

Report of the Head of Planning, Sport and Green Spaces

Address 1 FURZEGROUND WAY STOCKLEY PARK

Development: Removal of existing pitched roof and the erection of a roof extension to provide 1,350sqm of office floorspace at third floor level, relocation of plant to rooftop enclosure, 220sqm of PV panels, associated re-cladding and refurbishment of existing building.

LBH Ref Nos: 37502/APP/2016/953

Drawing Nos:

Existing and Proposed Ground Floor Plan
Existing and Proposed First Floor Plan
Existing and Proposed Second Floor Plan
Existing and Proposed Third Floor Plan
Proposed Roof Plan
Existing and Proposed North Elevations
Existing and Proposed East Elevations
Existing and Proposed South Elevations
Existing and Proposed Section AA
Proposed Canopy Details
Proposed Site Layout Plan

Date Plans Received: 04/03/2016

Date(s) of Amendment(s):

Date Application Valid: 21/03/2016

1. SUMMARY

This application relates to an existing office building within Stockley Park. The application proposes the removal of the existing pitched roof to the building and the erection of a single storey roof extension to provide 1,350sqm GIA of office floorspace at third floor level. Also proposed is the relocation of plant to a rooftop enclosure, 220sqm of PV panels plus associated re-cladding and refurbishment of the existing building. There is one additional car parking space proposed as part of the development.

The proposal is considered to be an acceptable design and an appropriate development in this location. The application is deemed to accord with the relevant policies and guidance contained within the Hillingdon Local Plan (November 2012) and the London Plan (March 2016) and subject to the attachment of appropriate conditions is recommended for approval.

2. RECOMMENDATION

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

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

- i. £50,000.00 contribution towards improvements to the local highway network.
- ii. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided. Please note that this contribution is only required for projects with costs of or in excess of £2,000,000.00.
- iii. Amended Travel Plan: to include £20,000 Bond.
- iv. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 19th of October 2016, or any other period deemed appropriate by the Head of Planning and Enforcement, that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The applicant has failed to ensure that the necessary Highway Contribution, Construction Training, Travel Plan and Project Management & Monitoring Fee would be undertaken/prepared in a timely manner and to an appropriate standard. The scheme therefore conflicts with Policies R17, AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's Planning Obligations SPG.'

E) 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.

F) 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 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

180 (SP)01 PL1 - Site Location Plan

(GA)01 PL1 - Existing and Proposed Ground Floor Plans

(GA)02 PL1 - Existing and Proposed First Floor Plans
(GA)03 PL1 - Existing and Proposed Second Floor Plans
(GA)04 PL1 - Existing and Proposed Third Floor Plans
(GA)05 PL1 - Proposed Roof Plan
(GA)10 PL1 - Existing and Proposed North Elevations
(GA)11 PL1 - Existing and Proposed East Elevations
(GA)12 PL1 - Existing and Proposed South Elevations
(GA)13 PL1 - Existing and Proposed West Elevations
(GA)20 PL1 - Existing and Proposed Section AA
(GA)41 PL1 - Proposed Canopy Details
(LA)01 PL1 - Proposed Site Layout Plan; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

3 COM5 General compliance with supporting documentation

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

Design and Access Statement 20.01.16

Energy Strategy February 2016

Transport Assessment February 2016

Planning Statement March 2016

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

REASON

To ensure that the development complies with the objectives of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

5 NONSC Non Standard Condition

Prior to any works commencing to the existing structure on the site, the exterior of the building shall be recorded to Historic England recording Level 1, which is a photographic record of the structure, with the document to be agreed by the Council, and copies provided for the local library and Historic England.

REASON To ensure that there is a documented record of the building to be altered and in accordance with Policies BE4 and BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

6 COM16 Scheme for site noise control

The specified plant and/or machinery hereby approved shall not be used on the premises until a scheme which specifies the provisions to be made for the control of noise emanating from the site or to other parts of the building, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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 London Plan (2015) Policies 7.1 and 7.3.

8 NONSC Non Standard Condition

Prior to commencement of the development or any of the elements of development for which planning permission is hereby approved, detailed drawings and supporting documentation shall be submitted to and approved in writing by the Local Planning Authority. The detailed drawings and supporting documentation shall include the following:

- i) Detailed drawings and specification of covered, secured and signposted waste and recycling storage collection areas.
- ii) Detailed drawings and supporting information for the management and collection of waste.

REASON

To ensure a sustainable environment is secured in compliance with the requirements of Policy 5.3 of the London Plan (March 2016).

INFORMATIVES

1

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%20&%20safety/safeguarding.htm)).

2 I47 **Damage to Verge - For Council Roads:**

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

3 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).

4 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) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

AM14	New development and car parking standards.
AM17	Provision of short stay off-street parking space for town centres
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
OE1	Protection of the character and amenities of surrounding properties and the local area
OL5	Development proposals adjacent to the Green Belt

5 I59 **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 (2015). 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.

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located within the original phase of the Stockley Business Park on the southern side of Furzeground Way. A lake is located immediately to the west and the Grand Union Canal to the south. The site currently contains a three storey office building of approximately 6,610sqm. The car parking area to the front of the building is landscaped with trees and hedges and the entire park creates an award winning landscape-led setting. The existing building has a floor space of approximately 6,610sqm GIA. Stockley Park is a large office and industrial park located within an Industrial & Business Area, as identified in the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and falls inside of the Heathrow Opportunity Area as defined in the London Plan.

The business park was constructed between 1984 and 1998 as the UK's first out of town business park occupying 150 acres with 25 buildings that provide 165,000 sqm of office space. It was designed in tandem with a detailed landscape masterplan for the site, which is a notable feature of the park.

The park was planned to be completed in three phases. Phases 1 and 2 are already complete, whilst Phase 3 was recently granted planning permission in September 2015 under application reference 37977/APP/2015/1004. Phase 3 will provide a significant uplift of up to 45,000 sqm of new floorspace for light industrial, storage and distribution uses. The buildings at Stockley Park range in height from two to four storeys and sit in their own landscaped setting.

The site has a public transport accessibility level (PTAL) of 1b and is within a developed area as designated by the policies contained within the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application proposes the removal of the existing pitched roof of the building and the erection of an additional flat roofed single storey extension to provide 1,350sqm GIA of office floorspace at third floor level. The additional storey will be set below the ridge height of the existing pitched roof and will be set back approximately 2.0m from the building edge to reduce its visual impact and to create an external terrace.

Also proposed is the relocation of plant to a rooftop enclosure that will sit within a new service tower. A three storey service tower has already been approved under planning application reference 37502/APP/2014/997 (March 2014). This service tower had a pitched

roof design to match the roof of the existing building. The proposed additional storey of the service tower will enclose the rooftop plant and match the height and design of the additional flat roofed office storey. The scheme involves the removal of a freestanding three storey plant structure, except for the electricity substation at ground level. This will create the space for one additional car parking space taking the car parking provision of the site from 225 to 226 spaces. 220sqm of PV panels are proposed to the roof of the building.

In addition to the main extensions, the entrance portico will be reconfigured and two new cycle stores providing a total of 37 cycle spaces are also proposed. These works were also approved under application reference 37502/APP/2014/997.

3.3 Relevant Planning History

37502/APP/2014/997 Lakeside House, 1 Furzeground Way Stockley Park

Three storey side extension to create new service tower, new glazed facade to main entrance, installation of 2 cycle stores, alterations to parking layout involving demolition of existing service tower

Decision: 20-05-2014 Approved

Comment on Relevant Planning History

Planning permission (reference: 37502/APP/2014/997) was granted in March 2014 under delegated authority for the erection of a three storey side extension to create a new service tower, new glazed facade to the main entrance, the installation of two cycle stores, alterations to the parking layout involving demolition of the existing service tower, and refurbishment works to the office building.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (March 2016)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design

Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM14 New development and car parking standards.

AM17 Provision of short stay off-street parking space for town centres

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

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
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
OE1	Protection of the character and amenities of surrounding properties and the local area
OL5	Development proposals adjacent to the Green Belt

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **14th April 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

CANAL AND RIVERS TRUST

After due consideration of the application details, the Canal & River Trust has no comments to make

NATIONAL AIR TRAFFIC SERVICES (NATS)

I have now assessed the Reserved matters (appearance, landscaping, layout & scale) against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, we would like to make the following observations:

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>).

Case Officer's comments:

This information has been added as an informative.

METROPOLITAN POLICE

In principle I have no objections to this application. I would however ask that a planning condition is invoked and that it achieves Secured by Design, adhering to the Commercial 2015 Design Guide.

Case Officer's comments:

A 'Secured by Design' condition has been attached.

Internal Consultees

LANDSCAPE ARCHITECT

The high quality landscape around the existing office forms an integral part of the overall site masterplan, including the signature 'Lime necklace', which leads to the pedestrian bridge and lake to the west of the building. Well-screened car parking is situated to the east of the site - another feature which is typical of this business park.

Landscape Planning designations:

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site. The lake and parkland landscape to the south and west of the plot lie within designated Green Belt.

Landscape constraints/opportunities:

The exceptionally high quality of the landscape design and maintenance of Stockley Park renders it particularly sensitive to re-development and the integrity of the established planting should be safeguarded and maintained.

- 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.

Landscape considerations:

- The planning questionnaire (Q&A 15) that there are trees and/or hedges on the site - and that they are an important landscape feature.
- No tree survey has been submitted and no plans show the existing, or proposed, landscape features which contribute to the character and appearance of the site - albeit they are shown in the aerial photographs with the D&AS.
- However, in the Final Design Proposals there is a CGI view across the lake towards the glazed entrance portico which indicates the removal of the lime necklace and replacement with low level planting.
- While there are no plans to show this change to the external layout, the removal of the limes is unacceptable.
- If the application is to be recommended for approval, the local planning authority require site plans and a revised D&AS to confirm that the landscape infrastructure will not be affected and that the existing 'structure' planting will be retained.

Recommendations:

This proposal is unacceptable, as presented. In the absence of clear plans or a Tree Survey/Arboricultural Impact Assessment (to BS5837:2015), the applicant has failed to demonstrate that the trees will be unaffected by the proposals and has not made provision for their long-term protection.

Case Officer's comments:

The image within the Final Design Proposals does not include the 'lime necklace' as they would obscure the view of the proposals. The image was created purely for visualisation purposes and the application does not include the removal of these trees. The applicant has confirmed that the trees are to be retained via email on the 4th of May 2016.

LANDSCAPE ARCHITECT further comments:

These amended comments are made in the light of Aaron Peate's email of 4 May 2016 (on behalf of Indigo Planning), in response to the landscape comments of 18 April. The email confirms that:

- none of the existing soft landscape infrastructure will be removed as part of the proposals. Furthermore,
- The CGI of the building was produced without the intervening trees for the sake of clarity, to illustrate the changes to the building.

On the understanding that the development proposals will only affect the space within/above the existing footprint of the building, there is no objection and no need for landscape conditions.

DESIGN AND CONSERVATION

This proposal has been subject to pre-application discussions and there are no objections to the

design of the new additions at roof level and to the side of the existing structure. We will need to condition the external materials to those areas where alterations are agreed and as the building is by a known architect, it should be recorded to HE Level 1 (photographic record) prior to the start of works on site. Once agreed, a copy of this record should be submitted to the Local Library and also the Local History Library at Uxbridge.

SECTION 106 OFFICER

Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status.
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided. Please note that this contribution is only required for projects with costs of or in excess of £2,000,000.00.
3. Air Quality Monitoring: A financial contribution to the sum of £12,500 subject to comments from LBH air quality specialists.
4. Amended Travel Plan: to include £20,000 Bond.
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

Case Officer's comments:

The Council's Highway Engineer has requested a contribution of £50,000 for surrounding highways works to mitigate the impact of the development. The agent has confirmed acceptance of this contribution via email on the 18/07/16. The works are entirely within the applicants site and therefore no S278 or S38 agreements are required. The Council's Environmental Protection Unit have been consulted regarding the proposals and requested no contribution towards Air Quality Monitoring and as such this request is also removed.

HIGHWAYS COMMENTS

The site has a low PTAL rating of 2.

The proposal will increase the office floor space by 2062 sqm. There will be no changes to the access and car parking provision. Increased cycle parking is proposed to provide 37 spaces.

The site currently provides 225 car parking spaces, which equates to an overall parking ratio of 1 space per 45 sqm GEA. This car parking ratio is well in excess of the LB Hillingdon's maximum parking standard of 1 space per 100 sqm.

A survey of the existing parking usage was carried out on Tuesday 21 April 2015, which showed that the maximum parking capacity for the whole site was 191 spaces. At total of 35-54 parking spaces were recorded to be vacant during the car parking survey.

The proposals are estimated to generate 241 daily trips, including 42 and 34 trips during the AM and PM peak periods respectively. Based on 2014 Stockley Park and 2013 GSK travel survey, 80.3% are car drivers. However, the trip rates based on these travel surveys is not provided in the Transport Statement.

Notwithstanding the above, the proposal will result in increased traffic impacts when there is already extensive traffic congestion at the Stockley Park Roundabout and along Stockley Road. In addition, Stockley Park is presently significantly under occupied and substantial new industrial warehouse developments have been approved along Stockley Road and at Horton Road - Prologis Park (formerly known as Stock Park Phase 3)) which is currently under construction. Please note a study of the Stockley Road corridor is presently in progress as part of the approval for development at Prologis Park - Horton Road.

In light of the above consideration, a financial contribution of £50k should be secured towards improvements to the local highway network.

Case Officer's comments

The proposed works to the relocate the service tower will create one additional car parking space. However the change from 225 spaces to 226 spaces is not considered to be significant.

ACCESS OFFICER

I have considered the detail of this planning application and have no comments to make.

SUSTAINABILITY OFFICER

The development is not a complete new build and therefore the opportunities open to other developers are restricted in terms of energy improvements and carbon savings. Notwithstanding that, the primary source for achieving energy reductions comes from the use of PVs and show the development to be compliant with London Plan Policy by achieving commensurate carbon savings with the type and nature of the development. The PVs have been shown on the roof plans.

I therefore have no objections to the proposals subject to the development proceeding in accordance with the approved roof plan.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The London Plan (FALP) (2016) identifies Stockley Business Park as part of the Heathrow Opportunity Area. It notes that the park has a particular draw for a diverse range of offices, including marketing, research and development. It also provides headquarters for prestigious national and European organisations.

The business park was designated as an Industrial and Business Area (IBA) by the Unitary Development Plan (UDP), and continues to be one of the preferred locations for new office development. The principle of office use within the site is therefore well established. The principle of the proposed service tower and external alterations to the building have also been approved as part of the previous consent (reference 37502/APP/2014/997, dated March 2014).

The principle of the development is therefore deemed acceptable.

7.02 Density of the proposed development

The application relates to an increase in floorspace and external works to an office building with no residential properties proposed. Considerations in relation to residential density are not therefore relevant to the application.

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

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

The Council's Conservation Officer has stated that as the building is by a known architect, it should be recorded to HE Level 1 (photographic record) prior to the start of works on site. An appropriately worded condition is therefore recommended to be attached to any consent requiring this record to be undertaken.

7.04 Airport safeguarding

The National Air Traffic Service have been consulted as part of the application process and raised no objection to the proposals. They have however requested the addition of an

informative regarding wind turbines, which is recommended to be attached should the application be approved.

7.05 Impact on the green belt

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

Policy EM2 of the Local Plan states that any proposals for development in Green Belt will be assessed against national and London Plan policies. Policy OL5 of the UDP states that proposals for development adjacent to the Green Belt will only be permitted when they would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

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

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

7.07 Impact on the character & appearance of the area

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

The proposed development involves the refurbishment and extension of the existing building to provide a modern contemporary office building and the majority of the works proposed have already been granted consent under application reference 37502/APP/2014/997. The Council's Design Officer has reviewed the proposals and, subject to a condition requiring the recording of the building in its current form and details of materials, raises no objections to the application.

Overall, the proposal would comply with policies BE13, BE15 and BE19 of the adopted Hillingdon Local Plan (November 2012).

7.08 Impact on neighbours

The application site lies within the Stockley Park Industrial & Business Area. There are no residential properties within this area and as such, the proposal would not detract from the residential amenities of nearby properties.

7.09 Living conditions for future occupiers

The application relates to an increase in floorspace and external works to an office building with no residential properties proposed. Considerations in relation to residential amenity for future occupiers are not therefore relevant to the application.

The proposed development is considered to create an acceptable environment for future occupants of the additional office floorspace.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highways Engineer has reviewed the submitted details and raised no objection to the application subject to an appropriate contribution for highways works and the attachment of an appropriately worded planning condition.

There will be no changes to the access and car parking provision will increase by a single space, however additional cycle parking is proposed to provide 37 spaces. The site currently provides 225 car parking spaces and has a floor space of 8113 sqm GEA, equating to 1 space per 36 sqm GEA. The total floor space as a result of the development would be 10,195 sqm GEA, which with the additional car parking space would equate to an overall parking ratio of 1 space per 45 sqm GEA. This car parking ratio is well in excess of the LB Hillingdon's maximum parking standard of 1 space per 100 sqm but is closer to being policy compliant than the existing ratio.

A survey of the existing parking usage was carried out on Tuesday 21 April 2015, which showed that the maximum parking capacity for the whole site was 191 spaces. A total of 35-54 parking spaces were recorded to be vacant during the car parking survey. As part of the proposal, the vacant parking spaces will be utilised by the proposed additional office floorspace.

The proposal will result in increased traffic impacts when there is already extensive traffic congestion at the Stockley Park Roundabout and along Stockley Road. In addition, Stockley Park is presently significantly under occupied and substantial new industrial warehouse developments have been approved along Stockley Road and at Horton Road - Prologis Park (formerly known as Stock Park Phase 3) which is currently under construction. In light of the above consideration, the Council's Highways Engineer has stated that a financial contribution of £50k should be secured towards improvements to the local highway network

Subject to the above financial contribution, the proposal is deemed acceptable from a highways and parking perspective.

7.11 Urban design, access and security

The Metropolitan Police Designing out Crime Officer has reviewed the proposals and, subject to a condition requiring the scheme to meet 'Secure by Design' standards, raises no objection to the development proposed.

Such a condition is therefore recommended to be attached to any planning consent granted for the proposals.

7.12 Disabled access

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

The Council's Access Officer has reviewed the proposals and raised no objection to the application. It is considered that the proposal would provide an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

7.13 Provision of affordable & special needs housing

The application relates to an increase in floorspace and external works to an office building with no residential properties proposed. Considerations in relation to affordable housing provision are not therefore relevant to the application.

7.14 Trees, landscaping and Ecology

The application proposes no changes to the landscaping surrounding the building. The Council's Landscape Architect has reviewed the proposals and following confirmation that no trees will be lost has raised no objection to the application or requested the imposition of any landscaping conditions.

7.15 Sustainable waste management

No detailed information has been provided regarding the provision of services for waste management for the additional office floor space created. However a service tower is proposed that is deemed to provide sufficient additional space for such services to be provided along the lines of that already approved for the lower floors under application reference 37502/APP/2014/997.

Therefore subject to the attachment of an appropriately worded condition requiring further details of the waste services proposed, the application is deemed acceptable with regards to sustainable waste management.

7.16 Renewable energy / Sustainability

Policy BE1 requires all development to achieve reductions in carbon dioxide emissions in line with the London Plan targets. Policy 5.2 of the London Plan (FALP) requires new development to make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy. The policy sets out the Target Emission Rate (TER) which aims to reduce the emissions of CO₂ over the plan period. During 2016, non-domestic buildings are expected to demonstrate a 40% improvement over 2010 Building Regulations

This standard has since changed with the introduction of the Sustainable Design and Construction SPD (2014), which assesses carbon emission savings against the 2013 Building Regulations, not 2010. This gives a revised carbon emission target of 35% less than Part L2A:2013. An Energy Strategy has been produced by Watkins Payne in support of the application. Analysis has shown that by incorporating a scheme of renewable energy technologies in addition to the passive and low energy design measures there is a predicted reduction of annual CO₂ emissions in line with London Plan targets commensurate with the type and nature of the development.

The Council's Sustainability Officer has reviewed the details submitted with the application and raised no objections to the proposals subject to the development proceeding in accordance with the approved roof plan, which is required by condition number 2.

The proposed development therefore complies with Policy BE1.

7.17 Flooding or Drainage Issues

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

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

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit has been consulted on the application and raises no objection on noise or air quality subject to an appropriate condition in respect of noise levels from new plant and appropriate mitigation.

7.19 Comments on Public Consultations

No comments were received from the public as part of the consultation process.

7.20 Planning obligations

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

The obligations sought are as follows:

1. £50,000.00 contribution towards improvements to the local highway network.
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided. Please note that this contribution is only required for projects with costs of or in excess of £2,000,000.00.
3. Amended Travel Plan: to include £20,000 Bond.
4. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £64,925.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £64,925.

7.21 Expediency of enforcement action

Not applicable to this application

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

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

application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

This application relates to an existing office building within Stockley Park. The application proposes the removal of the existing pitched roof to the building and the erection of a single storey roof extension to provide 1,350sqm of office floorspace at third floor level. Also proposed is the relocation of plant to a rooftop enclosure, 220sqm of PV panels plus associated re-cladding and refurbishment of the existing building.

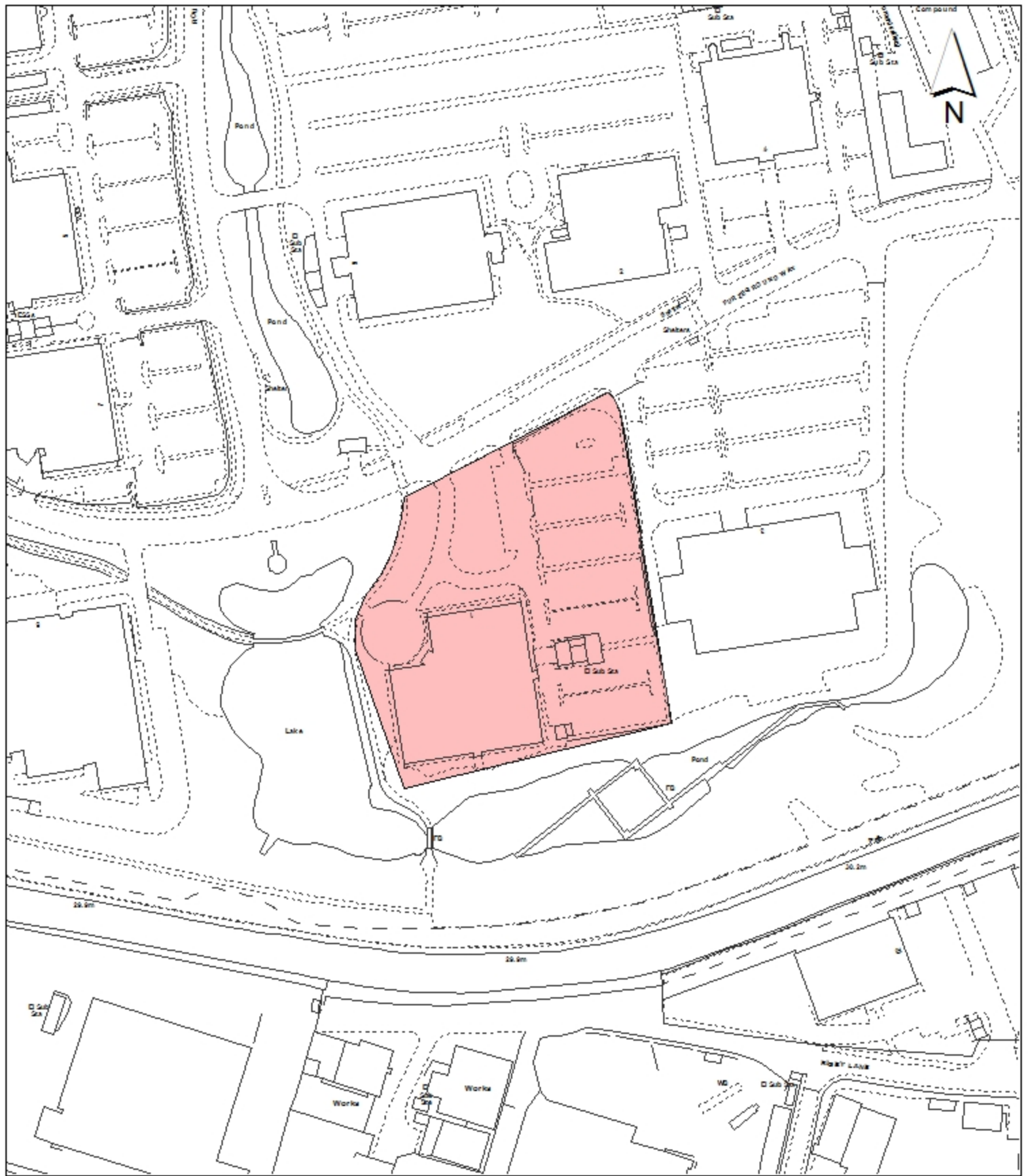
The proposal is considered to be an acceptable design and an appropriate development in this location. The application is deemed to accord with the relevant policies and guidance contained within the Hillingdon local Plan (November 2012) and the London Plan (March 2016) and subject to the attachment of appropriate conditions is recommended for approval.

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 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

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Notes:

 Site boundary

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Planning Application Ref:

37502/APP/2016/953

Scale:

1:2,000

Planning Committee:

Major

Date:

August 2016



HILLINGDON
LONDON