

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

**Address** THE ARENA BENNETSFIELD ROAD STOCKLEY PARK

**Development:** Erection of 81 room hotel (Use Class C1) with ancillary bar/cafe with associated ancillary works including extension and reconfiguration of car park and landscaping.

**LBH Ref Nos:** 37800/APP/2016/1430

**Drawing Nos:**

- URB-TL 08 00 01 D01 - Location Plan
- URB TL 08 00 02 D00 - Site Plan As Existing
- URB TL 08 30 01 D00 - Roof Plan As Existing
- URB TL 08 10 01 D00 - First Floor Plan As Existing
- URB TL 08 70 01 D00 - Elevations As Existing
- URB TL 08 00 04 D00 - Ground Floor Plan As Existing
- URB-TL 08 00 03 D02 - Site Plan As Proposed
- URB TL 08 00 05 D01 - Ground Floor Plan As Proposed
- URB-TL 08 10 02 D02 - First Floor Plan As Proposed
- URB-TL 08 20 02 D02 - Second Floor Plan As Proposed
- URB TL 08 30 02 D01 - Roof Plan As Proposed
- URB TL 08 70 03 D01 - Elevations (Sheet 1) As Proposed
- URB TL 08 70 04 D02 - Elevations (Sheet 2) As Proposed
- URB TL 08 70 05 D01 - Elevation Detail As Proposed
- URB TL 08 80 01 D01 - Section As Proposed
- 3944/01/D15-2664 V9 - Landscape Design Plan
- 3944/01/D16-1327 V1 - Green Wall Cross Section
- BloX-C-Secure-Cycle-Store-Compound (Visual Data Sheet)

**Date Plans Received:** 12/04/2016                      **Date(s) of Amendment(s):** 12/04/2016

**Date Application Valid:** 12/04/2016

### 1. SUMMARY

Planning permission is sought for the erection of an 81 room hotel (Use Class C1) with ancillary bar/cafe with associated ancillary works including extension and reconfiguration of the existing car park and new landscaping.

A hotel on this mixed use site would compliment other business uses within Stockley Business Park. This infill development would be considered 'appropriate development' in the Green Belt as set out in paragraph 89 of the National Planning Policy Framework (2012).

The general design, size, height and massing of the proposed building is considered sympathetic to the open nature of the Green Belt, and it would not adversely impact on the heritage value of the existing Locally Listed Arena Building. The scheme would be compatible with the height and form of other development within the wider complex and would be in keeping with the streetscene.

Given the business nature of the site and area, the proposal is not considered to raise any residential amenity concerns.

The hotel would primarily service the businesses within Stockley Park and Heathrow Airport, where most guests will arrive by public transport or taxi. Consideration has been given to the principal issue of traffic generation, and vehicles servicing the hotel. These matters taken together are not considered to have any significant detrimental impact on the existing highway network or on highway safety given the limited number of vehicular movements anticipated and the financial contribution of £70,000 towards highway improvements to mitigate the affects of the development and to alleviate congestion.

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

## **2. RECOMMENDATION**

**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, delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments agreed by the Head of Planning and Enforcement and also those requested by the Greater London Authority and the following:**

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

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

**1. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost plus Coordinator Costs - £9,600 per phase) 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.**

**2. Hospitality Training contributions or an in kind scheme to provide apprenticeships and on-the-job training for young people interested in pursuing a career in the hospitality industry**

**3. Carbon Fund Contribution: A financial contribution of £30,600 towards provision of off-site carbon reduction measures.**

**4. Highway Improvement Contribution: A financial contribution of £70,000 towards highway improvement works to alleviate congestion locally.**

**5. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.**

**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 278 Agreements and any abortive work as a result of the agreement not being completed.**

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

**D) If the Legal Agreement/s have not been finalised by the 26/4/17 or any other date that may be agreed by the Head of Planning and Enforcement, that delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:**

**'The applicant has failed to agree to provide contributions towards the improvement of highways, carbon reduction, and construction and employment training. The proposal therefore conflicts with Policy EM8 of the Local Plan Part 1 and Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD.'**

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

**F) That if the application is approved, the following conditions be imposed subject to any 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:

- URB-TL 08 00 01 D01 - Location Plan
- URB TL 08 00 02 D00 - Site Plan As Existing
- URB TL 08 00 04 D00 - Ground Floor Plan As Existing
- URB TL 08 10 01 D00 - First Floor Plan As Existing
- URB TL 08 70 01 D00 - Elevations As Existing
- URB TL 08 30 01 D00 - Roof Plan As Existing
- URB-TL 08 00 03 D02 - Site Plan As Proposed
- URB TL 08 00 05 D01 - Ground Floor Plan As Proposed
- URB-TL 08 10 02 D02 - First Floor Plan As Proposed
- URB-TL 08 20 02 D02 - Second Floor Plan As Proposed
- URB TL 08 30 02 D01 - Roof Plan As Proposed
- URB TL 08 70 03 D01 - Elevations (Sheet 1) As Proposed
- URB TL 08 70 04 D02 - Elevations (Sheet 2) As Proposed
- URB TL 08 70 05 D01 - Elevation Detail As Proposed
- URB TL 08 80 01 D01 - Section As Proposed
- 3944/01/D15-2664 V9 - Landscape Design Plan
- 3944/01/D16-1327 V1 - Green Wall Cross Section
- BloX-C-Secure-Cycle-Store-Compound (Visual Data Sheet)

and shall thereafter be retained/maintained for as long as the development remains in existence.

## REASON

To ensure the development complies with the provisions in the Hillingdon Local Plan and the London Plan (2016).

### **3 COM5 General compliance with supporting documentation**

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

- Design and Access Statement (April 2016)
- Accurate Visual Representations and Methodology Report (April 2016)
- Energy Statement (Edition 4, April 2016)
- BREEAM Pre-Assessment (January 2016)
- Extended Phase 1 Habitat Survey (Version 4, April 2016)
- Landscape and Visual Impact Assessment (Version 6, January 2016)
- Air Quality Assessment (Report 002 January 2016)
- Preliminary Acoustic Review of Site (August 2015)
- Report on Ground Investigation (Issue 1, January 2016)
- Planning Statement (April 2016)
- Arboricultural Report (Version 5, July 2016)
- Drainage Strategy (Revision 3, September 2016)
- Transport Assessment (Version 6, September 2016)
- Travel Plan (Version 5, September 2016)

## REASON

To ensure that the development complies with the objectives of the Hillingdon Local Plan.

### **4 COM15 Surface Water Management and Maintenance Plan**

Prior to first use of the building as a hotel, a Long Term Management and Maintenance Plan shall be submitted to, and approved in writing by the Local Planning Authority. The plan shall:

- i. Provide an as built plan of the drainage system.
  - ii A clear management and maintenance plan. Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
  - iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
  - iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- 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 in accordance with policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012).

### **5 COM8 Tree Protection**

Notwithstanding the tree reports that accompany this application, prior to commencement of above ground level works, a scheme for the monitoring of tree related works at critical stages of the development by a suitable tree consultant to ensure compliance with the reports set out in condition 3 shall be submitted to and approved in writing by the Local

Planning Authority. Monitoring of the tree related works shall thereafter be carried out in accordance with these approved details.

**REASON**

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part 1 Saved UDP Policies (Nov 2012).

**6 NONSC Air Quality**

Prior to commencement of above ground level works, an air quality assessment report shall be submitted to and approved in writing by the Local Planning Authority. The report shall include the detailed modelling of the combined heat and power (CHP) unit emissions with the results reported both on their own and in combination with the traffic emission contributions at relevant receptors both on site and at existing relevant public exposure locations in the vicinity of the application site. The specification of the CHP will be in line with the emission requirements set in the Sustainable Design and Construction SPG achieving a NOx rating of <40 mgNOx/kWh. In addition, the design of the CHP will aim at minimising emissions at the outset. This will include an optimised stack height, location, and operational schedule. The report will also include updated results of the neutral assessment to include CHP emissions. In the instance the impact of the proposed development on both new and existing receptors is not acceptable, mitigation measures are required to remove any exceeding emissions. These may include the application of a catalytic converter to the CHP. Any subsequent details agreed shall be carried out in full accordance with the approval.

**REASON**

To safeguard air quality in accordance with the Environment Act 1995, policy EM8 of the Local Plan: Part 1, policies 5.3 and 7.14 of the London Plan (2016), and paragraph 124 of the NPPF.

**7 NONSC Noise affecting offices/other noise sensitive premises**

The rating level of noise emitted from plant and/or machinery hereby approved shall be no higher than the existing background noise level. The noise levels shall be determined at the nearest neighbouring offices and club house. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

**REASON**

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (2012).

**8 NONSC Air extraction system noise and odour No air extraction sys**

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

**REASON**

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan: Part 1 Saved UDP Policies (Nov 2012).

**9 NONSC Energy Scheme**

Prior to first use of the building as a hotel, a detailed scheme showing how the CO2 savings shown in the approved energy strategy (Travelodge Stockley Park - Energy Statement -Edition 4, April 2016) shall be submitted and approved in writing by the Local Planning Authority. The details shall include specifications of the CHP plant to be used (including the inputs and outputs -shown in kwhr and kgCO2) and the type and location (roof plan) of the PV panels. The details shall also be accompanied by a statement on how the low and zero carbon technology will be monitored and maintained to meet the reduction targets and how this will be reported to the Local Planning Authority. The development must proceed in accordance with the approved plans and details.

#### REASON

To ensure appropriate carbon savings are delivered in accordance with policy 5.2 of the London Plan (2016).

#### **10 NONSC Historic Recording**

Prior to commencement of development (including any demolition works) recording of the building to Historic England Level 1 shall be completed, submitted, and approved in writing by the Local Planning Authority (LPA). The scope of recording is to be agreed with the LPA prior to the commencement of demolition. Copies of the final documents are to be made available to the LPA, Local History Library and Historic England.

#### REASON

To safeguard the special architectural and/or historic interest of the building in accordance with policies BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); policy 7.8 of the London Plan (2016); and National Planning Policy Framework (2012).

#### **11 NONSC Contaminated land**

(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 desktop study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site

(b) 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

(c) 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: Part 2 Saved UDP Policies (Nov 2012).

**12 NONSC Contaminated Land EA**

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

**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: Part 2 Saved UDP Policies (Nov 2012).

**13 NONSC No Piling without Consent EA**

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

**REASON**

To protect groundwater, in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012).

**14 NONSC Gas (Contamination)**

Prior to commencement of development, the applicant shall carry out a landfill gas survey in the ground at the development site. Some of the landfill gas tests within the survey shall be taken below the proposed footprint of the new hotel. If landfill gas is found to be a hazard then the applicant shall install remediation measures to prevent gas ingress to the new hotel on the development site to the satisfaction of the Local Planning Authority.

**REASON**

There is filled ground on this site and adjacent to the site in the golf course. The condition is required to clarify whether or not there is any hazard due to gas migration from the filled ground to the new building, and if there is a hazard to ensure any necessary gas remediation work is completed, in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012). Advice on this condition can be obtained

from the Environmental Protection Unit on 01895 277018

**15 COM29 No floodlighting**

No floodlighting or other form of external lighting 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 policies BE13 and OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and to protect the ecological value of the area in accordance with policy EC3 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012).

**16 COM31 Secured by Design**

Prior to first use of the building as a hotel, the building shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police Designing Out Crime Officer (DOCO) on behalf of the Association of Chief Police Officers (ACPO).

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 7.1 and 7.3 of the London Plan (2016).

**17 COM7 Materials & Fenestration Detailing**

No development shall commence above ground level until details of all materials (including physical samples where appropriate) are provided of:

1. Samples and manufacturers details of all external materials and finishes.
2. Details of the materials, construction and finishes of all external doors, windows, and glazed stairwells/features
3. Details of the construction and materials of the eaves, parapets and cladding junctions
4. Details of the type, size and location of all external services, flues and AHUs
5. Details of the type and design of roof top PVs (where applicable)

No development shall commence above ground level until these details have been 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 thereafter.

**REASON**

To ensure that the development presents a satisfactory appearance in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012).

**18 NONSC People with Disabilities**

The development hereby approved shall ensure the quantity of accessible bedrooms is no less than 8 rooms with an additional 3 rooms capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails). In addition, 50% of en-suite bathrooms within the required accessible bedrooms shall have a level access shower.



REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with policy AM13 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2016).

**19 NONSC Car parking use only for duration of guests staying at hotel**

The 20 car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to and approved in writing by the Local Planning Authority in order to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

The use of the site for long or short stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to policy A4 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012). Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and Chapter 6 of the London Plan (2016).

**20 COM20 Cycle Parking**

Prior to occupation of the hotel, 20 cycle parking spaces shall be provided. Where two-tier racks are provided, they shall be a mechanically or pneumatically assisted system for accessing the upper level. These spaces shall be maintained in good working order, shall be for cycle storage use only and shall remain in perpetuity.

REASON

To promote sustainable modes of transport, in accordance with policy 6.9 of the London Plan (2016).

**21 NONSC EVP and Accessible Bays**

The 20 car parking spaces proposed as part of this development shall provide 20% active and 10% passive Electric Vehicle Charging Points (EVCPs) and 12 shall be accessible bays.

REASON

To promote sustainable modes of transport, in accordance with policy 6.13 of the London Plan (2016).

**22 MCD10 Refuse Facilities**

Prior to commencement of development works above ground level, details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse and recycling at the premises shall have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 5.17 of the London Plan (2016).

## **INFORMATIVES**

### **1            I28            Food Hygiene**

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

### **2            I3            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).

### **3**

The onus is on the service provider to ensure the safety and evacuation of disabled people. It is not the responsibility of the fire service to enable routine evacuation of disabled people.

### **4            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](http://www.aoa.org.uk/publications/safeguarding.asp))

### **5            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).

### **6            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 (2012) 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 (FALP 2015) and national guidance.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
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
AM12	Promotion of traffic management measures which give priority to buses
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
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
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
LE2	Development in designated Industrial and Business Areas
LPP 2.3	(2016) Growth Areas and Co-ordination Corridors
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy

LPP 2.8	(2016) Outer London: Transport
LPP 4.1	(2016) Developing London's economy
LPP 4.10	(2016) New and Emerging Economic Sectors
LPP 4.11	(2016) Encouraging a connected economy
LPP 4.12	(2016) Improving opportunities for all
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.17	(2016) Waste capacity
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation

	measures
OE5	Siting of noise-sensitive developments
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
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

## 7

The proposed facility would be the subject of the Equality Act 2010. The applicant is advised to take the following into consideration with regard to this application:

- a. The accessible car-parking bays should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010.
- b. A suitable access route to the building should be provided from the car parking areas. Paths forming access routes should be a minimum of 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.
- c. Level access and adequate front door width are assumed. If this is not the case, level access should be provided and a minimum door width of 1000mm for a single door or 1800mm for a double door.
- d. The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009+A1:2010.
- e. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, i.e. infra-red or induction loop system, should be fitted to serve all reception areas.
- f. Seating of varying heights should be provided and sited close to reception.
- g. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.
- h. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004 (2013 edition). A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is likely to be required within the communal areas of the Hotel.
- i. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.

- j. The accessible bedrooms should be designed to BS 8300:2009. In addition to the 10% provision of accessible rooms,
- k. 50% of the ensuite bathrooms within the required accessible bedrooms should have level access showering facilities.
- l. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.
- m. Lifts should accord with BS 8300:2009+A1:2010.
- n. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.
- o. Details of where Hearing Enhancement Systems (e.g. induction loops) should form part of the scheme. Consideration should also be given to the type of system(s) that will be suitable for different areas of the hotel.
- p. Alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)
- q. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area.

## 8

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m<sup>2</sup> or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £35 per square metre. The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable will be £40 per square metre. Should you require further information please refer to the Council's Website  
[www.hillingdon.gov.uk/index.jsp?articleid=24738](http://www.hillingdon.gov.uk/index.jsp?articleid=24738)

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme. Should you require further information please refer to the Council's Website  
[www.hillingdon.gov.uk/index.jsp?articleid=24738](http://www.hillingdon.gov.uk/index.jsp?articleid=24738).

## 9

In accordance with the provisions of the NPPF, the Local Planning Authority has actively

engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development. Accordingly, the planning application has been recommended for approval.

### **3. CONSIDERATIONS**

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

Stockley Arena is located to the east of Stockley Road and forms part of Stockley Park, a 47 hectare former landfill site which was successfully redeveloped into a business park in the late 1980s and now has international renown as one of the first business parks of its kind, and for the high quality architecture and strong integration of landscaping into the design.

Stockley Park Arena was designed and built in 1990 by Arup as the landmark core of Stockley Park and provides a leisure hub for the surrounding commercial units, comprising public house, retail, coffee shop/ sandwich bar and gymnasium uses. The building is predominantly two storey and has a lakeside setting, with ground levels rising to the north with the building itself partially sunk into the landscape. The building is centred upon a circular fortress like enclosure with radiating wings. Immediately to the north and west, are landscaped car parking areas, with the Stockley Golf Course and its clubhouse wrapping around the site to the north and east. To the south, the site is adjoined by the lake. Adjoining the lake to the south is the main access road and the commercial buildings beyond, surrounded by their parking areas within a landscaped setting.

The proposed hotel would be sited on the western side of the northern wing of the building, on part of the existing the car park. This results in the reconfiguration of the existing car park which would encroach and on to part of the green space south of the golf course club house and north of the entrance to the Arena.

As the surrounding areas of the business park have evolved, Stockley Park Arena has stayed virtually unchanged. The building benefits from a low key design, typical of its time, set in a prominent, but, sensitive setting by the open water lake. The site is located within the Green Belt, additionally it is locally listed as being of historical/architectural merit. It also is located within an Air Quality Management Area and has a PTAL rating of 1b (very poor).

#### **3.2 Proposed Scheme**

The proposal is for the erection of an 81 room, three storey hotel (Class C1) with ancillary bar/ restaurant. The building would be 'T' shaped and sited within the existing car park adjacent to the northern wing of the Arena. The building would mainly be raised above the car park, to provide an undercroft parking area, with the main hotel accommodation being on the first and second floors, including the bar/ restaurant on the second floor. A ground floor entrance would be provided from the car park, close to the main circular centre of the Arena, with stair and lift access to the floors above.

The Arena car park currently provides 140 dedicated surface car parking spaces. The proposal will involve the re-configuration and loss of a number of the existing car parking

spaces. However, an additional area of parking is proposed with a net addition of 20 spaces.

### 3.3 Relevant Planning History

37800/APP/2010/1669 The Arena, Stockley Park Stockley Road West Drayton

Change of use from Class B1 (Office) to Class D1 (Non-residential institutions) for use as further education college and management training premises.

**Decision:** 08-02-2011 Refused

37800/APP/2013/161 The Arena, Stockley Park Stockley Road West Drayton

Development of Stockley Arena to provide additional office accommodation, including a single-storey extension to the central rotunda and to the southern wing to create a new second floor, together with a two-storey extension above the existing refuse storage and deliveries area to the north.

**Decision:** 08-08-2013 Approved

37800/APP/2013/2804 The Arena, Stockley Park Stockley Road West Drayton

Part 1st Floor proposed change of use from B1 (office) to residential (C3) (Application for Prior Approval under Schedule 2 Part 3 Class J of the Town and Country Planning (General Permitted Development) Order 1995 (as amended))

**Decision:** 19-11-2013 PRN

37800/APP/2016/2082 The Arena Bennetsfield Road Stockley Park

Installation of Samo equipment cabinet to existing rooftop steelwork, swap out of existing two 14.47m high flagpole antennas with replacement two 15.85m high flagpole antennas, installation of additional Mast Head Amplifiers (MHA's) and associated development (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 20 for determination as to whether prior approval is required for siting and appearance).

**Decision:** 02-08-2016 Approved

37800/PRC/2015/148 The Arena, Stockley Park Stockley Road West Drayton

Development of 82 bedroom hotel and new car parking

**Decision:** 10-02-2016 OBJ

#### Comment on Relevant Planning History

Stockley Park Business Park was developed in the late 1980's on the site of a former landfill site. Stockley Arena was built in 1990. Planning application ref. 37800/APP/2013/161 is the most relevant to this current proposal. It sought 'development of Stockley Arena to provide additional office accommodation, including a single-storey extension to the central rotunda and to the southern wing to create a new second floor, together with a two-storey extension above the existing refuse storage and deliveries area to the north'. This office development was similarly positioned on the car park along the northwest wing of the existing building. However, it also extended over the top of the existing Arena building.



Consent was given on 29th August 2013 but has not been implemented.

In 2015, a pre-application proposal (Ref: 37800/PRC/2015/148) was submitted for an 82 room hotel at the same location. Concerns were raised regarding this proposal on grounds of impact on the Green Belt, the Locally Listed Building, and in terms of highways. The current scheme has been revised and is now considered to have an acceptable level of impact on the Locally Listed Building. The Council's Conservation and Urban Design Officer is satisfied with the proposal. The revised proposal is considered to be 'appropriate development' in the Green Belt, a view similarly shared by the Greater London Authority. In terms of highways, a financial contribution has been secured which is considered to address the previous concerns raised by the Highway Engineer.

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

Please see list of relevant planning policies below.

##### **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.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.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.HE1 (2012) Heritage

###### Part 2 Policies:

- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- 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
- AM12 Promotion of traffic management measures which give priority to buses
- 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
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
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
LE2	Development in designated Industrial and Business Areas
LPP 2.3	(2016) Growth Areas and Co-ordination Corridors
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.1	(2016) Developing London's economy
LPP 4.10	(2016) New and Emerging Economic Sectors
LPP 4.11	(2016) Encouraging a connected economy
LPP 4.12	(2016) Improving opportunities for all
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management

LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.17	(2016) Waste capacity
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 6.10	(2016) Walking
LPP 6.11	(2016) Smoothing Traffic Flow and Tackling Congestion
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF9	NPPF - Protecting Green Belt land
OE1	Protection of the character and amenities of surrounding properties and the local area

OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
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
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th June 2016**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

7 Neighbouring properties were consulted 12th May 2016, site notices erected 16th May 2016, and an advert published 25th May 2016. The statutory consultation period expired 15th June 2016. 8 responses have been received which raise the following summarised concerns:

- Disruption during construction
- Exacerbation of parking stress

Officer's response: Please see the main body of the report below for full consideration of the concerns raised.

### GREATER LONDON AUTHORITY (GLA)

Comments (summary): London Plan policies on Green Belt, Hotel Development, employment, urban design, inclusive design, sustainable development and transport are relevant to this application. The application is broadly acceptable in strategic planning terms, however further information or action is needed on the matters set out below:

- Green Belt: The application should respond to the issues raised with regards to urban design to ensure that the impact on Green Belt openness would be suitability minimised and mitigated in accordance with policy 7.16 of the London Plan.
- Employment and Training: The provision of jobs and training for local residents is supported in accordance with policy 4.12 of the London Plan and should be secured as a planning condition.
- Transport: Further discussions, clarification and/or commitments as set out in paragraphs 43-48 of this report are sought with respect to car, cycle and coach parking, construction, delivery and servicing; and travel planning, to ensure accordance with policies 6.3, 6.9, and 6.14 of the London Plan.

- Sustainable Development: To ensure compliance with policy 5.2 of the London Plan, the applicant should address the issues raised under climate change (paragraphs 49-64) of this

#### DESIGNING OUT CRIME OFFICER

Comments: No objection, subject to imposition of a Secured by Design condition.

#### ENVIRONMENT AGENCY

Comments (summary): We consider that planning permission could be granted to the proposed development as submitted if the following planning conditions are included as set out below.

##### Condition 1

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

##### Condition 2

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect groundwater.

#### GREATER LONDON ARCHAEOLOGY ADVISORY SERVICE (GLAAS)

No comment

#### HEATHROW AERODROME SAFEGUARDING

No comment

#### HEATHROW AIRPORT LIMITED

No comment

#### HISTORIC ENGLAND

No comment

#### NATS

No comment

#### NATURAL ENGLAND

No comment

#### THAMES WATER

No comment

## TRANSPORT FOR LONDON (TFL)

### Comments:

Cycle parking should be provided in line with the latest London Plan cycle parking standards (Policy 6.9). The standards for use class C1 (hotels) state that for 1 long-stay space should be provided per 20 bedrooms and 1 short-stay space per 50 bedrooms. This equates to 4 long-stay and 2 short-stay cycle parking spaces.

It is noted that two-tier racks will be used to provide the majority of the cycle parking. Where these are provided, it is recommended that they should have a mechanically or pneumatically assisted system for accessing the upper level, as many people find using these spaces difficult. The product must also allow for double-locking. Minimum aisle widths, as set out in the London Cycle Design Standard (LCDS) must be met in order for these stands to be usable.

The LCDS recommends that users should have to negotiate a maximum of two doors to gain access to the cycle parking area. Push-button controls to assist with door opening are highly recommended. Alternatives include double doors opening in both directions, or where one door is 'push' and the other 'pull'.

Please note that the London Plan refers to the need for "easy access" and catering "for cyclists who use adapted cycles". This is an accessibility requirement. The LCDS states that 5% of stands ought to be able to accommodate larger cycles. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally is to provide a mix of types of cycle stands.

TfL finds the quantum of car parking to be acceptable and welcomes the provision of 20% active and 10% passive Electric Vehicle Charging Points (EVCPs).

TfL recommends that 1 designated coach parking space is provided to ensure compliance with Policy 6.13 (Parking) of the latest London Plan.

Subject to the above, TfL is not minded to object to the development.

### **Internal Consultees**

#### ACCESS OFFICER

Comments: No objection, subject to a condition to secure accessible bedrooms.

#### CONSERVATION AND URBAN DESIGN

Comments (summary): Stockley Park was laid out in the 1985 to a master plan by Arup Associates, it is an early example of a business park and is characterised by large stream lined modern office buildings, many by well known architects and architectural practises, set in an open and well designed landscaped setting. The Arena was also designed by Arup Associates, it includes a sports club, restaurant, management offices and conference centre, and provides a long, low focus between the park and business area. It is faced in coursed buff reconstituted stone and timber, and has a polygonal conservatory to the west. At its centre is an unusual circular piazza with a distinctive roof line with wings radiating from the space that relate to the surrounding ground levels and partially enclose the car park. The sports centre has a very simple blank facade and barrell roof form. When viewed from the car park, the grassed slopes and mounding screen it from the golf course to the east. To the south, the building has a simple fortress like character, it is accessed via a bridge over

a lake that sweeps along its southern boundary and has a moat like quality.

The Arena building is included in the Council's Local List of Buildings of architectural or historic interest.

The current proposal have been developed through discussion with the Conservation and Urban Design Team and has been designed to retain the central forum area unaltered, to screen the unprepossessing sports hall and to continue the existing idiosyncratic footprint of the existing buildings along the northern boundary of the car park. To the rear the existing hall and landscaping will screen the new structure and along the northern boundary an existing line of semi mature trees will be retained, which will partially screen and soften views of the new east-west wing of the building. The elevations of the new structure have been designed to reflect the overall character of the original building, but do not slavishly repeat it, so that it is clear that the new structure is an addition to the Arup building. The proposed area of linkage between old and new will retain the original circular space and the new structure retains the existing wall at the entrance to this area. The upper floors will be set back behind the wall to reduce their apparent bulk and visual intrusion when seen from the central space. Where the new building links with the existing, materials are replicated to ensure a smooth transition between the two structures.

In terms of the impact of the proposed structure on the surrounding open space, the new building will be seen against a back drop of the existing structures and would not unduly impinge upon these as illustrated in the applicants visual analysis.

Whilst the proposed new addition will have impact on the appearance of the Locally Listed building, it is considered not to have a negative impact and to preserve the existing significant form and features of the current building that make it so unique.

No objection subject to the following conditions:

1. The existing building to be recorded to HE level 1, the scope and content of this document to be agreed in writing with the LPA and once agreed, copies to be provided for the Local History Archive at Uxbridge Library and Historic England
2. Samples and manufacturers details of all external materials and finishes to be provided for agreement prior to the start of each element of the works
3. Details of the materials, construction and finishes of all external doors, windows, and glazed stairwells/features to be submitted for agreement
4. Details of the construction and materials of the eaves, parapets and cladding junctions
5. Details of the type, size and location of all external services, flues and AHUs
6. Details of the type and design of roof top PVs
7. A detailed landscaping scheme to be agreed - subject to advice from the Green Spaces Team

ECOLOGY OFFICER

Comments: No objection

ENVIRONMENTAL PROTECTION UNIT

- Air Quality

Comments: No objection, subject to condition to safeguard air quality from the proposed CHP.

- Contamination

Comments: No objection, subject to conditions relating to contaminated land and to obtain a landfill gas survey.

- Noise

Comments: No objection, subject to conditions relating to noise and an air extraction system to address noise and odour.

#### FLOOD & WATER MANAGEMENT OFFICER

Comments: No objection, subject to condition to obtain a satisfactory Long Term Management and Maintenance Plan to ensure that surface water run off is controlled.

#### HIGHWAYS OFFICER

Comments (summary): No objection, subject to a financial contribution to secure £70,000 towards highway improvements to mitigate from the development and alleviate congestion on local roads.

#### SUSTAINABILITY OFFICER

Comments: No objection, subject to condition to obtain a detailed scheme to demonstrate carbon reductions in accordance with the submitted energy strategy and a legal agreement to secure a financial contribution of £30,600 towards the Council's Carbon Fund for off-site renewable/energy conservation provision.

#### TREE AND LANDSCAPING

Comments: The Arboricultural Report has been amended to show the yew hedge in the south west corner of the site (between the new car park spaces and the lake) - and acknowledge the need to remove the hedge to facilitate the development.

It has been confirmed that trees T17, T18, T19 and T20 would be retained (and protected) as part of the proposal. Some pre-emptive tree surgery, prior to development, is likely to be required to trees G10, T17, T18, T19 to prevent accidental damage and provide necessary working space.

The Landscape Design Plan proposes additional tree planting designed to enhance the landscape setting and ensure that there is no net loss of trees / screen hedges on the site. The plan also confirms that the yew hedge (*Taxus baccata*) will be re-instated in the south -west corner between the new parking areas and the lakeside.

I confirm that these details are now acceptable, in terms of tree and landscape issues. Nevertheless, due to the sensitivity of the trees and the importance of the landscape setting of this site, I am recommending that the tree consultant be retained to monitor / supervise tree related work at critical stages of the development, commencing with the site set up and tree protection work.

#### WASTE

No comment

### 7. MAIN PLANNING ISSUES



## 7.01 The principle of the development

### LAND USE

Policy T2 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that the Local Planning Authority will encourage the provision of a range of accommodation and conference facilities on sites easily accessible from Heathrow Airport, underground, and railway stations and from the main road network provided the development does not conflict with the aim to maintain and improve the environment.

Policy T4 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that hotels, guest houses, and other tourist accommodation will be acceptable in principle provided:

- (i) The development is located within a mixed use area; And
- (ii) The development is located near or on a primary or secondary road or British Rail or Underground Station; And
- (iii) The development does not result in the loss of amenity to neighbours through noise and other disturbances; And
- (iv) Parking to standards adopted by the Local Planning Authority can be met within the curtilage of the site;
- (v) Any on street parking that may be generated can be accommodated without detriment to the free flow of traffic or conditions of general highway safety.

Policy E2 'Location of Employment Growth' of the Hillingdon Local Plan: Part 1 Strategic Policies (Nov 2012) states that the Council will accommodate 9,000 new jobs during the plan period. Most of this employment growth will be directed towards suitable sites in the Heathrow Opportunity Area, Strategic Industrial Locations (SILs), Locally Significant Employment Locations (LSEL), Locally Significant Industrial Sites (LSIS), Uxbridge Town Centre and Hayes Town Centre with a particular focus around transport nodes. The Council will promote development in highly accessible locations that delivers sustainable travel patterns and contributes to the improvement of existing networks to reduce emissions and impacts on air quality. The Council will accommodate a minimum of 3,800 additional hotel

bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter and in other sustainable locations

Policy E3 'Strategy for Heathrow Opportunity Area' of the Hillingdon Local Plan: Part 1 Strategic Policies (Nov 2012) states that the Council will prepare a Local Development Document (LDD) for the Heathrow area to achieve the future growth set out in Table 5.3, in consultation with the GLA and London Borough of Hounslow. This LDD will help manage development and protect land within the Heathrow Airport boundaries for airport-related activities. It will seek to ensure that local people benefit from sustainable economic growth located both within the Airport boundaries and in the Perimeter areas. The LDD will also set requirements for climate change mitigation and adaptation through a low carbon emission strategy and measures to improve local air quality.

Specific to Stockley Park, the Hillingdon Local Plan: Part 1 Strategic Policies (Nov 2012) states that the business park has a significant role in the delivery of jobs in the Heathrow Opportunity Area, and has an estimated capacity of around 5,000 new jobs. These are opportunities to extend the business park and to include a hotel which could further add to the Park's offer.

Paragraph 2.17 of the emerging Hillingdon Local Plan: Part 2 Development Management Plan (draft 2012) states that Stockley Park has a reputation as being one of Europe's premier business parks, occupying 150 acres with 25 buildings, which accommodate over 165,000 sqm of high quality offices. The site will retain its importance as a key outer London office location over the period of the Plan. Opportunities to expand employment opportunities and to include a hotel to add to the Park's offer are noted in the Local Plan Part 1.

Hillingdon, because of Heathrow and other locational characteristics, has made a contribution to meeting the demands for serviced hotel accommodation and conference facilities for business visitors as well as for the other tourists. The Borough will, after implementation of all outstanding permissions, have around 7% of Greater London's available serviced bed spaces. The existing hotels on average achieve an occupancy rate of around 90%. The hotels providing employment to the Borough's residents make a significant contribution to Hillingdon's local economy.

The proposed hotel would be located on existing surface car parking. However, replacement car parking would be provided and increased. It is clear from national, regional, and local planning policy, that the provision of more hotel floorspace, particularly at Stockley Business Park would be supported as it would provide growth in employment and it would compliment existing business uses within the wider park. Therefore, the principle of a hotel development on this site would be acceptable in principle.

#### GREEN BELT

The National Planning Policy Framework (NPPF) defines previously developed land (PDL) as "land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed, but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time"

As the proposed hotel will be built partly above existing ground floor uses and partly over sailing the surface level car park within the curtilage of the 'The Arena' site, it is considered to be a previously developed site.

Policy 7.16 'Green Belt' of the London Plan (2016) notes that "the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in Very Special Circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance."

Policy EM2: Green Belt, Metropolitan Open Land and Green Chains of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states that any proposals for development in Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test.

The national guidance referred to above is articulated in the National Planning Policy Framework (NPPF) at paragraphs 88-92, which makes it clear that, with few exceptions, the construction of new buildings in the Green Belt should be regarded as inappropriate development. The NPPF further advises local authorities that when considering any planning application, they should ensure that substantial weight is given to any harm to the Green Belt and '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.

The exceptions found under paragraph 89 in the NPPF are:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The applicant contends that the proposal accords with the last bullet point above since the proposal is for the redevelopment of previously developed land, which will have no greater material impact than that of the existing buildings on the openness of the Green Belt and the purposes of including land within it. To illustrate the appropriateness of the proposal, the applicant cites the approval of the previous application for an office extension to the Arena to provide additional office floorspace accommodated through a single-storey extension to the central rotunda and southern wing, and a two storey extension above the existing refuse storage and delivery area of the northern wing.

The current hotel scheme proposes a similar level of floorspace (2,489 sq.m versus 2,305 sq.m). Two key footprint and massing differences between the two schemes is that the current hotel application comprises a building that extends further to the north, but this is balanced against the fact that the hotel building is lower than the office scheme, which extended to a level above both the rotunda structure and the retaining walls of the Arena.

Based on the figures provided, the proposal would represent about a 40% uplift in GIA floorspace. As previously indicated, the site where the proposed building is to be located is primarily car parking and is within the curtilage of the developed site and therefore can be considered as previously developed land. The proposal, would not significantly increase the developed area of the site, and its impact on the openness of the Green Belt in this location is limited as the proposed building would be lower than the existing building.

In view of the above, it is considered that the current proposal meets the exception under paragraph 89 of the NPPF. Therefore, it is considered to be appropriate development within the Green Belt.

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

Not relevant to the determination of this application.

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

The site is not located within an Archaeological Interest Area/Zone, a Conservation Area, or an Area of Special Character. Therefore, these designations are not relevant to the determination of this application.

#### **LISTED BUILDINGS**

The Arena building is included in the Council's Local List of Buildings of architectural or historic interest.

The current proposal has been developed through discussion with the Conservation and Urban Design Team and has been designed to retain the central forum area unaltered, to screen the unprepossessing sports hall and to continue the existing idiosyncratic footprint of the existing buildings along the northern boundary of the car park. To the rear, the existing hall and landscaping will screen the new structure and along the northern boundary an existing line of semi mature trees will be retained, which will partially screen and soften views of the new east-west wing of the building. The elevations of the new structure have been designed to reflect the overall character of the original building, but do not slavishly repeat it, so that it is clear that the new structure is an addition to the Arup building. The proposed area of linkage between old and new will retain the original circular space and the new structure retains the existing wall at the entrance to this area. The upper floors will be set back behind the wall to reduce their apparent bulk and visual intrusion when seen from the central space. Where the new building links with the existing, materials are replicated to ensure a smooth transition between the two structures.

Whilst the proposed new addition will have impact on the appearance of the Locally Listed building, it is considered not to have a negative impact and to preserve the existing significant form and features of the current building that make it so unique. The Council's Conservation and Urban Design Officer considers the proposal to be acceptable as it is not considered to adversely impact the heritage value of the Locally Listed Building.

### **7.04 Airport safeguarding**

The proposal is not considered to raise any airport safeguarding issues. Therefore, it is acceptable in this regard.

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

Please see the 'Principle of Development' section for consideration of the acceptability of the proposal in the Green Belt.

### **7.06 Environmental Impact**

#### **CONTAMINATION**

The new hotel will be an extension of the existing Arena building. The northern area of Stockley Park is land-filled and the buildings are separated by a clay bund with a gravel leachate drain. As the site was re-mediated on the east side (of the Bypass) by 1989 our records are not all retained. However, there are major gas and leachate controls on the site, and gas vents are present just north of the development. The submitted environmental report provides an investigation of 3 boreholes, 10 probes and 7 trial pits. 13 samples were analysed for soil contaminants. 3 of the boreholes have gas monitoring standpipes inserted which have been monitored on 4 occasions in November 2015. The report provides sufficient information for the purposes of assessing the merits of the scheme, which is considered acceptable. However, the Council's Environmental Health Officer has recommended conditions be imposed to further safeguard future users of the site from

contamination risks.

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

Policy BE1 of the Local Plan: Part 1 - Strategic Policies (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) seek to ensure that the new development complements or improves the character and amenity of the area, whilst policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

Chapter 7 of the London Plan (2016) sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world class, high quality design and design led change in key locations.

Stockley Park was laid out in 1985 to a master plan by Arup Associates, it is an early example of a business park and is characterised by large streamlined modern office buildings, many by well known architects and architectural practises, set in an open and well designed landscaped setting. The Arena was also designed by Arup Associates, it includes a sports club, restaurant, management offices and conference centre, and provides a long, low focus between the park and business area. It is faced in coursed buff reconstituted stone and timber, and has a polygonal conservatory to the west. At its centre is an unusual circular piazza with a distinctive roof line with wings radiating from the space that relate to the surrounding ground levels and partially enclose the car park. The sports centre has a very simple blank facade and barrel roof form when viewed from the car park. The grassed slopes and mounding screen it from the golf course to the east. To the south, the building has a simple fortress like character, it is accessed via a bridge over a lake that sweeps along its southern boundary and has a moat like quality.

The Arena building is included in the Council's Local List of Buildings of architectural or historic interest.

The current proposal has been developed through discussion with the Conservation and Urban Design Team. The elevations of the new structure have been designed to reflect the overall character of the original building, but do not slavishly repeat it, so that it is clear that the new structure is an addition to the Arup building.

Whilst the proposed new addition will have impact on the appearance of the Locally Listed building, it is considered not to have a negative impact and to preserve the existing significant form and features of the current building that make it so unique.

In terms of the impact of the proposed structure on the surrounding open space, the new building will be seen against a back drop of the existing structures and would not unduly impinge upon these as illustrated in the applicants visual analysis.

The Council's Conservation and Urban Design Officer considers the proposal to be acceptable in design terms and it is not considered to adversely impact the heritage value of the Locally Listed Building, the openness of the Green Belt, or the visual amenity of the wider area, in accordance with local, regional, and national policy.

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

The nearest residential properties to the site are located over 500m from the development.

Therefore, given the scale and nature of the development, the proposal would not be considered to raise concern with regards to residential amenity. In addition, the proposal is not considered to give rise to any concern to immediately adjacent commercial properties given the type of development sought.

**7.09 Living conditions for future occupiers**

Not relevant to the determination of this application.

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

**TRAFFIC IMPACT/HIGHWAY & PEDESTRIAN SAFETY**

Policy AM2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all proposals for development will be assessed against: (i) their contribution to traffic generation and their impact on congestion, particularly on the principal road network as defined in paragraph 14.14 of the plan, and (ii) the present and potential availability of public transport, and its capacity to meet increased demand.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic. The local planning authority will not grant permission for developments whose traffic generation is likely to: (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety; (iii) diminish materially the environmental benefits brought about by new or improved roads; or (iv) infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. Traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied.

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan (2016) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

The Arena is located within the Stockley Business Park. Both pedestrian and vehicular access to the site is to be gained through the existing access via Bennetsfield Road, which forms part of a private road. It is recognised that the existing car park would be partly re-arranged. However, these changes are minor in nature and not considered to give rise to any highway safety concerns. Therefore, access to the site is considered acceptable.

Servicing to the Arena building would be retained from an existing point at ground level within the undercroft. The Council's Highway Engineer has reviewed these arrangements and not raised any concern.

The application is supported with a Transport Impact Assessment with revised trip rates and trip generation in line with the recommendations put forward by the Council's Highway Engineer. The assessment uses comparable sites to estimate trip rates at the new development. The Council's Highway Engineer has reviewed the details and is satisfied that the results are in accordance with industry standards and accepted practice.

Although the trip generation aspect of the highways considerations is now satisfactory,

there is no traffic modelling submitted to show the impacts on the surrounding highway network, in particular on the Stockley Roundabout, and there are no mitigation works proposed.

In the absence of any traffic modelling and/or highway mitigation works being put forward as part of this development, the Council's Highway Team are seeking a £70k financial contribution for towards highway improvements to mitigate from the development and to alleviate congestion.

Subject to a legal agreement to secure the financial contribution for highway improvement works, the proposal would be considered acceptable in terms of traffic impact by the Council's Highway Team.

Overall, the proposal is considered to be acceptable in terms of access, traffic impact, and highway/pedestrian safety, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 6.3 of the London Plan (2016).

#### CAR/CYCLE PARKING

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new development will only be permitted where it is in accordance with the council's adopted car parking standards.

Policy AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all car parks provided for new development shall contain conveniently located reserved spaces for disabled persons in accordance with the council's adopted car parking standards.

Policy 6.9 'Cycling' of the London Plan (2016) states that development should provide a secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions).

Policy 6.13 'Parking' of the London Plan (2016) sets maximum standards laid out in Table 6.2 in the parking addendum. In addition, developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

The Arena car park currently provides 140 dedicated surface car parking spaces. Due to the coincidence of peak parking demand periods for the health club and the proposed hotel, the car park will be extended to provide an additional 20 parking spaces. An appropriate level of accessible and Electric Vehicle Charging bays will be secured by condition, in accordance with policy 6.13 of the London Plan (2016).

The development provides a total of 12 additional cycle parking spaces in addition to the replacement of the existing 8 spaces, in accordance with policy 6.9 of the London Plan (2016).

With regards to coach parking, the budget hotel proposed is of modest size and would

primarily service the businesses within Stockley Park and Heathrow Airport, where most guests will arrive by public transport or taxi. Therefore, it is not considered necessary to provide coach parking. However, the development is located on a private road within Stockley Business Park where there is opportunity to provide coach parking in the future should it be required.

Overall, the level of parking would be considered policy compliant and acceptable, in accordance with policies AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policies 6.9 and 6.13 of the London Plan (2016).

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

##### **ACCESS**

The proposal seeks to erect a 81 room hotel with an ancillary cafe, bar and restaurant.

The Council's Access Officer has reviewed the proposal in terms of accessibility. The Officer raises no objection to the proposal and has stated that 'the redevelopment is understood to have the principles of inclusive design firmly embedded into the design'. The Design & Access Statement that accompanies this application reports on a carefully considered design approach to the public realm that provides an easily identifiable entrance with a level approach. The proposal incorporates stepped accesses into the scheme for design reasons (acknowledged by the Council's Conservation and Urban Design Team) with an alternative ramped route for wheelchair users. This approach has been considered acceptable by the Council's Access Officer and overall, the hotel is considered consistent with the London Plan and HDAS Accessibility policy standards.

The floor plans show two lifts which lead to eight accessible bedrooms on the first and second floors. Three additional 'adaptive rooms' are also shown on the plans. With regards to car parking, 12 accessible parking bays with the requisite markings are shown. Both the level of accessible rooms and parking spaces are considered to be acceptable.

Subject to an appropriate condition to secure the accessible bedrooms, it is considered that the proposal would provide an inclusive environment for future users in accordance with R16 and AM13 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012).

##### **SECURITY**

The Metropolitan Police's Design Out Crime Officer has reviewed the proposal from a security perspective. The Officer is satisfied that the proposal would be acceptable, subject to condition to ensure compliance with Secured by Design.

##### **URBAN DESIGN**

Please see 'Impact on the character and appearance of the area' section of this report for consideration of Urban Design.

#### **7.12 Disabled access**

Please see 'Urban Design, Access, and Security' section above for consideration of disabled access.

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

The proposal seeks permission for a hotel, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

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



## TREES AND LANDSCAPING

Policy BE38 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy BE39 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

Policy OL26 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

Policy 7.21 'Tree and Woodlands' of the London Plan (2016) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

The Arboricultural Report has been amended to show the yew hedge in the south west corner of the site (between the new car park spaces and the lake) and it acknowledges the need to remove the hedge to facilitate the development.

It has been confirmed that trees T17, T18, T19 and T20 would be retained (and protected) as part of the proposal. Some preemptive tree surgery, prior to development commencing, is likely to be required to trees G10, T17, T18, T19 to prevent accidental damage and provide necessary working space.

The Landscape Design Plan proposes additional tree planting designed to enhance the landscape setting and ensure that there is no net loss of trees / screen hedges on the site. The plan also confirms that the yew hedge (*Taxus baccata*) will be re-instated in the south-west corner between the new parking areas and the lakeside.

The Council's Tree and Landscaping Officer has reviewed the proposal and confirms that the proposal is acceptable in terms of trees and landscaping. Nevertheless, due to the sensitivity of the trees and the importance of the landscape setting of this site, the Council's Tree and Landscaping Officer recommends that a tree consultant be retained to monitor / supervise tree related work at critical stages of the development. A condition has been imposed to secure this recommendation.

Subject to condition, the proposal would comply with local, regional, and national planning policies with regards to trees and landscaping.

## ECOLOGY

Policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 7.19 of the London Plan (2016) states that development proposals should wherever possible,

make a positive contribution to the protection, enhancement, creation and management of biodiversity.

The site is currently almost entirely given over to hardstanding. In view of this and the safeguarding measures detailed within the application documents in respect to trees and shrubs, it is considered that the scheme would not have an adverse impact on the areas ecology, in accordance with policy EM7 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and policy 7.19 of the London Plan (2016).

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

Policy 5.17 'Waste Capacity' of the London Plan (2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

A servicing area has been provided next to the existing area to the main Arena building. However, no details of refuse and recycling storage have been provided. Therefore, a condition to ascertain appropriate refuse and recycling storage will be required.

Notwithstanding the above, it should be noted that the hotel ultimately has considerable discretion over which waste management methods are used on site.

Subject to condition, the level of waste and recycling storage provision, its location, and means of collection by refuse vehicles is considered acceptable. As such, the scheme is considered satisfactory and complies with the standards set out in policy 5.17 of the London Plan (2016).

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

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions. This policy requires major developments to demonstrate a 35% reduction in carbon dioxide emissions from a 2013 Building Regulations compliant development.

The application has been supported by an Energy Strategy (Travelodge Stockley Park - Energy Statement - Edition 4, April 2016) that shows that the development does not achieve the required 35% reduction in CO<sub>2</sub> from 2013 Building Regulations. The development is short of its target by 17tCO<sub>2</sub>/annum. Consequently, the development is not policy compliant. However, the attempts made to make the development compliant have been robust and are acceptable in principle. Policy 5.2E of the London Plan allows for offsite solutions where there is a shortfall in the target onsite.

The contribution is calculated using the 'Greater London Authority guidance on preparing energy assessments' (April 2015). This sets a contribution value of £60/carbon tonne/annum for 30years.

In this instance, the development would be compliant with policy 5.2 of the London Plan (2016) subject to a contribution of £30,600 (17tCO<sub>2</sub> x £60 x 30years) towards off-site provision. The applicant has offered a financial contribution of £30,600 towards the Council's Carbon Fund, which is considered acceptable. Subject to a legal agreement to secure this contribution and a condition to obtain a detailed scheme to demonstrate carbon reductions in accordance with the submitted energy strategy, the proposal would comply with policies 5.3, 5.4, and 5.7 of the London Plan (2016), the scheme would be considered acceptable with regards to minimising carbon dioxide emissions and sustainable construction.

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

Policy EM6 'Flood Risk Management' in Hillingdon Local Plan: Part 1- Strategic Policies (2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding.

Policies 5.12 and 5.13 of the London Plan (2016) require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so.

A Drainage Strategy has been submitted with this planning application that sets out how the development would manage both surface and foul water at the Arena. The Council's Flood and Water Management Officer has reviewed the details submitted and considers them to be satisfactory to prevent the risk of flooding. However, a condition to obtain a satisfactory Long Term Management and Maintenance Plan to ensure that surface water run off is controlled has been requested. Subject to this condition, the proposed development would not be considered to raise any adverse flooding or drainage issues, in accordance with policy EM6 'Flood Risk Management' in the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012); policies 5.12, 5.13, 5.14, and 5.15 of the London Plan (2016); and National Planning Policy Framework (2012).

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

Policy OE5 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy 7.14 'Improving air quality' of the London Plan (2016) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers

of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

The Council's Environmental Protection Unit has been consulted on the application and raises no objection regarding noise or air quality, subject to conditions to safeguard future users of the site and adjoining sites.

Overall, the development would be considered to comply with policy OE5 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 7.14 and 7.15 of the London Plan (2016).

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

Please see the beginning of the 'External Consultees' section of this report for details regarding public consultation.

#### **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 reasonable 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.

Policy R17 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

Monetary contributions:

1. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided) 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.

2. Hospitality Training contributions or in kind scheme to provide apprenticeships and on the-job training for young people interested in pursuing a career in the hospitality industry
3. Carbon Fund Contribution: A financial contribution of £30,600 towards provision of off-site carbon reduction measures.
4. Highway Improvement Contribution: A financial contribution of £70,000 towards highway improvement works to alleviate congestion locally.
5. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL. 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 and indexation in line with the construction costs index.

The Council's Community Infrastructure Levy (CIL) charge would be applicable on the new floorspace created at a rate of £40 per square metre.

The Mayor of London's 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.

#### **7.21 Expediency of enforcement action**

There are no enforcement issues related to this site.

#### **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**

Not applicable.

## **10. CONCLUSION**

A hotel on this mixed use site would compliment other business uses within the Stockley Business Park. The infill development would be considered 'appropriate development' in the Green Belt as set out in paragraph 89 of the National Planning Policy Framework (2012).

The general design, size, height and massing of the proposed building is considered sympathetic to the open nature of the Green Belt, and it would not adversely impact the heritage value of the existing Locally Listed Arena Building. The scheme would be compatible with the height and form of other development within the wider complex and would be in keeping with the streetscene.

Given the business nature of the site and area, the proposal is not considered to raise any residential amenity concerns.

The hotel would primarily service the businesses within Stockley Park and Heathrow Airport, where most guests will arrive by public transport or taxi. Consideration has been given to the principal issue of traffic generation and vehicles servicing the hotel. These matters taken together are not considered to have any significant detrimental impact on the

existing highway network or on highway safety given the limited number of vehicular movements anticipated and the financial contribution of £70,000 towards highway improvements to mitigate the impact of the development and to alleviate congestion.

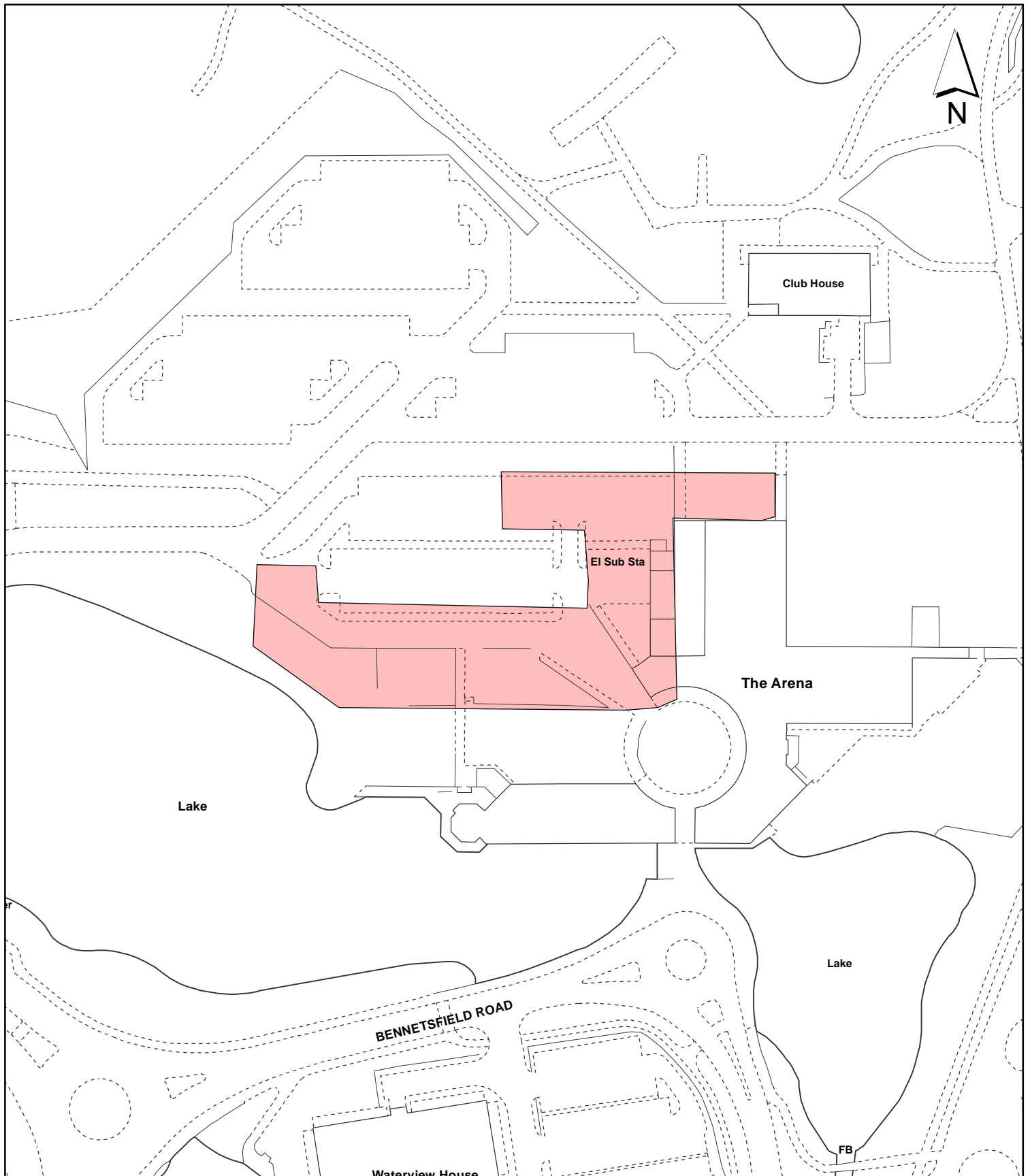
The scheme is considered to be visually acceptable and is considered to comply with relevant Hillingdon Local Plan, London Plan, and NPPF policies. Accordingly, approval is recommended subject to appropriate conditions and planning obligations.

#### **11. Reference Documents**

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework (2012)  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety  
Council's Supplementary Planning Guidance - Land Contamination  
Council's Supplementary Planning Document - Accessible Hillingdon  
Council's Supplementary Planning Document - Noise  
Council's Supplementary Planning Document - Planning Obligations  
The Mayor's Housing Supplementary Planning Guidance

**Contact Officer:** Richard Conroy

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**The Arena  
 Stockley Park**

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

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

Planning Application Ref:

**37800/APP/2016/1430**

Scale:

**1:1,250**

Planning Committee:

**Major**

Date:

**October 2016**



**HILLINGDON**  
 LONDON