

Report of the Head of Planning, Sport and Green Spaces

Address 1 THE SQUARE FURZEGROUND WAY STOCKLEY PARK

Development: Erection of a side extension and roof extension including recladding of existing building, provision of new decked car parking including hard and soft landscaping and ancillary works.

LBH Ref Nos: 37506/APP/2017/4534

Drawing Nos: Noise Impact Assessment [Scotch Partners, November 2017]
20.201 P1
20.202 P1
20.203 P1
20.204 P1
20.251 P1
20.252 P1
20.271 P1
20.272 P1
20.273 P1
20.274 P1
30.601 P1
30.602 P1
30.603 P1
30.604 P1
Energy Statement [Scotch Partners, December 2017]
Transport Assessment [Canerpo Associates, December 2017]
Air Quality Assessment [Wardell Armstrong, December 2017]
10.251 P1
10.202 P1
10.203 P1
10.252 P1
10.271 P1
10.272 P1
10.273 P1
10.274 P1
Arboricultural Impact Assessment [Broad Oak Tree Consultants, December 2017]
Design and Access Statement [December 2017]
Planning Statement [Smith Jenkins, December 2017]
10.201 P1
TM303LS01
TM303L01
Tree Removal Plan
00.101 P1
Covering Letter [Smith Jenkins, 15 December 2017]

Date Plans Received: 15/12/2017 **Date(s) of Amendment(s):**

Date Application Valid: 19/12/2017

1. SUMMARY

This application relates to an existing office building within Stockley Park. The application proposes a comprehensive refurbishment, recladding and a single storey and side extensions to provide 2,360 sqm GIA of office floorspace. Also proposed is a decked car park and associated hard and soft landscaping.

The proposal is considered to provide a high quality design that is appropriate and reflects the character of Stockley Park. The application is deemed to accord with the relevant policies and guidance contained within the Hillingdon Local Plan (November 2012) and the London Plan (March 2016) and subject to the attachment of appropriate conditions is recommended for approval.

2. RECOMMENDATION

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

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

Non-monetary contributions:

i) A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

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

Monetary contributions:

iii) Highways Contribution £90,000 to local highway improvements

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

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

C) If the Legal Agreements have not been finalised by 20 March 2018 (or such other time frame as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways (including servicing and travel planning), affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 20.201 P1, 20.202 P1, 20.203 P1, 20.204 P1, 20.251 P1, 20.252 P1, 30.601 P1, 30.602 P1, 30.603 P1, 20.271 P1, 30.604 P1, 20.272 P1, 20.273 P1, 20.274 P1, TM303LS01, and TM303L01 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents: Covering Letter [Smith Jenkins, 15 December 2017], Planning Statement [Smith Jenkins, December 2017], Design and Access Statement [December 2017], Arboricultural Impact Assessment [Broad Oak Tree Consultants, December 2017], Tree Removal Plan, Transport Assessment [Canerpo Associates, December 2017], Energy Statement [Scotch Partners, December 2017], Noise Impact Assessment [Scotch Partners, November 2017] and Air Quality Assessment [Wardell Armstrong, December 2017].

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

REASON

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

4 COM7 Materials (Submission)

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

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

REASON

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

5 RES10 Tree to be retained

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

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

REASON

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

6 RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height

of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

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

7 RES9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

- 1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Secure Cycle Storage for 58 spaces
 - 2.c Means of enclosure/boundary treatments for the decked car park
 - 2.d Car Parking Layouts including layout of 12 disabled car parking spaces, 13 active and 7 passive electric vehicle charging points and 12 motor cycle spaces
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
- 3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs
- 4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 5. Schedule for Implementation
- 6. Other
 - 6.a Existing and proposed functional services above and below ground

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

8 COM17 Control of site noise rating level

The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

REASON

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

9 COM16 Scheme for site noise control

Prior to use, machinery, plant or equipment and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

REASON

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

10 COM30 Contaminated Land

No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

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

11 OM19 Construction Management Plan

Prior to commencement of the development hereby approved, a construction management plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. Approved details shall be implemented throughout the project period.

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

REASON

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

12 COM15 Sustainable Water Management

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

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

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

13 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the

well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

14 H6 Car parking restriction

The car parking arrangements hereby approved shall only be used by the occupiers or visitors to the office. The car parking shall not be sold or leased to third parties.

REASON

To ensure that adequate facilities are provided in accordance with Policies AM14, AM15 and the parking standards as set out in the adopted Hillingdon Unitary Development Plan Saved Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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 (2016) and national guidance.

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
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE25	Modernisation and improvement of industrial and business areas
LE2	Development in designated Industrial and Business Areas
LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.1	(2016) London in its global, European and United Kingdom context
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.2	(2016) Offices

LPP 6.9	(2016) Cycling
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 7.19	(2016) Biodiversity and access to nature
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design

3 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4

1. Induction loops should be specified to comply with BS7594 and BS EN 60118-4, and a term contract planned for their maintenance.
2. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
3. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.
4. The applicant is reminded of the duties set out in the Equality Act 2010, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to ensure that all reasonable provisions to improve accessibility are included as part of any refurbishment works.

5

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

6

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

7

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

3. CONSIDERATIONS

3.1 Site and Locality

The building comprises 4,250 GEA of office space (Use Class B1) and was designed by Eric Parry Architects and was completed in 1991. It was the first building completed of the second phase of Stockley Park and consists of two storeys over ground and first floors with a sunken plant area at roof level. The site occupies a plot extending 0.93ha fronting The Square. Car parking is located to the south and a lake to the west. The primary entrance into the building is on its western elevation. The building consists of two office wings angled off a central double height atrium reception area. The building is set within a high quality landscaped setting, with the landscaping maintained by the Stockley Park Estates Company.

Stockley Park is a large office and industrial park located within an Industrial & Business Area, as identified in the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and falls inside of the Heathrow Opportunity Area as defined in the London Plan.

The surrounding area is made up of commercial offices buildings built sometime in the latter part of the 20th Century. The business park was constructed between 1984 and 1998 as the UK's first out of town business park occupying 150 acres with 25 buildings that provide 165,000 sqm of office space. It was designed in tandem with a detailed landscape masterplan for the site, which is a notable feature of the park.

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

The site has a public transport accessibility level (PTAL) of 2 and is within a developed area as designated by the policies contained within the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The proposed development for which planning permission is sought comprises:

- A single storey roof and side extension to provide 2,360 sqm GIA additional office floor space.

- A comprehensive refurbishment of the existing office and re-cladding. The building's existing envelope and cladding will be removed and fully re-clad with new curtain walling to improve the thermal insulation of the building and bring it upto modern standard. Inclusion of a recessed roof terrace.

- 62 additional car parking spaces are being provided through the addition of a single storey decked car park. This includes the provision of 12 disabled car parking spaces, 13 electric vehicle charging points, a further 6 spaces with passive provision and 12 motorcycle parking spaces. The structure will comprise of a living wall to blend into the high quality landscape of Stockley Park. The proposal also includes the increase in cycle parking spaces to 58 spaces with shower and changing facilities provided within the building. Landscaping within the car park will be altered through removal of 34 trees (young London Planes) and one section of young Hornbeam hedge, all of which are either category C or U (of poor quality or dying), and their replacement with a colonnade of closely planted fastigiate trees to the lake frontage, other tree planting, and climbing plants to three sides of the car park deck.

- New landscaping is being provided on all sides to improve the prominence of the building and its relationship with the lake feature to the west. New paving and lighting is proposed in this area, combined with an architectural feature in the form of 'fins' extending from the building entrance towards the car park, and new soft landscaping. To the north a new soft and permeable landscape treatment is proposed to improve the relationship with Furzeground Way.

3.3 Relevant Planning History

37506/APP/2001/337 1 The Square Furzeground Way Stockley Park
ERECTION OF A NEW PLANT ENCLOSURE

Decision: 15-03-2001 Approved

37506/APP/2002/1256 1 The Square Furzeground Way Stockley Park
INSTALLATION OF WALKWAY WITH RAILINGS OVER SUNKEN FLOWERBEDS

Decision: 26-07-2002 Approved

37506/APP/2003/2145 1 The Square Furzeground Way Stockley Park

WIDENING OF EXISTING CAR PARK ENTRANCE AND INSTALLATION OF A RISING BARRI
FOR VEHICULAR ACCESS

Decision: 29-10-2003 Approved

37506/APP/2008/2934 1 The Square Furzeground Way Stockley Park

Provision of brise soleil to external elevations of building, new entrance lobby/canopy to westerr
elevation and replacement chiller unit plant area on roof

Decision: 04-12-2008 Approved

37506/APP/2009/1134 1 The Square Furzeground Way Stockley Park

Installation of front entrance canopy and chiller units and louvred screen to roof.

Decision: 22-07-2009 Approved

37506/APP/2011/2991 1 The Square Furzeground Way Stockley Park

Installation of air conditioning condenser units

Decision: 09-02-2012 Approved

Comment on Relevant Planning History

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework

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.E1 (2012) Managing the Supply of Employment Land

Part 2 Policies:

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
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE25	Modernisation and improvement of industrial and business areas
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LPP 2.7	(2016) Outer London: Economy
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LPP 4.2	(2016) Offices
LPP 6.9	(2016) Cycling
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 7.19	(2016) Biodiversity and access to nature
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **29th January 2018**

5.2 Site Notice Expiry Date:- **29th January 2018**

6. Consultations

External Consultees

This application was consulted upon and a site notice was displayed between 08/01/2018 and

29/01/2018. No objections were received to this application.

Highways England

No objections.

Internal Consultees

SUSTAINABILITY

The Officer raised no objection to this application.

CONSERVATION

No objections.

LANDSCAPE ARCHITECT

The proposals are understood to have been the subject of pre-application discussion. A tree report and arboricultural implications assessment has been prepared by Broad Oak tree Consultants. The report has identified and assessed a total of 66 individual trees and linear groups. There are no 'A' grade trees and only 4 'B' grade: G1 a group of limes, T2 horse chestnut, T3 horse chestnut and T66 a pine.

There are 24 'U' grade trees whose poor condition, value and short useful life expectancy justifies removal. The remaining trees are 'C' grade - whose quality and value would not generally be seen as a constraint to site development.

The report confirms (table 9.1) that all A and B grade trees will be retained and protected. 10 individual and part of one group of C grade trees will be removed together with the 24 U grade trees.

Tree protection details have been provided to safeguard the retained trees during the construction phase. A Landscape Design Statement, by Turkington Martin, describes the site and the key design objectives. In addition to removing tired / failing plants the design seeks to enhance the road frontage and entrance landscape, soften / screen the new decked car park and improve the lack frontage.

The proposed planting mix introduces some new species to the existing restrained palette. Tree removals and new / replacement landscape proposals have been summarised on Turkington Martin's 'Tree Removals' plan ref. TM303L02 Plan' e'Landscape Proposals' plan ref. TM303L01. The masterplan proposals include approximately 30 new /replacement trees, shrubs and herbaceous perennials.

The proposals continue the landscape-led spirit of Stockley Park and are in accordance with saved policy BE38. No objection subject to conditions RES8, RES9 (parts 1,2,3,4,5 and 6) and RES10.

FLOOD WATER MANAGEMENT

This is a major application due to the size. Although the planning statement refers to the adequate capacity within the Stockley Park System not details are provided of this review. The system will not have been designed to current standards and it is critical that there is reliance in any system to allow for and manage for example climate change. SuDs should therefore be incorporated within the landscaping works being undertaken.

HIGHWAYS

There is an existing Travel Plan for Stockley Park that is in place to try to limit the amount of car borne commuting that occurs on the business park. The site has a PTAL of 2 (poor) so there is a strong chance of car commuting on the site. The existing office building has an area of 4250 sq.m (GEA) along with 164 car parking spaces which equates to 1 space per 25 sq.m. The applicant has supplied a Transport Statement by Caneparo Associates in support of the application.

The proposal is to increase the floor area by 2250 sq.m GEA and provide an additional 59 car parking spaces resulting in a total area of 6500 sq.m and 223 spaces (1 space per 29 sq.m). This figure shows a small car parking rate reduction but the figure is still considerably greater than the existing rate for B1 use of 1 car parking space per 100sq.m.

The applicant suggests they will increase cycle parking on site to 46 spaces which is supported. Other cycle related facilities on the site will also be increased. The TS estimates that the proposal will add another 33 AM peak hour car trips and 27 PM car trips. This level of activity will then add to the existing queues in and out of the area at peak times. The TS goes on to suggest that the Stockley Park Travel Plan has achieved some success in reducing travel by car in the past and a 15% reduction would be expected in the future.

The TS suggests there will be Travel Plan initiatives enacted as part of the overall package of measures including cycle parking. There have been similar increases in office space approved by the Council in the recent past at Stockley Park. The Council is planning on upgrading access junctions to the business park using developer contributions and we would expect this applicant to make a financial contribution of £90,000 to local highway improvements as part of the expansion.

AIR QUALITY

This application is air quality neutral, however it brings additional vehicles onto the network as below, with a total of additional 465 Annual Average Daily Traffic flows, which may have an impact on the adjacent Hays Focus Area. The following condition will be required.

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall include standard mitigation plus the following components:

- Travel plan including mechanisms for discouraging high emission vehicle use and encouraging the uptake of low emission fuels and technologies
- A Welcome Pack available to all new staff online and as a booklet, containing information and incentives to encourage the use of sustainable transport modes
- Eco-driver training and provision of eco-driver aid to all staff
- Car club provision within development or support given to local car club/eV car clubs
- Designation of parking spaces for low emission vehicles
- Adequate provision of secure cycle storage; offer season ticket loans to staff; and offer tax-free loans to allow for the purchase of cycle for travel to work, or sign up to the government's cycle to work scheme
- Differential parking charges depending on vehicle emissions for staff
- Public transport subsidy for employees
- All commercial vehicles should comply with either current or previous European Emission Standard
- Fleet operations should provide a strategy for considering reduced emissions, low emission fuels and technologies
- Use of ultra low emission service vehicles

ACCESS

Twelve accessible parking bays are shown on plan and are shown on plan to be within close proximity of the proposed entrance. A new toilet block is proposed within the extended element and two passenger lifts are shown on plan, which would also provide access to the proposed new second floor. No objections are raised from an accessibility standpoint at this early planning stage, however, the following informative should be attached to any grant of planning permission.

Recommended Informatives

1. Induction loops should be specified to comply with BS7594 and BS EN 60118-4, and a term contract planned for their maintenance.
2. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
3. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.
4. The applicant is reminded of the duties set out in the Equality Act 2010, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to ensure that all reasonable provisions to improve accessibility are included as part of any refurbishment works.

EPU

I do not have any objections to the development and suggest the following conditions should you be mindful to grant the application.

No development shall commence until a preliminary risk assessment report is submitted to and approved in writing by the Council. This report shall comprise: a desktop study which identifies all current and previous uses at the site and surrounding area as well as the potential contaminants associated with those uses; a site reconnaissance; and a conceptual model indicating potential pollutant linkages between sources, pathways and receptors, including those in the surrounding area and those planned at the site; and a qualitative risk assessment of any potentially unacceptable risks arising from the identified pollutant linkages to human health, controlled waters and the wider environment including ecological receptors and building materials. All works must be carried out in compliance with and by a competent person who conforms to CLR 11: Model Procedures for the Management of Land Contamination (Defra 2004) or the current UK requirements for sampling and testing.

Reason: Potentially contaminative land uses (past or present) are understood to occur at, or near to, this site. The condition is required to ensure that no unacceptable risks are caused to humans, controlled waters or the wider environment during and following the development works.

Prior to commencement of the development hereby approved, a construction management plan shall be submitted to and approved in writing by the Council. Details shall include control measures for dust, noise, vibration, lighting, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary to 0800-1800hrs Mondays to Fridays and 0800 -1300 hrs on Saturdays, advance notification to neighbours and other interested parties of proposed works and public display of contact details including accessible phone contact to persons responsible for the site works for the duration of the works. Approved details shall be implemented throughout the project period.

Reason: To ensure that the amenity of occupiers of surrounding premises is not adversely affected by noise, vibration, dust, lighting or other emissions from the building site.

The external noise level emitted from plant, machinery or equipment at the development hereby approved shall be lower than the lowest existing background noise level by at least 5dBA, by 10dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

Reason: To ensure that the amenity of occupiers of the development site/ surrounding premises is not adversely affected by noise from mechanical installations/ equipment.

Prior to use, machinery, plant or equipment and ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by vibration.

NATS

No response received to date.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy E1: Managing the Supply of Employment Land states: "The Council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL) including the designation of 13.63 hectares of new employment land." Stockley Park is shown indicatively as a Locally Significant Employment Location (LSEL).

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

The business park was designated as an Industrial and Business Area (IBA) by the Local Plan: Part Two (November 2012), and continues to be one of the preferred locations for new office development. The principle of office use within the site is therefore well established. The principle of the decked car park to service the extended office and landscaping alterations is considered acceptable subject to compliance with relevant planning considerations.

7.02 Density of the proposed development

Not applicable to the determination of this application.

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

This site is not Listed nor does it lie within a Conservation Area.

7.04 Airport safeguarding

This application is awaiting comments from NATS. This will reported through the addendum.

7.05 Impact on the green belt

Not applicable as the site lies outside the Metropolitan Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development that would fail to harmonise with the character of an area. New developments are expected to complement the amenity of the area.

The existing building is situated on a prominent site and features a low horizontal form. The majority of the existing building is clad with a capped curtain walling system, with silicone bonded glass block panels dividing the bands of windows. The building is as originally constructed and currently the building is not thermally efficient and now needs to be brought up to relevant standards. The building is prone to overheating in the summer and appearance of the existing building is underwhelming and somewhat hidden. The entrance to the building is also perceived to be weak and the building's lakeside setting underutilised

The height of buildings in Stockley Park in Phase 1 range from 2 storeys up to 3 storeys, while the buildings completed later in Phase 2 are generally higher with the majority 4 storeys. The proposal would raise the building from two storeys to three. The proposed increase in height is considered to be appropriate within the context of this part of Stockley Park.

This application proposes a comprehensive refurbishment and the complete re-cladding of the building. The proposed design retains the strong horizontal emphasis and introduces a vertical emphasis to the entrance as a visual marker as for the entrance of the building. The vertical fins are proposed to be light in colour and extend up over the terrace and reappear to the rear part of the building. The horizontal bands give the building texture and colour and the proposed fins provide a clear visual marker. The proposed roof terrace is recessed overlooking the entrance and lake, this is considered to be acceptable given its low profile.

The proposed decked car park is considered to be unique for Stockley Park which will be screened. This application seeks to use a combination of climbing plants and new trees to integrate this addition into the high quality landscape of Stockley Park. The proposal also provides enhanced hard landscaping and features such as timber seating, lighting and architectural fins between the car park and the approach to the entrance to enliven this space.

Overall it is considered that the comprehensive refurbishment, the recladding and landscaping would provide high quality design and the proposal accords with the requirements of Policy BE1 of the Local Plan: Part 1 (November 2012) and Policies BE13 and BE19 of the Local Plan Part Two (November 2012).

7.08 Impact on neighbours

The NPPF encourages positive planning to achieve high-quality architecture, reflective of local surroundings and materials with a good standard of amenity for all existing and future occupants of land and buildings (paras. 12 and 58).

The nearest residential unit is approximately 500m away. It is considered that given the scale of the proposal and the site's context, the proposal would not result in harm to the amenity of neighbouring occupiers.

7.09 Living conditions for future occupiers

Not applicable to the determination of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

Furzeground Way is a private road within the Stockley Park Business Estate. There is an existing Travel Plan for Stockley Park that is in place to try and limit the amount of car borne commuting that occurs on the business park. The site has a PTAL of 2 (poor) so there is a strong chance of car commuting on the site. The existing office building has an area of 4250 sq.m (GEA) along with 164 car parking spaces which equates to 1 space per 25 sq.m.

The proposal is to increase the floor area by 2,250 sq.m and an additional 59 car parking spaces resulting in an area of 6,500 sq.m and 223 spaces (1 space per 29 sq.m). This figure shows a car parking rate reduction but the figure is still considerably greater than the existing rate for B1 use of 1 car parking space per 100sq.m. This level of car parking is considered acceptable.

It is intended to increase cycle parking and other cycle related facilities on the site. The Transport Statement (TS) estimates that the proposal will add another 33 AM peak hour car trips and 27 PM car trips. This level of activity will then add to the existing queues in and out of the area at peak times, which cause considerable problems at Stockley Park at present.

The TS goes on to suggest that the Stockley Park Travel Plan has achieved some success in reducing travel by car in the past and a 15% reduction would be expected in the future. The TS suggests there will be Travel Plan initiatives enacted as part of the overall package of measures including cycle parking.

A highways contribution is being sought towards improvements to the capacity of the junction between Bennetsfield Road and Stockley Park roundabout. The improvements would provide a dedicated left turn allowing free movement of traffic. A design is in place and given that this application would result in an increase in congestion, it is considered that £90,000 is an appropriate contribution towards junction improvements.

7.11 Urban design, access and security

Urban Design has been discussed within section 7.07 of the report.

7.12 Disabled access

The reconfiguration and extension to the reception will create a more more accessible entrance to the building through more generous circulation/ reception space and a larger reception desk. This application seeks to provide 12 disabled car parking spaces in close proximity to the proposed office. The Access Officer has raised no objection to the proposal.

7.13 Provision of affordable & special needs housing

Not applicable to the determination of this application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Local Plan: Part Two (November 2012) expects developments to retain and utilise the topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

The Stockley Park business campus features distinctive landscaping features which follows a design code for the whole site. The plane trees in the rear car park have fallen into decline and do not complement the general standard of horticulture excellence seen across the Stockley Park campus.

The applicant has supplied a Arboricultural Impact Assessment (AIA) prepared by Broad Oak Tree consultants. The report has identified and assessed a total of 66 individual trees and linear groups. There are no Grade A trees and only 4 Grade B trees. There are 24 category U trees whose poor condition and value and short life expectancy justifies removal.

The applicant has provided a landscaping strategy which seeks to enhance the landscaping to improve the road frontage, improve the landscaping to the entrance of the site and around the proposed decked car park. The landscaping proposal is considered to be in keeping with the character of the Stockley Park and is considered to minimise the visual impact of the decked car park. The proposal is considered to accord with Policy BE38 of the Local Plan: Part Two (November 2012).

7.15 Sustainable waste management

The existing waste collection arrangements are proposed to remain operational for the proposed office.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) requires developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy. The building currently has an EPC that is a very low E and is at risk of not being able to let the building from April 2018 without energy improvement.

The proposal incorporates a range of measures to achieve an energy rating of A. The proposed measures include:

- The replacement of the facade with modern, high specification curtain walling and glazing systems will increase insulation and thermal performance of the building;
- Passive solar control measures will be integrated into the design to minimise unwanted solar gains and minimise the need for comfort cooling;
- Replace all plant with new high efficiency systems, incorporating air source heat pumps, low resistance air distribution system and variable speed fans, to effect a substantial reduction in emissions arising from mechanical plant;
- Reduce water consumption through water efficient sanitary-ware, including showers and WCs as the major consumers of potable water in office buildings; and
- Provision of electric charging.

The proposal is considered to comply with the requirements of Policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) requires developments to utilise Sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so.

The planning statement refers to the adequate capacity within the Stockley Park System not details are provided of this review. The drainage officer considers systems will not have been designed to meet current standards and it is critical that there is reliance in any system to allow for and manage for example climate change. SuDs should therefore be incorporated within the landscaping works being undertaken. An appropriately worded

condition is included.

7.18 Noise or Air Quality Issues

Policy 7.14 of the London requires developments to promote sustainable transport, sustainable design and construction and be at least air quality neutral.

An Air Quality Assessment was submitted in support of this application and has been reviewed by the relevant officer. This application is Air Quality neutral. There is an increase in car parking and as such a Travel Plan requirement is secured within the Section 106 Legal Agreement.

Noise

The relevant officer has raised no objection to this application subject to appropriately worded conditions relating to machinery or plant which maybe required at the site.

7.19 Comments on Public Consultations

Comments have either been dealt with in the body of the report or by way of recommended conditions.

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. Planning obligations should be:

- 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

'Saved' policy R17 of the Unitary Development Plan (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.

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.

Non-monetary contributions:

i) A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

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

Monetary contributions:

iii) Highways Contribution £90,000 to local highway improvements

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

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides more than 100 sqm of floorspace. 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.

7.21 Expediency of enforcement action

Not applicable to the determination of this application.

7.22 Other Issues

None identified.

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

This application proposes a comprehensive refurbishment, recladding and a single storey and side extensions to provide 2,360 sqm GIA of office floorspace. Additional car parking is provided through a decked car park and associated hard and soft landscaping.

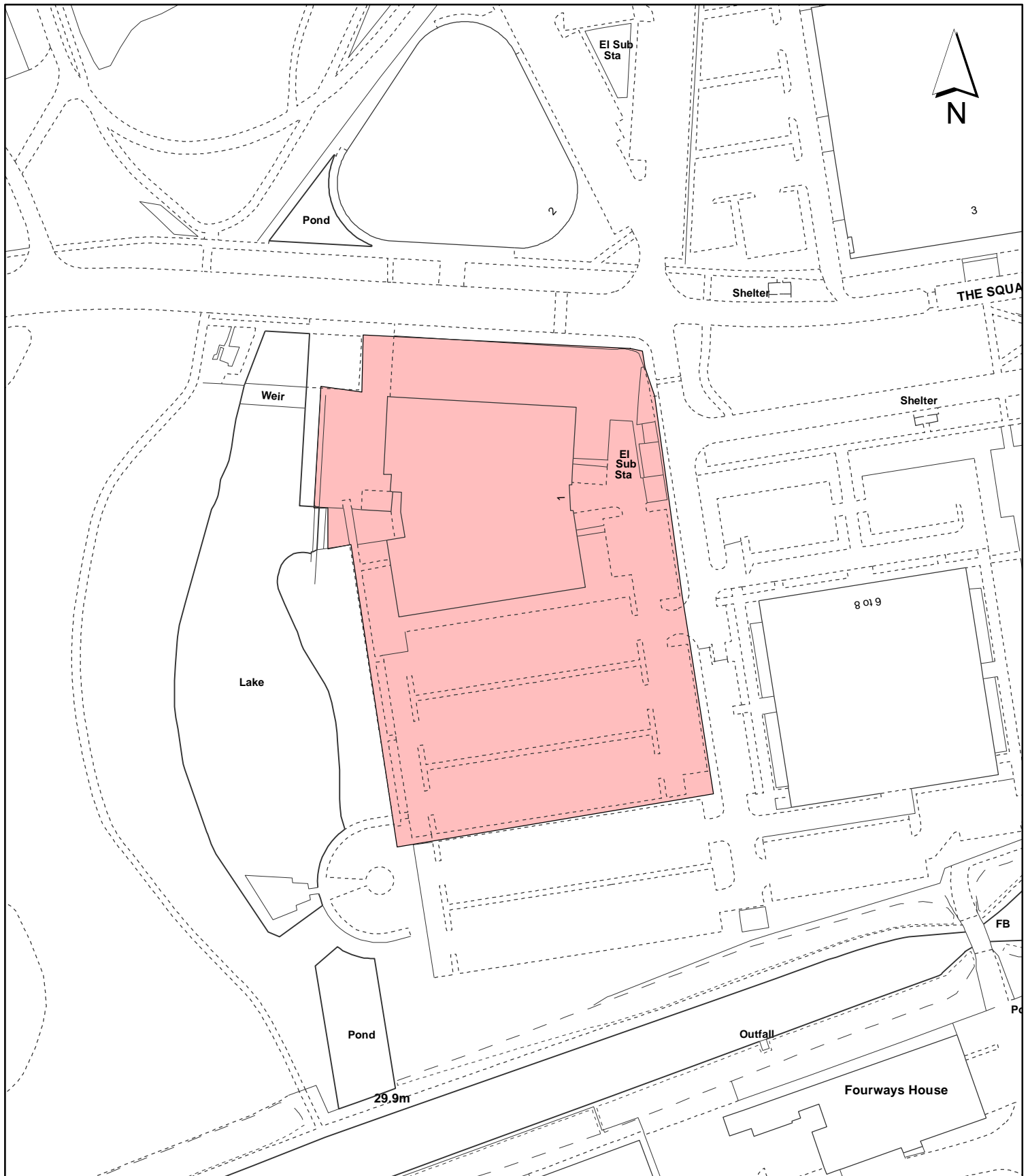
This proposal is considered to provide a high quality design and landscaping that is appropriate and reflects the character of Stockley Park. This application is deemed to accord with the relevant policies and guidance contained within the Hillingdon Local Plan (November 2012) and the London Plan (March 2016) and subject to the attachment of appropriate conditions is recommended for approval.

11. Reference Documents

The Hillingdon Local Plan: Part 1 (November 2012)
Hillingdon Local Plan: Part 2 (November 2012)
London Plan (2016)
National Planning Policy Framework (2012)

Contact Officer: Zenab Haji-Ismail

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Notes:

 Site boundary

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**LONDON BOROUGH
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 Residents Services
 Planning Section

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

Planning Application Ref:

37506/APP/2017/4534

Scale:

1:1,250

Planning Committee:

Major

Date:

February 2018



HILLINGDON
 LONDON