding this, under the criteria set out under Policy OL1, the proposed development scheme, in this case for B1c, B2 and or B8 purposes, is not identified as being 'appropriate development' within the Green Belt and in the context of Green Belt policy, the development must be considered as 'inappropriate development'. Accordingly, the proposal has been treated as a 'departure' from the Development Plan.

Direction is given under Section 38(6) of the Planning and Compulsory Purchase Act 2004, that planning decisions are to be made in accordance with the Development Plan unless material considerations indicate otherwise and therefore reference is now made to those material considerations considered relevant to the determination of this planning application, including Central Government policy as set out in the NPPF; London Plan policy established under the London Plan (March 2015) and the fact that the current application is the last in the sequence of a number of approved development schemes for the Phase 3 site.

The policy framework established under the NPPF seeks to ensure that urban sprawl is prevented, with the aim of preserving the openness and the permanence of the Green Belt. There is a general presumption against 'inappropriate development' in the Green Belt, and that such development should not be approved, except in 'very special circumstances'.

Paragraphs 89 to 90 of the NPPF establish a similar approach to the Local Plan Framework in terms of listing appropriate forms of development in the Green Belt. As the proposed development does not fall within the categories of 'appropriate development' as defined in the NPPF, it is therefore deemed to be 'inappropriate development' in the Green Belt and 'inappropriate development' is by definition as being harmful to the Green Belt.

However, 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 very 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.

Notably, in 2011 the Council, the GLA and the Secretary of State also resolved to grant permission for a scheme comprising office space, a hotel, leisure facilities and a data centre within this site. Although the application was withdrawn before planning permission was issued this scheme sets out the very special circumstances which justified recent development in the Green Belt.

Very special circumstances have been demonstrated and accepted by the Council and the Government Office for London, in a number of earlier applications for Phases 3, with the most recent test to very special circumstances at this site dating from April 2011. The most recent 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, allowed by the Council, it was considered that the siting and size of proposed buildings up to 8 storey and comprising up to 73,000sqm of floorspace, were such that the extent of the benefits of the scheme would have outweighed the harm to the Green Belt.

The current scheme has many advantages over those allowed, including the most recent scheme considered by the Council in 2011 (Ref: 37977/APP/2009/2079). In particular the amount of floorspace proposed as well the height and 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 whilst providing a significant visual corridor across the central core of the whole site, which would effectively link southern and northern views from sensitive visual receptors along the Grand Union Canal to the south and the Green Belt to the north in Stockley Park Golf Course.

The position of the proposed buildings in the current scheme is much improved to that approved in the original Phase 3 masterplan schemes dated 2000 (Ref: 37997W/96/1447) and the 2011 (Ref: 37977/APP/2009/2079) scheme. The scheme's proposed layout arrangement sets the buildings at either side of a central spinal access to minimise traffic impacts and rationalise the need for supporting infrastructure. The size and bulk of the structures proposed in the current scheme have been substantially reduced over that previously proposed in the scheme recommended for approval in 2011 as well as significantly reducing the quantum of floorspace approved in the extant scheme allowed by the Council in 2000.

Whilst the current application improves the relationship between built form and context, including green belt constraints, it still seeks to deliver all the positive outcomes demonstrated within the original Phase 3 scheme (Ref: 37997W/96/1447).

Likewise, it is worth noting that while the proposal, once completed, would reduce the level of designated Green Belt land within the site, the large majority of the established landscaped areas to the east, west and south would be improved and opened up for use by the public and in a strategic and spatial sense the proposal would have a significant positive impact on the availability, accessibility, type and quality of open space within the vicinity.

Furthermore, it should be noted that only a proportion of the 8.6Ha of Green Belt land at the application site would be built upon. The applicant will be required to landscape and deliver to the Council as publicly accessible open space the following parcels of land to mitigate the loss of Green Belt land at the site:

Land Parcel A: 13.91Ha

Land Parcels B: 2Ha
Packet Boat Lane: 2.74Ha
Dawley Motors site: 0.5Ha

TOTAL: 19.15Ha

In essence any loss of any of the 8.6 Ha of Greenbelt Land at the site is to be mitigated by 19.15Ha of landscaped, publicly accessible park land which is considered adequate.

In this case, given the enhancement works proposed to the off site land parcels, landscaped areas of the site as well as the 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.

The Mayor's Stage 1 Report concurs with this assessment. Specifically, paragraph 31 states:

"The application proposals involve building on Green Belt land, which would be classed as 'inappropriate development' for the purposes of the NPPF. However, the principle of development on Green Belt land has been established through the decision making process for previous applications, which concluded that any harm to the Green Belt was outweighed by very special circumstances. This holds special weight in the consideration of the proposed application. As discussed above, the current proposal would cause only limited harm to the openness of the Green Belt. This limited harm will also be mitigated by the gifting of a substantially greater area of currently private Green Belt land as new and improved public space. The limited harm to the Green Belt is also considered to be outweighed by very special circumstances arising from the planning history of the site; the employment benefits arising from new commercial development, as discussed below and the amenity benefits associated with the re-landscaping of large areas of land as publicly accessible open space."

It is also worth noting the conclusion of the LB Hillingdon in its Green Belt Assessment study (September 2013). The study was prepared to provide an analysis of the Green Belt in Hillingdon, in the context of the National Planning Policy Framework. In this study, it is concluded that the Phase 3 site does not meet the tests for including land in the Green Belt contained in the NPPF and does not merit Green Belt designation.

As such, the scheme is considered to be in accordance with the National Planning Policy Framework, Policy 7.16 of the London Plan (March 2015) and Policy PT1.EM2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies OL1 and OL4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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 less than 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 Historic England 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

The principle of the development has been discussed in detail within section 7.01 of this report and it has been established that very special circumstances exist for the provision of business and industrial development on this site.

Accordingly, this section will focus on design issues and whether the development so far as possible minimises harm to the green belt.

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.

The impact on green belt land was specifically considered in the Landscape and Visual Assessment submitted in support of the application, which has included an assessment of landscape and visual effects from 19 select viewpoints towards the development site. The visual assessment concludes that the development will have no more than minor adverse visual impacts from within the site itself and from views of Stockley Park Golf Course and moderate to minor visual adverse impacts to views from the adjacent GlaxoSmithKline site and from high viewpoints within Stockley Golf Course.

Otherwise the scheme has negligible impacts from all other visually sensitive receptors whilst it is expected to deliver minor beneficial impacts from views from the Grand Union Canal.

It is worth noting that in order to minimise the impact on the openness of the green belt the new buildings are arranged at a considerable distance from the site's boundaries, which will allow the provision of soft landscaping and maximises the retention of existing mature landscape features. This design approach and principles are instrumental in enabling an effective screening of the proposed buildings from surrounding Green Belt and key viewpoints.

The site layout also proposes a wide central visual and access corridor aligned in a north south oriented axis, which seeks to maximise the sense of connectivity between the site, the Grand Union Canal and adjacent Stockley Golf Course. The access road into the development has been set to provide direct access into car park areas and service yards (which have been specially located internally within the site so as to not be visible/prominent features from the surrounding areas).

The footprint of the buildings is not excessive and strikes an ideal balance between building ratios. 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.

Furthermore, the height of the proposed buildings has been limited with shallow arched roofs proposed and, having regard to the necessary siting and purpose of the buildings, this is considered to be the optimal design solution in terms of minimising the development's impact on Green Belt openness.

Having regard to the above it is considered that the weight which has been given to material planning considerations in choosing the siting of the buildings is correct and that the site layout and location of the buildings is optimal having regard to the balance of planning considerations.

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.

The applicant has also sought to further rationalise the proposals following substantial pre application discussions and has submitted a site layout which reduces the overall area of the built form required in support of the use, and creates a number of pedestrian and cycle links between the Grand Union Canal and the remainder of Stockley Park.

These amendments would serve to provide a substantially more open appearance to the south of the site and enable a direct pedestrian and cycle route along the Grand Union Canal ensuring that it maintains its amenity value and utility for existing and future nearby occupiers as well as visitors to the area.

Therefore, the application demonstrates that the design solution is acceptable and provides an appropriate response to the site in terms of landscaping, which would provide substantial soft landscaping. The application is not considered to cause harm to the openness and visual amenity of the Green Belt whilst, so far as possible, it minimises and mitigates the impact of the development on the openness of the Green Belt land.

As such, the application proposals are in accordance with Policy 7.16 of the London Plan (March 2015) and Policies OL2 and OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

The impact of the proposed development on the openness of the green belt is assessed in sections 7.01 and 7.05 of the report above.

Policy BE13 of the Local Plan Part Two: Saved Policies UDP requires that the design of new development in terms of layout and appearance should harmonise with the existing street scene and the surrounding area.

Although the site has a self contained character, the context of the site consists primarily of the surrounding open space within Stockley Golf Course to the north, but also the transition

with the Industrial Building Area to the west, Stockley Park itself to the east and the Grand Union Canal frontage to the south.

All units would share a proposed access from Horton Road and access by lorries to the parking and loading areas in the front yard of the buildings would be from the western side of the buildings. There would be up to 180 parking spaces parking for staff and visitors provided along Horton Road and the canal frontage respectively to the north and south of the buildings.

The building for which full planning permission is sought would be roughly rectangular in shape, with a north south orientation. The buildings would accommodate an outward facing ancillary area of office space with the maximum height set at 16.2m but with the bulk of the floor space located at ground level in a largely open plan layout with high ceilings. The proposed ancillary office space would be located over two floors.

The buildings would have a shallow arched roof with the appearance being of a modern design. The colour palette is proposed with a range of silver, white and shades of grey cladding. The elevations are proposed faced with a lightweight metallic cladding broken into bays and textures that seek to provide visual relief and add visual interest and rhythm to the external walls.

The office elements of the buildings are clad in a curtain walling system with substantial sections of glazed areas and glass faced spandrel panels where there are requirements for solid areas. The north eastern corner of Unit One and the south western corner of Unit Two, which incorporates the ancillary offices, would be entirely glazed and incorporates a canopy, which partly wraps around the flank elevations overlooking onto the public areas in Horton Road and the Grand Union Canal.

The development proposal is also for Phase Two, which is submitted in outline form. However, this element of the application is submitted with all matters, except for access, being reserved.

Compared to the scheme recommended for approval by the Council in 2011, 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 buildings, including for the outline elements of the proposals, would not exceed 18.7m in height, which is significantly below the heights between 3 to 8 storeys considered acceptable in the previous scheme.

The Council's Conservation/Urban Design Officer considers that although the proposed buildings would be large, even by Stockley Park standards, the views analysis provided demonstrates that a substantial amount of the visual impact of the buildings will be mitigated by good landscaping. As such, the success of this scheme will balance on the quality of the landscape design and planting, particularly on the eastern side of the site and along the canal.

With respect to the landscape aspects of the scheme, the Council's Landscape Architect stated that the proposals are for the "design and management of a well designed landscape (scheme) which respects the adjacent landscape of Stockley Park and enhances the

ecology of the area."

In this instance, officers conclude that the development proposes buildings which would be appropriate in this location by virtue of their sensitive scale, bulk, and approach to design, with appropriate materials and high quality landscaping, which has an acceptable impact on the open spaces to the south and north.

In the circumstances, no objections are raised to the visual impact of the proposed development and supporting infrastructure. It is worth noting that these sit within an area of the site that already has consent for much taller and larger sized office buildings, with the difference in scale and massing being considered a significant improvement from that which was previously allowed within this site.

As such, 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, in this instance, the proposal is considered to accord with Policy BE13 of the Local Plan, relevant London Plan policies and design guidance.

7.08 Impact on neighbours

Policies BE20, BE21, BE22 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that the design and layout of new buildings do not result in a significant loss of residential amenity due to overdominance, loss of light or loss of privacy.

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. These cited separation distances significantly exceed the minimum separation distances laid out in the Supplementary Planning Document Hillingdon Design and Accessibility Statement: Residential Layouts and are more than adequate to ensure that the building does not cause the loss of residential amenity.

To the southeast, the site adjoins a child day care centre/nursery. It should be noted that parking for Unit Two within Phase One is proposed adjacent to the nursery. A condition is recommended which requires the applicant to adequately acoustically screen the nursery from noise associated with traffic parking on the site.

The impact of noise arising from the development on neighbouring properties is addressed within section 7.18 of this report, and subject to conditions the development would have no adverse impacts on the amenity of nearby occupiers in this respect.

Overall, it is not considered that the proposed development would have any adverse impacts on the amenity of nearby residential occupiers subject to appropriate conditions relating to control of noise and external lighting.

7.09 Living conditions for future occupiers

This consideration relates to the quality of residential accommodation and is not applicable to this type of development. However, it is considered that the proposed orientation of the ancillary office space, which has been designed to overlook the public amenity areas alongside the Grand Union Canal and Horton Road accord with the Secure by Design Principles and would provide an appropriate environment for the future staff and visitors.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Site Access

The site will be served by a single new vehicular access point (priority T-junction) onto Horton Road, which is a single carriageway with a 30 mph speed limit.

The traffic modelling for the proposed site access 'priority T-junction' onto Horton Road reported satisfactorily operational performance with the higher traffic flows. The Council's principal Highways Engineer has reviewed the modelling of the priority T-junction and has no concerns with the proposed new access.

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 significantly less traffic than has already been approved.

As such, 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.

Notwithstanding this, the Council's Highways Engineer has reviewed the Transport Assessment and considers that further studies are required to ensure the most appropriate mitigation is undertaken.

A comprehensive transport study is also to be secured through the s106 agreement. The full scope of this study is to be agreed by the Council and with the applicant remaining responsible for the costs of delivering all required mitigation measures that meet the tests set out in Regulation 123 of the CIL regulations, i.e. that the measures are (a) necessary to make the development acceptable in planning terms; (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development.

Parking

The existing permission from 2000 allows 1143 parking spaces to be provided within the Phase 3 site. The current proposal provides 180 parking spaces for the full element of the application, within Phase One, whilst it is expected on the basis of parking levels for Phase One that a maximum of 250 parking spaces will serve Phase Two, in a total of 430 parking spaces for the whole development site. While this is within London Plan (March 2015) standards, it should be further noted that there is an extant planning permission which allows 1,143 car parking spaces within this site.

The Principal Highways Engineer noted that although the proposed parking provision within the site meets maximum London Plan and LB Hillingdon standards the TA submitted in support of the application does not entirely justify the level of parking proposed. However, whilst noting the parking levels proposed in the extant permission, the current parking proposals are considered acceptable (offering a significant 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 recommended 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. Likewise, conditions are recommended to ensure that motorcycle, cycle and disabled parking is provided for each building within each phase of the development.

Conclusion

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, including that the cycle parking provision has been increased to 90 spaces, in line with requirements contained within the London Plan (March 2015).

The s106 agreement will also secure a travel plan and a Construction Logistics Plan and dedication of land for adoption as highway with part carriageway and footway resurfacing and associated works alongside the northern boundary of the site with Horton Road.

In terms of off-site highway works required as a result of this proposal, these are to be delivered by a section 278/ section 38 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 Local Plan: Part 2 Policies.

7.11 Urban design, access and security

URBAN DESIGN

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 application was referred to the Council's Urban Design and Landscape 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, with buildings and open spaces being well integrated.

In terms of the appropriateness of the proposed maximum heights of the buildings not exceeding 18.7m in height, it is necessary to take account of previous planning permissions and approved reserved matters applications at the site, which includes permissions for buildings up to eight storeys in height. A condition is recommended to ensure that building heights are appropriate and that no building height exceeds 67.93m AOD and taking account of ground levels across the site, it would appear that the proposed buildings could be accommodated within the site without exceeding this requirement.

This application benefits from existing infrastructure and robust landscape planting originating from the masterplan consented in 2000. Views to and from the canal to the proposed car parking areas and buildings would be comprehensively filtered 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.

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.

BLUE RIBBON

It is noted the engagement that the development has had with the Canal and River Trust, The Great London Authority and the Hillingdon Canals Partnership in order to propose what is considered a sensitive landscaping proposal that takes into account the requirements for enhancement of strategic waterways in the Blue Ribbon Network. The scheme is therefore in accordance with Policy EM3 Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) and Blue Ribbon London Plan Policies through the provision of mitigation for potential impacts to biodiversity through habitat enhancement.

The scheme is considered to be consistent in layout and scale, type and height and massing to the existing buildings to the east and west. Once landscape planting has matured it is not considered that the development would have any significant impact on the adjacent Green Belt or visual landscape of the surrounding area.

Overall the scheme is considered to deliver a positive contribution to improving green Infrastructure and integrating with the Blue Ribbon network.

ACCESS

Addressed in Section 7.12 of this report.

SECURITY:

Considerations on security have been incorporated into the design principles followed for the development with the new accommodation designed to overlook existing and proposed public domains, with particular emphasis at the entrances to the buildings. A condition is recommended to ensure the development is designed in line with secure by design principles and therefore it is considered that an appropriate level of security would be achieved.

7.12 Disabled access

The initial scheme was reviewed by the Council's Accessibility Officer and the Greater London Authority who raised a number of minor matters. It should be noted that the application is in part 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.

7.14 Trees, landscaping and Ecology

The application was submitted with a number of supporting documents with respect to trees and landscaping including a full arboricultural survey, tree protection details, a landscape strategy, a tree and hedge strategy, and proposed landscaping drawings.

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.

In addition to existing mature landscaping, the submitted plans also illustrate an amended site layout which includes the setting back of the car park from the Horton Road frontage, permitting a soft landscape buffer.

The layout also includes changes along the southern boundary of the site with the re-profiling of the Grand Union Canal frontage to enable public pedestrian and cycle access to the site.

It is inevitable that a new development on this land will have some impact on the landscape character of the area, but having regard to the proposals it is clear that extensive and well thought out soft landscaping is proposed to minimise the impacts and ensure that the development sits comfortably within the context of the surrounding open space.

The Council's Trees and Landscape Officer has raised no concerns regarding the landscape layout within the development site itself, which would provide for an appropriate mix of hard and soft landscaping supplemented by new tree planting throughout the development.

Subject to conditions to secure the final details of the landscaping scheme it is considered that the proposal would accord with Policies BE38 and OL2 of the Local Plan Part Two. No objection is raised to the proposals on landscaping grounds.

ECOLOGY

The application site does not lie within a formally designated nature reserve or nature conservation area of any type. However, due to the manner in which the site is managed it is necessary to consider the impact of the development on habitats within the site.

Notwithstanding this, the development falls within the thresholds of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. However, whilst using the selection criteria outlined in Schedule 3 of the Regulations it was deemed that a full Environmental Impact Assessment was not required.

Policy EC2 of the Local Plan Part 2 indicates that the need to assess the impact of developments on protected species and Policy EC5 sets out that where appropriate the Local Planning Authority will seek to retain, protect or enhance sites with ecological value.

Policy 7.19 of the London Plan requires that when considering proposals that would affect directly, indirectly or cumulatively a site of recognised nature conservation interest, the following hierarchy will apply:

1. avoid adverse impact to the biodiversity interest
2. minimise impact and seek mitigation
3. only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation.

To address these policies the application is supported by an Ecological Assessment which includes a number of ecological surveys and habitat assessments, these conclude that the

site can effectively be divided into two areas. The northern and central sections of the site have been subject to detailed surveys and found to be of low value and the southern and western sections, which have been found to be of some ecological interest.

It is noted that only the Grand Union Canal, along the southern section of the site and which is a site of Metropolitan Importance, is thought to serve as an important habitat corridor of high value. However, the enhancements proposed would represent an improvement on the existing situation with the interface with the canal to be enhanced with specific measures to encourage wildlife interest and promote a more naturalistic setting.

The Council's Sustainability Officer has reviewed the proposals and considers that, subject to conditions to secure a more appropriate and detailed ecological enhancement scheme, that the proposals would not pose any risk to protected or priority species. It is also noted that Natural England have raised no objections to the proposals and referred the Council to their standing advice.

Further, it is considered that the mitigation proposed (including new habitat and retention and enhancements to the large bodies of water to the east) and the opportunity to manage and maintain the site for ecology (which could be secured by condition) would provide adequate mitigation and enhancement to compensate for the areas lost to accommodate the development site.

Subject to conditions it is considered that the proposed development would provide adequate mitigation to offset the potential loss of habitat and would accord with Policies EC2 and EC5 of the Local Plan Part 2 and Policy 7.19 of the London Plan (March 2015).

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 was referred to the Council's Waste Strategy Team which has raised no objection to the proposal.

7.16 Renewable energy / Sustainability

Policies within Chapter 5 of the London Plan require developments to provide for reductions in emissions, including a reduction of 35% in carbon emissions.

The application is supported by an assessment which indicates that the development has been designed to specifically meet the required 35% reduction in carbon emissions through a combination of measures, which include the provision of photovoltaic panels as well as a number of passive measures. Further details have been submitted to the GLA's satisfaction and therefore no objections are raised to the details submitted. However, the final energy solution has not been fully clarified.

In this instance, it is considered appropriate to secure a condition to ensure implementation within the final design of the scheme to comply with adopted policy.

In addition, should it not be possible to achieve this on site, the applicant shall make an offsite monetary contribution of £60 for every tonne of CO₂ over the carbon lifetime of the development (30 years) that does not meet the 35% target.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone and no issues relating to flooding have been identified.

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so.

The proposed development is supported by a Flood Risk Assessment prepared by WSP submitted with proposals to control surface water on site through the use of permeable paving and tanks set to discharge at greenfield run off rates, which is considered acceptable to the Council.

While the indicative details are acceptable, additional detailed documentation is required in relation to these matters, to ensure full policy compliance. The Council's Flood and Water Management Specialist has raised no objections subject to a condition relating to surface water management.

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 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 £50,000 towards an air quality monitoring regime in this area of the borough.

Subject to compliance with these conditions and Heads of Terms in the section 106, it is considered that the scheme would be in compliance with Saved Policy OE5 of the UDP.

7.19 Comments on Public Consultations

The applicant submitted a statement of community involvement indicating an approach to community and stakeholder engagement during the pre-application process which exceeds that set out by Hillingdon Council's Statement of Community Involvement.

In effect, over 6,765 letters were sent to nearby residential properties and business occupiers in and around the site informing of the proposals for this site. A number of public meetings and exhibitions was also well attended and a number of feedback forms have been submitted with suggestions for the design of the scheme.

The process of liaising, engaging and consulting with various stakeholders, elected representatives, community groups and officers has continued over a sustained period and has been central to the preparation of the planning application. As a result of this, the application has evolved and responds to the issues and comments that have been made where possible.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonably related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

In this instance, on the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

Non-monetary contributions:

i. Enter into a S278/S38 for all highways works required by the Local Planning Authority to include, but not be limited to, associated costs and works identified in PERS Audit, access works, part carriageway and footway resurfacing and associated works along Horton Road and Iron Bridge Road. All highways works under the S278/S38 as required by the Local Planning Authority to be completed prior to occupation;

a) Construction of new access junction onto Horton Road

b) Stage 1 safety Audit to new vehicular access (Priority T-junction onto Horton Road);

c) Footway works on southern side of Horton Road, to provide continuous connection between east and west along site frontage;

d) Construction of a vehicular crossover at Iron Bridge Road for three parking spaces;

e) Footway and cycle links through landscaping to west and south of site;

f) Improvements to footways and pedestrian crossing facilities in the vicinity of the bus stops to the east of Iron Bridge Road, improved road markings and visibility at Horton Road/ Ironbridge Road roundabout including possible relocation of bus shelters;

g) Funding of transport modelling of Stockley Road corridor including considerations of the 'smart motorway' initiative being developed by Highways England and interchange and mitigation works identified in the study as necessary to address the direct effects of the development scheme, within a timeframe to be agreed by the Local Planning Authority;

h) An adoption plan identifying land dedicated for adoption along the southern side of Horton Road and extending beyond the new pedestrian crossing at the site access.

ii. Car parking allocation and management scheme;

iii. Refuse and delivery management scheme;

iv. A Construction Logistics Plan

v. A Delivery & Service Plan (including details of access and parking for emergency services).

vi. A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved. Travel Plan coordinated as far as reasonably possible with GSK travel plans and Stockley Park travel plans;

vii. Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 per phase or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

viii. Canal side Improvements;

a) To carry out and maintain landscaping improvements to canal and towpath as shown on planning application drawings and to maintain public access from the site to the towpath. Towpath to be widened to a minimum of 3m. The precise details of the towpath widening would be agreed through the Canal and River Trust's third party works process but any gravel surface should be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009.. Maintenance duties would include litter picking, graffiti removal and maintaining the towpath surfacing.

b) An Ecology Report (Ecological Assessment recommended) seeking great crested newt, reptile and bat surveys alongside the canal to be undertaken within the recommended periods stated within the assessment.

c) To provide and maintain the specific measures as agreed with Groundwork Trust and Canal and River Trust to include:

- Canal mooring point and electrical connection;
- Potential dredging of the canal at the proposed mooring site, subject to feasibility analysis
- Inclusion of 'London's Foundations' brickwork project;
- Provision of new heritage information signs in accordance with legible London Standards;
- Refurbishment of the existing heritage information signs, in accordance with legible London Standards.

ix. Off site land parcels;

a) To submit for approval landscaping works to land parcels A, B1, B2, C and Packet Boat Lane prior to the commencement of phase 2.

b) Carry out and complete agreed landscaping works to land parcels A, B1, B2, C, within a timeframe to be agreed by the Local Planning Authority;

c) Transfer freehold interests of land parcels A, B1, B2, and C to LB Hillingdon and pay the Council's proposed sums for future management and maintenance of the land parcels, within a timeframe to be agreed by the Local Planning Authority;

d) Transfer the freehold interest of Packet Boat Lane to LB Hillingdon and pay the Council's proposed sums for future management and maintenance of the land parcels, within a timeframe to be agreed by the Local Planning Authority;

f) Contribution towards a study to explore the feasibility of flood attenuation measures at Packet Boat Lane and towards the implementation of the resulting measures and landscaping works including public access, within a timeframe to be agreed by the Local Planning Authority;.

Monetary contributions:

xi. Air Quality: a contribution in the sum of £50,000.00 is sought;

xii. The development needs to achieve a 35% reduction in CO₂. The applicant shall pay an offsite contribution of £60 for every tonne of CO₂ over the carbon lifetime of the development (30 years) that falls below the 35% target.

xiii. Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL or Crossrail contributions, as the scheme provides extensions in excess of 100m². This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or an indexation in line with the construction costs index.

Historic Background to Planning Obligations

The site has a long planning history and there are several existing S106 legal agreements relating to the various historical planning permissions to redevelop the Stockley Park Phase 3 site. It is useful to understand the historic background to these obligations in determining what planning obligations should be sought to mitigate the impacts arising directly from the latest proposal.

Outline planning permission (ref: 37977P/94/335) was granted in February 1996 to provide 18,000 sqm of floor space for industrial and or office and or research and development and or training together with other uses ancillary to any of these uses. The associated S106 legal agreement included a sum of £4 million. The £4million was paid in full with £1.3 million of this £4 million contribution was allocated to be spent on Lake Farm Country Park.

The initial £4million paid in connection with the unimplemented 1996 permission (reference 37997W/96/1447) included:

- £1million allocated to and which has been spent on enhancements to the Hayes Hub;
- £60,000 has been allocated to and spent on works at the Stockley Road roundabout;
- £29,760 has been allocated to and spent on a Pelican crossing in West Drayton.

Outline planning permission (ref: 37997W/96/1447) was granted in August 2000 for the comprehensive development of Stockley Park, Phase 3 for 50,000m² of industrial and/or offices, and/or research and development, and/or training floorspace, together with ancillary

uses, including car parking.

The heads of terms in the S106 legal agreement associated with the 2000 permission are set out below along with an explanation as to how these have influenced the planning obligations sought in relation to the current planning application:

(i) Historically a contribution of £2.3m was required towards public transport links from Hayes to West Drayton through Stockley Park.

This obligation is no longer required in any new legal agreement, on the basis that it can no longer be justified as being directly related to the impacts of the development, or reasonable.

(ii) Historically a contribution of £500,000 was required to be paid to fund studies and improve flows of public transport, off-site highways improvements and traffic calming measures within 500m of Stockley Park.

The Council's Highways Engineer advised that this planning obligation has a strong link to impacts likely to arise from the site and should be carried through as a planning obligation for the current scheme but under a different format.

(iii) Historically a planning obligation was imposed which required the applicant to carry out a scheme of works to facilitate the movement of buses in Stockley Park and to improve other sustainable modes of transport such as walking and cycling within Stockley Park.

The Council's Highways Engineer advised that works have already been undertaken to improve access for busses in accordance with this obligation, and that the design of the current scheme encourages other sustainable modes of transport, such as pedestrian and cycle routes within, and in the vicinity of the site.

(iv) Historically a planning obligation was imposed requiring the applicant to enter into the Highways Agreement, being the introduction of traffic lights to improve the Horton Road/Stockley Road interchange.

The applicant will again be required to undertake these off site highways works, if it is so identified in studies seeking to improve flows in the highway network.

(v) Historically a planning obligation was imposed requiring the applicant to secure consents for and undertake the full signalisation of M4 J4.

The Council's Highways Engineer has confirmed that the signalisation of the M4 at J4 has been undertaken and as such this obligation is no longer necessary.

(vi) Historically the legal agreement required that landscaping of Land Parcel A (now known as Land Parcels 2 to 5) be undertaken in accordance with a detailed landscaping specification to be agreed by the Head of Planning and Enforcement.

This planning obligation relates to a parcel of land which is 13.91 Ha in area. The obligation is required to mitigate the loss of Greenbelt land at the site (i.e. the Greenbelt land which would be built upon at the site).

It is worth noting that the applicant has already undertaken a considerable amount of

landscaping work (£410,000 spent to date). It is proposed that this requirement remain as a head of term for the current scheme.

(vii) Historically a the legal agreement also required that landscaping of Land Parcel B be undertaken (to off set the loss of Green Belt land built upon at the site).

This planning obligation relates to three parcels of land which in total are 2 Ha in area. There is a clear link between the loss of Green Belt land at the site and the proposed mitigation. It is proposed that this requirement remain as a head of term for the current scheme.

(viii) Historically a the legal agreement required that landscaping of Land Parcel C and Land Parcel C extension.

The Land Parcel C is now included in the current application site boundary and is proposed to be landscaped. As this land is within the site boundary, conditions are recommended to ensure landscaping is retained and maintained by the applicant for as long as the development remains in existence.

The current proposed S106 planning obligations require that the applicant provide:

- Two 24hour canal side moorings;
- A contribution of £200,000 towards improvements along the canal towpath adjoining the Phase 3 site;
- A contribution in the sum of £15,000 towards British waterways Water space strategy and its implementation;
- Carry out work or make financial contribution towards works along tow path as required by TfL.

(ix) The historic legal agreement required that landscaping of land at Packet Boat Lane be undertaken and that this then be maintained for public access.

This obligation has proven problematic for the Applicant to meet due to adverse possession claims by neighbouring landowners.

The area now available is 2.74Ha. A scheme (planning permission ref 66756/APP/2010/198) has been approved to landscape the remaining Packet Boat Lane land to create a park.

The planning obligation is to remain (modified to reflect the reduced size of the land parcel (2.74 Ha) and should consider flood alleviation opportunities for this land.

(x) Historically a there was a planning obligation which required the applicant to convey to the Council the freehold interest in each of Land Parcel A and Land Parcel B.

This requirement is to remain as a head of term for the current scheme.

(xi) Historically there was a planning obligation which required that the applicant purchase and landscape the Dawley Motor (aka Gye & Tillier) site, which is a 0.5 Ha site. The land is then to be dedicated as public open space and maintain such land.

This requirement is to remain as a head of term for the current scheme.

(xii) Historically there was a planning obligation which required that a contribution of £1 million towards the cost of laying out, landscaping and maintaining Lake Farm Country Park for use as public open space and /or leisure activities.

In the 2011 resolution to grant permission the applicant successfully challenged the need to reflect this obligation in any new legal agreement associated with the current planning application, on the basis that it did not meet the tests for valid planning obligations and was therefore considered unnecessary.

In this respect the applicant has noted that Lake Farm Country Park is now a well established community area (BMX track and Skate park) and that the applicant has already contributed £1.3 million to Lake Farm Country Park under permission reference 37977P/94/335.

Given the other mitigation measures, it is clearly the case that this planning obligation is not necessary or fairly and reasonably related in scale to the proposed impacts of the development given the other planning obligations.

Lake Farm Country Park is 1.4km east of the application site. Given the distance it is not considered that occupiers of space to be built in Stockley Park Phase 3 would utilise Lake Farm Country Park so heavily as to warrant £1 million worth of capacity enhancements.

The need for the obligation would be driven by the need to mitigate the loss of Greenbelt land at the site (i.e. the Greenbelt land which would be built upon at the site). To understand if the scale of the contribution is fairly and reasonably related to the proposed development it should be noted that only a proportion of the 8.6Ha of Green Belt land at the application site would be built upon.

Additionally the applicant will be required to landscape and deliver to the Council as publicly accessible open space some 19.15Ha of land to mitigate the loss of Greenbelt land at the site. It is considered that the scale of mitigation measures exceed the scale of Greenbelt land that would be built on at the site. It is not considered that a further momentary contribution totalling £1 million can be justified.

In addition, the current scheme includes generous onsite landscaping with substantial enhancements to the Grand Union Canal frontage, tow path, the canal mooring point, incorporation of the 'London Foundations' brickwork project and the provision of 7 new/re-furbished heritage display boards with a total cost estimated for the canal side works set at approximately £760,000.00. These works must be taken into account when considering how adequately the scheme has mitigated its impacts.

It is worth noting that the landscape costs excluding the primary earthworks and civil work associated with all the parcels of land gifted to mitigate against the loss of Green Belt land total some £2,200,000.00.

As such, in line with the precedent set in the 2011 application It is not considered that this obligation meets the Secretary of State's Tests under the CIL Regulations, and as such it has not been pursued.

(xiii) There was a historic obligation which required the applicant to dedicate land to create part of a bus lane along a section of Stockley Road, and transfer the freehold to the Council.

Advice from the Council's Highway Engineer In the 2011 resolution to grant permission was that a bus lane is considered unfeasible because it would require a bridge to be widened and otherwise altered and land south of the bridge to be compulsorily purchased. In addition, TfL (who control buses) have not requested that this obligation be pursued. Consequently, this item is no longer being pursued.

HISTORIC PLANNING REFERENCE 37997W/APP/2006/795 dated 31/01/2007

This planning permission relates to an application for the erection of a data centre on the Phase 3 site. The S106 legal agreement contained the following heads of terms:

(i) The legal agreement required that the applicant to make an in-kind or monetary contribution towards Construction and employment training. This planning obligation is to remain.

(ii) The legal agreement required that details of an energy centre for the data centre be submitted to and approved by the Council. Details of an energy strategy for the wider site was also to be submitted to and approved by the Council. The legal agreement then required that the energy centres for the site and data centre be implemented as per approved details. Given the substantial energy requirements associated with the Data Centre, it is considered that this item is no longer appropriate for in relation to the current scheme.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

PHASING PLAN

A phasing plan was submitted in support of the application. This plan also includes the parameters for the outline development of the site within Phase Two. There would be 180 car parking spaces in Phase One.

It is expected that all landscape and amenity enhancements within the site as well as those immediately adjacent to the site will be built together with Phase One and the phasing method will need to ensure that the amount of open public amenity space will be provided prior to the first occupation of Phase One.

It is also expected that each development phase will be hoarded through the use of standard 2.5 metre high wooden construction enclosure which should be painted and maintained at the developer's expense. The enclosure treatment will possibly feature images of the development, subject to the relevant consents.

The site will need to be subject to 24/7 security during construction to ensure the safe management of the site and the prompt dealing with any arising matters directly related to the constructions works.

CONTAMINATION

The application was referred to the Council's Environmental Protection Unit, who have advised that further contaminated land investigation and monitoring work would be recommended. This work should include further sampling 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

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 current hybrid application seeks full and outline planning permission for Business and Industrial purposes falling within classes B1c, B2 and/or B8 comprising a total floor area of 45,000sqm on land identified as Phase 3 of Stockley Park, West Drayton.

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

The current scheme builds substantially upon preceding development principles, including, delivery of the regeneration benefits of this major land reclamation project with maximum heights and an approach to the site layout that have matured and evolved from previous permissions, including substantial areas to be dedicated to landscaping and open to general access to the public.

There is no objection in principle to the industrial uses 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.

It is considered that this is a well designed scheme which has an imaginative modern approach to landscape and design. It is expected that the scheme will breathe new life into this prominent site alongside the Grand Union Canal and that it will set a new benchmark for the quality of design expected in future developments in Yiewsley and West Drayton. The proposal is of an appropriate architectural and urban design quality that will offer a significant improvement to the townscape and wider views beyond.

The development is considered to comply with relevant National, Regional and Local policies and, for the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions, the completion of a legal agreement and referrals to the Greater London Authority and to the Secretary of State.

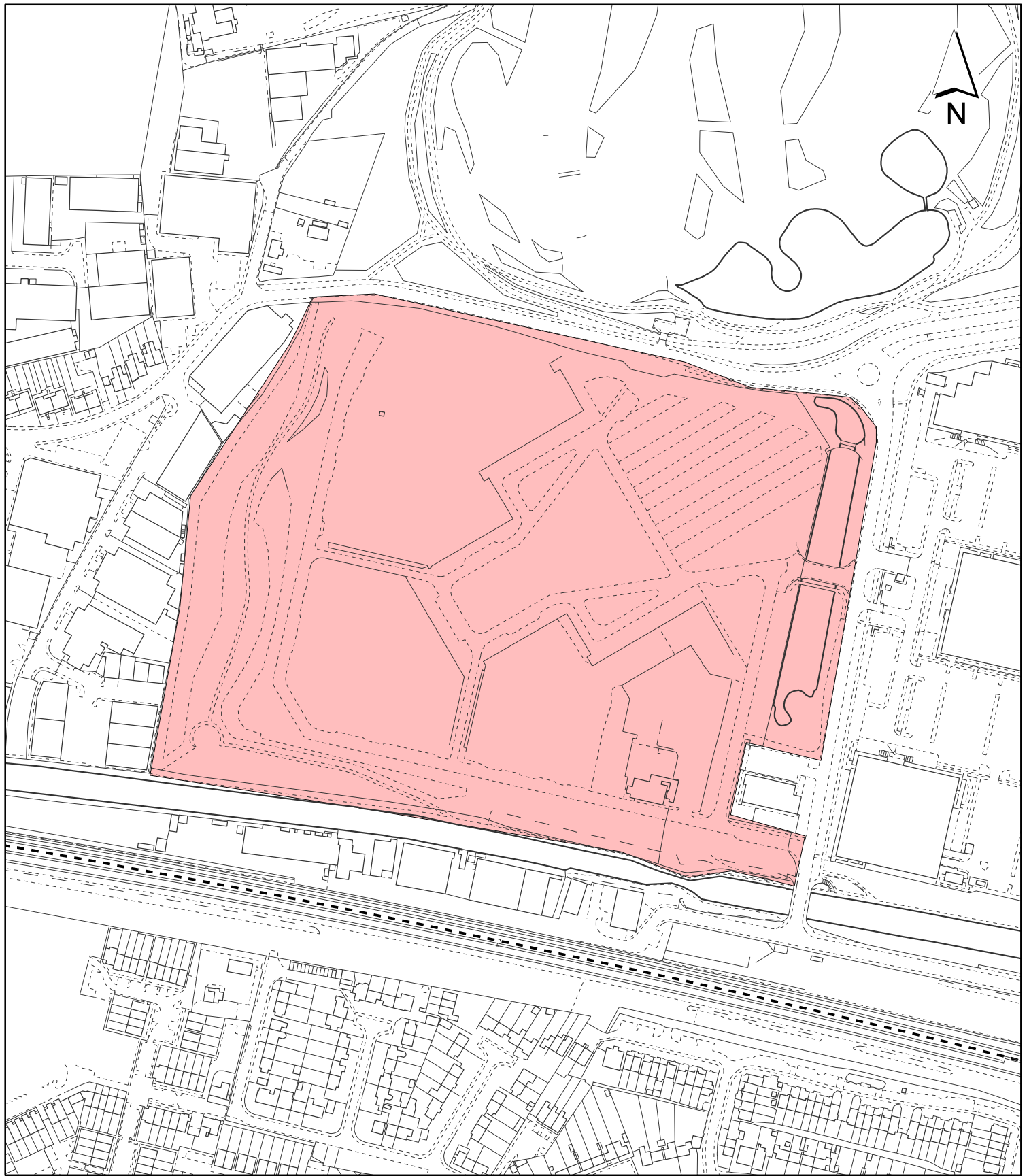
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2015)
National Planning Policy Framework
National Planning Policy Guidance
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise

Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Guidance - Land Contamination
Hillingdon Green Belt Assessment Update (September 2013)
Hillingdon Statement of Community Involvement.

Contact Officer: Tiago Jorge

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Notes:

 Site boundary

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Site Address:

**Phase 3 Stockley Park
 Stockley Road
 West Drayton**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section

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

Planning Application Ref:

37977/APP/2015/1004

Scale:

1:3,200

Planning Committee:

Major

Date:

August 2015



HILLINGDON
 LONDON