

Report of the Head of Development Management and Building Control Committee Report – Application Report

Case Officer: **Alan Corcoran**

57328/APP/2024/345

Date Application Valid:	08.03.24	Statutory / Agreed Determination Deadline:	31.10.24
Application Type:	Full	Ward:	Hayes Town

Applicant: **F&C Commercial Property Holdings**

Site Address: **3 The Square, Furzeground Way, Stockley Park**

Proposal: **Change of use of existing office building (Use Class E) to a post-operative care facility (Use Class C2), including external works to the building, landscaping, parking, and all associated works.**

Summary of Recommendation: **GRANT planning permission subject to section 106 legal agreement and conditions**

Reason Reported to Committee: **Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**



Summary of Recommendation:

GRANT planning permission subject to the completion of a satisfactory section 106 legal agreement to secure the heads of terms set out below, and subject to the conditions as set out in Appendix 1.

Section 106 Heads of Terms are as follows:

1. Air Quality Mitigation contribution of £271,320.
2. A Healthy Streets/Active Travel Zone contribution of £105,720.
3. Cycle Hire Contribution of £21,000.
4. Carbon Offset contribution of £359,100.
5. Energy performance monitoring (be seen).
6. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.

1 Executive Summary

- 1.1 This proposal seeks to change the use of an office building (Use Class E) to a post-operative medical care facility (Use Class C2). No structural changes are required and no additional floorspace is proposed. The proposal mostly retains and renovates the existing building, with internal reconfiguration, refurbishment of the existing external glazing, and extensive soft landscape works.
- 1.2 The office has been vacant for over three years since August 2021, despite ongoing marketing since 2020. The site is designated as an Office Growth Location and Locally Significant Employment Location and within the Heathrow Opportunity Area. As such, a post-operative medical care facility would be a departure from the local development plan. Notwithstanding, the Applicant has submitted robust evidence to justify the change of use in this instance. The Council's Planning Policy Team and the Greater London Authority (GLA) have reviewed the submission and raise no objections. Council and GLA planning officers support the upgrading and reuse of the underutilised site.
- 1.3 In addition to the building's refurbishment and return to use, the proposal includes replacing 100 existing car parking spaces with planting and landscaping across the west of the site. The remaining retained car parking spaces would be fitted with Electric Vehicle Charging Points and an additional 46 cycle parking spaces would be installed on the site.
- 1.4 The site is within Stockley Park: Business Park, country park and golf course. This is a designated Grade II Listed Park and Garden. No harm is identified to heritage assets and no objection or concerns have been raised by the Council, the GLA, or The Gardens Trust. The proposal to remove hardstanding car parking and replace it with a landscaped garden would enhance the Listed Park and Garden.

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- 1.5 No public comments have been received.
- 1.6 The proposed change of use from an office (Use Class E) to a post-operative medical care facility (Use Class C2) is considered appropriate.
- 1.7 Therefore, approval is recommended subject to the completion of a satisfactory section 106 legal agreement and recommended conditions in Appendix 1.

2 The Site and Locality

- 2.1 The 1.37-hectare application site (3 The Square) is east of Furzeground Way, within Stockley Business Park. The existing five-storey over basement (8,550 sq. m.) building has been vacant for over three years since August 2021. The permitted use of the building is as offices. The structure has a glazed envelope housing a cruciform internal second skin and is surrounded by a large expanse of hardstanding car parking.
- 2.2 The site is designated as an Office Growth Location and Locally Significant Employment Location. It is also within the Heathrow Opportunity Area, designated by The London Plan (2021).
- 2.3 The site is in Flood Zone 1 – the lowest probability of flooding from rivers and the sea. Further to this, the surrounding Stockley Park land is also Flood Zone 1.
- 2.4 No Statutory or Locally Listed buildings are on or near the site. Notwithstanding, the site and surrounding area is designated as Grade II Listed Park and Garden (Stockley Park: Business Park Phases I and II, and the country park and golf course).
- 2.5 The site falls within Hillingdon's Air Quality Management Area (AQMA), which covers the southern half of the borough, and an Air Quality Focus Area is approximately 290 metres southeast of the site.
- 2.6 The site has a Public Transport Accessibility Level (PTAL) of 2, on a scale of 0 to 6b, where 6b is the highest.
- 2.7 Green Belt land neighbours the site to the north, containing the Stockley Park Golf Club. Land to the south, east, and west are within Stockley Business Park and contains similar, large office buildings.

Figure 1: Location Plan (application site edged red)

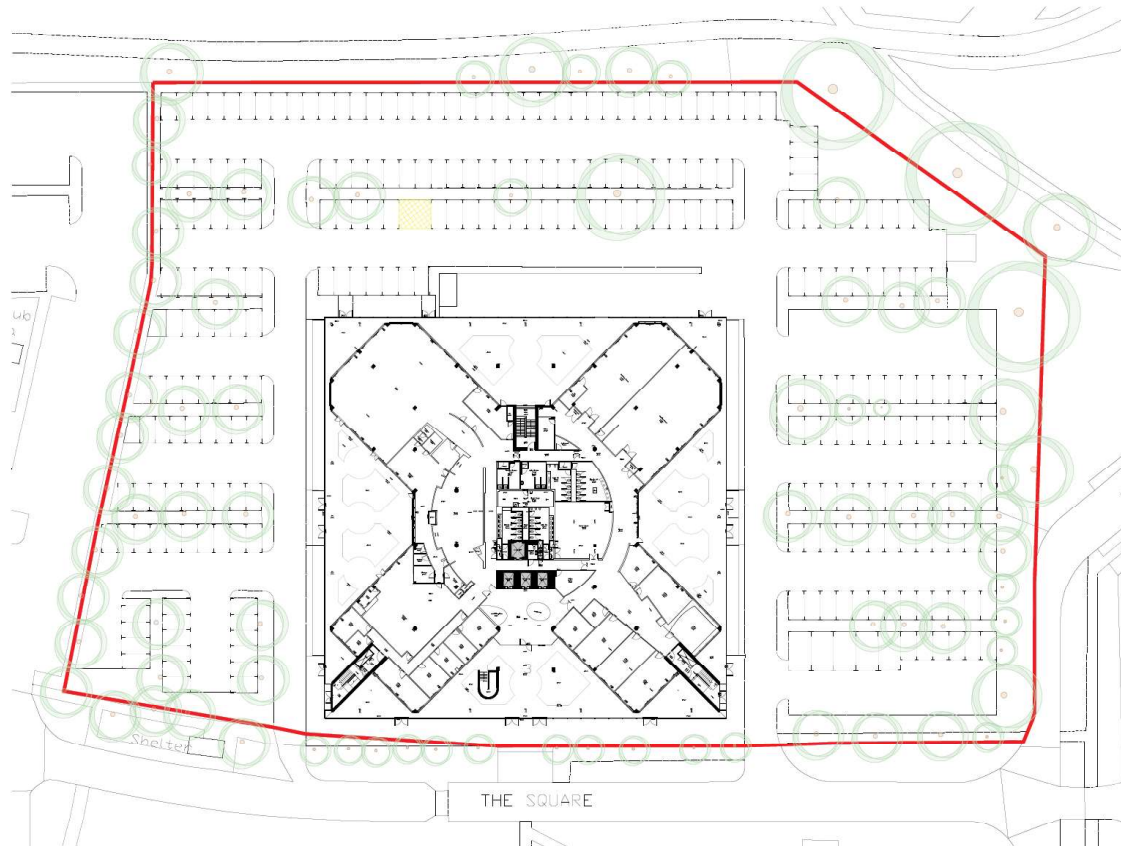


Figure 2: Street View Image of the Application Property



Figure 3: The Application Site in Context



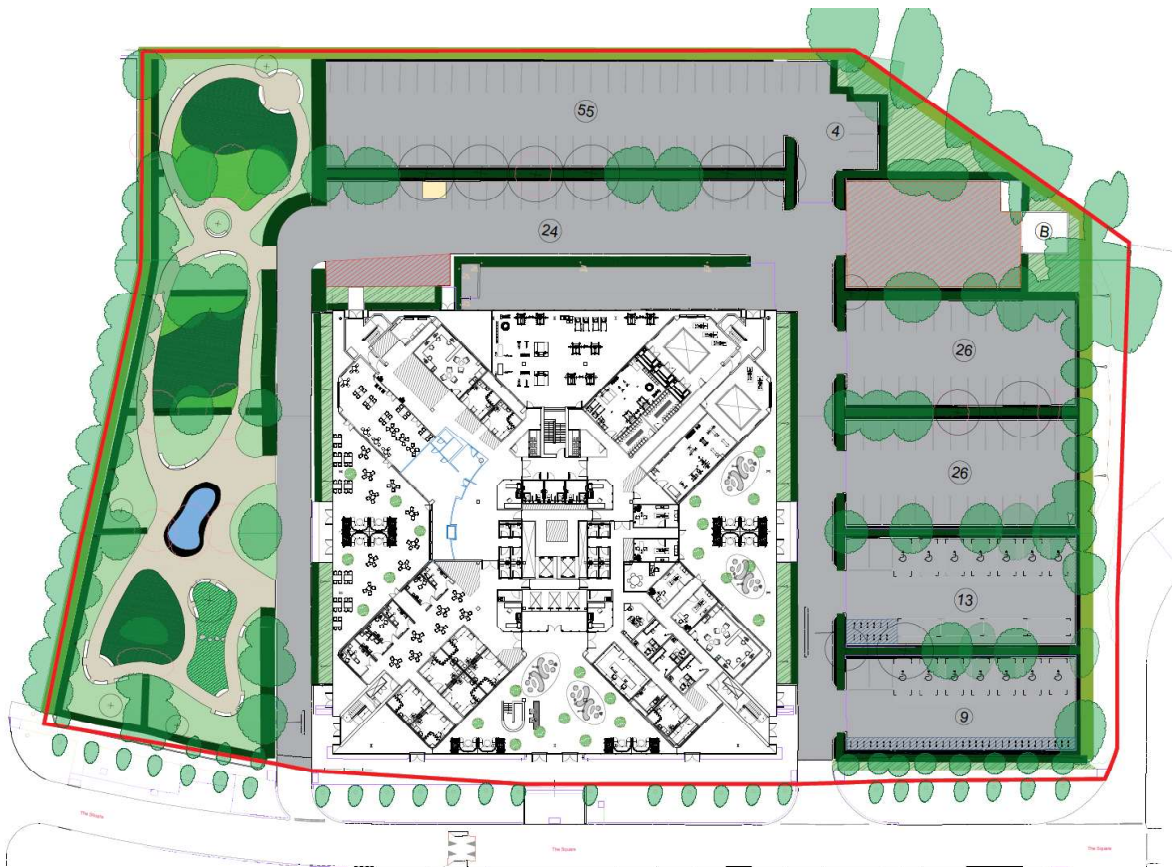
3 Proposal

- 3.1 The proposal seeks to change the use of the unoccupied building from an office (Use Class E) to a post-operative medical care facility (Use Class C2). No structural changes are required and no additional floorspace is proposed. The proposal seeks to mostly retain and renovate the existing building, with internal reconfiguration, refurbishment of the existing external glazing, and removal of car parking to be replaced by additional tree planting and landscaping.
- 3.2 The proposal seeks to accommodate approximately 100 one-bed patient rooms, examination rooms, MRI, radiology equipment, and hydrotherapy pools within the existing building envelope.
- 3.3 Notably, the proposal includes reducing the on-site car parking provision by 100 spaces, from 350 to 250, and removing hardstanding to increase on-site tree planting and soft landscaping. The existing car park spaces would be upgraded to include active and passive electric vehicle charging infrastructure. Also, 46 on-site cycle parking spaces are proposed to be added to the site.
- 3.4 The Applicant anticipates that there would typically be 145 full-time equivalent (FTE) staff members on-site at any given time – 57 full-time, 157 part-time, and 17 freelancers.

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Figure 3: Proposed Plan (please note – larger version of plan can be found in the Committee Plan Pack)



4 Relevant Planning History

4.1 A list of the relevant planning history related to the property can be found in Appendix 2.

5 Planning Policy

5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

6 Consultations and Representations

6.1 The Council sent consultation letters to 12 neighbouring properties on 13-03-24. The Council also advertised the application with a site notice and press notice on 21-03-24.

6.2 The consultation period expired on 13-04-24.

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- 6.3 No comments have been received from the public.
- 6.4 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
N/A	N/A	N/A

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<u>External Consultee Comments</u>	
<p>Greater London Authority:</p> <p>No objection. The proposal raises no strategic planning issues and there is no need for it to be referred back to the Mayor.</p> <p>The revitalisation of the site by virtue of the proposed change in land use from office to post-operative care facility does not raise strategic concern. The applicant has overcome London Plan Policy E1 and S2 conflicts related to the loss of office in Stockley Park, and it is a logical site for the intended end use and easily accessible.</p> <p>Conditions recommended regarding Circular Economy Post-Construction Monitoring, Whole Life-Cycle Carbon Assessment, and Digital Connectivity Infrastructure and 'Be Seen' energy monitoring to be secured within the S106 legal agreement.</p>	<p>Appropriate planning conditions suggested and the be seen energy monitoring has been included within the heads of terms for the proposed legal agreement.</p>
<p>London Fire Brigade:</p> <p>No objection.</p>	<p>Noted.</p>
<p>Metropolitan Police Designing Out Crime Group:</p> <p>No Comments.</p>	<p>Noted.</p>

<p>Thames Water Utilities:</p> <p>No objection. Informative recommended.</p>	<p>Informative suggested</p>
<p>The Gardens Trust:</p> <p>No Comments.</p>	<p>Noted.</p>
<p>Transport for London:</p> <p>No objection.</p>	<p>Noted.</p>
<p><u>Internal Consultee Comments</u></p>	
<p>Urban Design Officer Comments:</p> <p>No objection.</p>	<p>Noted.</p>
<p>Economic Development Officer:</p> <p>No objection subject to securing an appropriate Employment and Skills Strategy.</p>	<p>The Employment and Skills Strategy will be included in the legal agreement.</p>
<p>Accessibility Officer Comments:</p> <p>No objection subject to conditions regarding disabled person car parking, accessible changing facilities, and accessible fire evacuation lift.</p>	<p>Appropriately worded conditions proposed.</p>
<p>Refuse and Recycling Officer Comments:</p> <p>No objection.</p>	<p>Noted.</p>
<p>Planning Policy Officer Comments:</p> <p>No objection.</p>	<p>Noted.</p>
<p>Highways Officer Comments:</p> <p>No objection subject to conditions regarding a Travel Plan, Construction Logistics Plan, Service and Delivery Plan, Parking Design and Management Plan, and cycle parking, and a Section 106 contribution of £105,720 to provide public realm improvements and £21,000 towards a Bike Hire docking station with bicycles.</p>	<p>Appropriate highways planning conditions are proposed, and the financial contribution would be included in the legal agreement.</p>

<p>Air Quality Officer Comments:</p> <p>No objection subject to conditions regarding a Low Emission Strategy and Delivery Plan, Construction Logistics Plan, and Non-Road Mobile Machinery, and a Section 106 air quality contribution of £271,320.</p>	<p>Appropriate air quality planning conditions are attached, and the financial contribution will be included in the legal agreement.</p>
<p>Noise Pollution Officer Comments:</p> <p>No objection.</p>	<p>Noted.</p>
<p>Environmental Specialist (Energy and Biodiversity) Comments:</p> <p>No objection subject to conditions regarding energy strategy, energy monitoring, and biodiversity net gain, and a Section 106 carbon offsetting payment of £359,100.</p>	<p>Appropriate renewable energy and biodiversity conditions are attached, and the and the financial contribution will be included in the legal agreement alongside the energy monitoring (be seen) requirement.</p>

7 Planning Assessment

Principle of Development

- 7.1 The site is designated as an Office Growth Location and Locally Significant Employment Location. It is also within the Heathrow Opportunity Area, designated by The London Plan (2021).
- 7.2 Policy S2 of The London Plan (2021) states that development proposals that support the provision of high-quality new and enhanced health and social care facilities to meet identified need and new models of care should be supported. Policy SD1 seeks to ensure that Opportunity Areas fully realise their growth and regeneration potential. Policy E1 specifically mentions Stockley Park as an area of London where offices should be consolidated and – where viable – extended.
- 7.3 Policy E2 of Hillingdon Council’s Local Plan Part 1 (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.

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- 7.4 Policy DME 3 of Local Plan Part 2 (2020) resists non-office uses within Stockley Business Park and states that proposals involving loss of office floorspace in preferred locations for office growth, which fall outside of existing permitted development procedures, should include information to demonstrate that the site has been actively marketed for two years, the site is no longer viable for office use, taking account of the potential for internal and external refurbishment and surrounding employment uses will not be undermined.
- 7.5 To overcome this policy conflict, the Applicant has submitted robust evidence and justification to address criteria within these policies, including market trends in the office space and economic benefits assessment in line with paragraph 6.1.7 of The London Plan (2021). The existing space has been marketed since 2020 and has been unsuccessful as the existing condition is not fit for purpose due to the building layout being difficult to reconfigure to suit multiple occupancies and an EPC rating of G. The Applicant has submitted evidence regarding various office spaces available within Stockley Park and vacancy rates. Furthermore, Hillingdon Council's Employment Land Review (2023) supports alternative (non-office) uses within Stockley Business Park that benefit the park's overall viability and vitality. Whilst the site is in a Locally Significant Employment Location, it does not currently offer any employment opportunities since Canon terminated their tenancy. The proposed healthcare use would typically have 145 full-time equivalent (FTE) staff members on-site at any given time, returning employment to the underutilised building.
- 7.6 In accordance with Policy S2 of The London Plan (2021), the proposal would support the provision of high-quality new healthcare facilities. Considering Part C of Policy S2, whilst the site has a low PTAL rating, the facility would be easily accessible via the Stockley Park privately run shuttle bus service and the 'borrow-bike' scheme. An additional bike share docking station and bicycles would be secured through this permission (secured by the S106 legal agreement), contributing towards sustainable transport access. Furthermore, local convenience facilities, including food and beverages, can be accessed within a 15-minute walk of the site. Moreover, it is noted that given the intended rehabilitation nature of the facility, in-patients will likely arrive via private means (ambulance), which is catered for via service bays. The proposal thus complies with Policy S2 of The London Plan (2021) and is acceptable.
- 7.7 The Council's Policy Team has been consulted and supports the proposed healthcare use within the vacant building.
- 7.8 The GLA has also raised no objection to the loss of office space and deems the proposed post-operative care use to be appropriate on this site, stating that 'The revitalisation of the site by virtue of the proposal change in land use from office to post-operative care facility does not raise strategic concern.' The applicant has overcome London Plan policy conflicts related to the loss of office in Stockley Park, and it is a logical site for the intended end use and is easily accessible.
- 7.9 The proposal complies with Policy S2 of The London Plan (2021). Considering the robust supporting justification for the proposed change of use, the Applicant has appropriately addressed Policies SD1 and E1 of The London Plan (2021), Policy E2

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of Hillingdon Council's Local Plan Part 1 (2012), and Policy DME 3 of Local Plan Part 2 (2020), and in this instance, the principle is accepted.

Heritage

- 7.1 0 The National Planning Policy Framework (2023) states that when considering the impact of the proposal on the significance of a heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be.
- 7.1 1 Policy HC1 of The London Plan (2021) states that proposals affecting heritage assets, and their settings should conserve their significance, avoid harm, and identify enhancement opportunities.
- 7.1 2 Policy HE1 of the Hillingdon Local Plan Part 1 (2012) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, settings, and the broader historic landscape.
- 7.1 3 Policy DMHB 1 of the Hillingdon Local Plan Part 2 (2020) states that the Council will expect development proposals to avoid harm to the historic environment.
- 7.1 4 The site is within Stockley Park: Business Park Phases I and II, and country park and golf course, a designated Grade II Listed Park and Garden.
- 7.1 5 The Applicant submitted a Heritage Statement. The proposal would incorporate modest changes to the external appearance of the building, which would not impact the Listed Park and Garden. The proposal to remove hardstanding car parking and replace it with a landscaped garden would enhance the Listed Park and Garden. No harm is identified to heritage assets.
- 7.1 6 The Gardens Trust was consulted, and their conservation officer raised no concerns or objections. Likewise, the GLA has raised no heritage concerns.
- 7.1 7 The proposal complies with the National Planning Policy Framework (2023) and Policy HC1 of The London Plan (2021), Policy HE1 of the Hillingdon Local Plan Part 1 (2012), and Policy DMHB 1 of the Hillingdon Local Plan Part 2 (2020).

Impact on Character and Appearance

- 7.1 8 Policy BE1 of the Hillingdon Local Plan Part 1 (2012) seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale, and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.
- 7.1 9 Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design. Policy DMHB 12 states that development should be well integrated with the surrounding area.

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- 7.2 No additional floor space is proposed, and the building would retain its elevations, form, and appearance. The replacement of a relatively large expanse of car parking with landscaping would enhance the quality of the public realm and respect local character. The Council's Urban Design Officer has been consulted, and they are supportive of the proposed development.
- 7.2 The proposal complies with Policy BE1 of the Hillingdon Local Plan Part 1 (2012) and Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part 2 (2020).

Pedestrian Safety, Cycle and Car Parking, and Traffic Impact

- 7.2 Paragraph 115 of the NPPF (2023) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.
- 7.2 Policy T4 of The London Plan (2021) states that development proposals should not increase road danger. Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment where people choose to cycle. Policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Appropriate disabled persons parking for Blue Badge holders should be provided, and where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Policy T7 states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage, and deliveries should be made off-street, with on-street loading bays only used where this is not possible.
- 7.2 Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan Part 2 (2020) require the Council to consider 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 DMT 5 states that development proposals will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1. Policy DMT 6 requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues relating to congestion and amenity.
- 7.2 The site has a Public Transport Access Level (PTAL) of 2, on a scale of 0 to 6b, where 6b is the highest.
- 7.2 The Council's highways team has reviewed the proposal and raised no concerns or objections subject to conditions regarding a Travel Plan, Construction Logistics Plan, Service and Delivery Plan, Parking Design and Management Plan, and cycle parking, and a Section 106 obligation of £126,720 to contribute towards highways and public realm improvements and the installation of a bike hire docking station with bicycles.
- 7.2 The proposal includes a significant reduction in on-site car parking provision by 100 spaces, from 350 to 250, removing hardstanding to increase on-site tree planting

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and soft landscaping. This substantial car parking reduction will assist in encouraging sustainable and active travel to and from Stockley Park, whilst retaining appropriate carparking provision for the proposed use. The considerable reduction of car parking from this site is supported by the GLA, TfL, and Council's Highways Team.

- 7.2 The existing car parking spaces would be upgraded to include active and passive vehicle charging infrastructure, which is secured through conditions.
8
- 7.2 There is a proposed provision of 46 on-site cycle parking spaces, which exceeds The London Plan's minimum requirements. The cycle parking is secured through condition.
9
- 7.3 Sixteen car parking spaces shall be designated for disabled person parking only, with a further ten car parking spaces to be enlarged parking bays capable of accommodating disabled person parking. This level of provision adheres to the requirements of The London Plan (2021) and is accepted. A condition is attached to ensure they are available upon occupation and retained.
0
- 7.3 A condition is attached to secure the submission and approval of an appropriate Delivery and Servicing Plan to ensure compliance with Policy T7 of The London Plan (2021).
1
- 7.3 Policy T6 of The London Plan (2021) requires the submission of a Parking Design and Management Plan alongside all applications which include car parking provision. This is recommended to be secured by a planning condition.
2
- 7.3 The proposed development complies with Paragraph 115 of the NPPF (2023), Policies T4, T5, T6, and T7 of The London Plan (2021), and Policies DMT 1, DMT 2, DMT 5, and DMT 6 of Hillingdon Council's Local Plan Part 2 (2020).
4

Disabled Persons Access

- 7.3 Policy D5 of The London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. Developments should be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building. Policy D12 of The London Plan (2021) states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety.
5
- 7.3 The Council's Accessibility Officer has reviewed the proposed development and raised no objection subject to conditions regarding the provision of appropriate disabled person car parking, accessible changing facilities, and accessible fire evacuation lift. Accordingly, suitable conditions are attached to this planning permission.
6

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7.3 Subject to adherence to the attached conditions, the proposal complies with Policies
7 D5 and D12 of The London Plan (2021).

Biodiversity Net Gain

7.3 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the
8 Town and Country Planning Act 1990 (as inserted by Schedule 14 of the
Environment Act 2021). Developers must deliver a BNG of ten per cent. This means
a development will result in more or better-quality natural habitats than there were
before development.

7.3 Policy 15 of the National Planning Policy Framework (2023) states that planning
9 decisions should contribute to and enhance the natural and local environment by
minimising impacts on and providing net gains for biodiversity.

7.4 Paragraph 8.6.6 of The London Plan (2021) states that biodiversity net gain is an
0 approach to development that leaves biodiversity in a better state than before. This
means that where biodiversity is lost due to development, the compensation
provided should be of an overall greater biodiversity value than that which is lost.
This approach does not change the fact that losses should be avoided, and
biodiversity offsetting is the option of last resort.

7.4 Paragraph 6.28 of Hillingdon Council's Local Plan Part 2 (2020) states that it is
1 important that planning decisions are appropriately informed by the right level of
survey and information on ecology features. Where appropriate, the Council will
require the use of the approved DEFRA biodiversity impact calculator to inform
decisions on no net loss and net gain.

7.4 The Applicant submitted a Biodiversity Net Gain Assessment (dated February 2024).
2 The assessment identifies a relatively low-quality baseline position due to the
ornamental and urban planting with low ecological value. The submitted Ecological
Assessment confirms that the site has low to negligible value for protected species.
The proposal would create additional onsite habitats that would result in a ten
percent BNG.

7.4 The Council's Environmental Specialist (Energy and Biodiversity) has reviewed the
3 scheme and raised no objections subject to a Habitat Management Plan condition
and the development adhering to the submitted plans and documents. These are
recommended to be secured through Condition 15.

7.4 Subject to the above the proposal complies with Schedule 7A of the Town and
4 Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act
2021), Policy G6 of The London Plan (2021), Policy EM7 of the Hillingdon Local Plan
Part 1 (2012), and Policies DMEI 7 and DMHB 14 of the Hillingdon Local Plan Part
2 (2020).

Waste Management

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7.4 Policy D6 of The London Plan (2021) states that developments should ensure that recycling and waste disposal, storage, and any on-site management facilities are convenient in operation and location, appropriately integrated, and designed to work effectively for residents, management, and collection services.

7.4 Waste management within the building would be through dedicated sluice and disposal hold rooms. Waste and recycling would be collected from these spaces and moved to the external bin store towards the site's northeast corner. The bin store would have a capacity for 15 (1700-litre) waste containers that a closeboard timber structure would enclose.

7.4 The Council's Refuse Recycling Officer was consulted and raised no objections to the proposed change of use.

7.4 The scheme is therefore considered to comply with Policy D6 of The London Plan (2021).

Renewable Energy and Sustainability

7.4 Policy SI 2 of the London Plan (2021) states that major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

7.5 Policy DMEI 2 of the Hillingdon Local Plan Part 2 (2020) states that all developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

7.5 The Council's Environmental Specialist (Energy and Biodiversity) has reviewed the change of use proposal and raised no objections regarding energy and sustainability subject to conditions regarding the Energy Strategy and energy monitoring and a Section 106 carbon dioxide offsetting payment of £359,100.

7.5 The submitted Energy Strategy is acceptable and demonstrates an effective re-use of a building whilst refurbishing it to a high standard of energy savings.

7.5 The proposed development would achieve an approximate minimum 72 per cent reduction in carbon dioxide emissions, following the Energy Hierarchy methodology. The remaining 126 tonnes of carbon dioxide per annum of non-domestic emissions from the development will be offset through a cash-in-lieu contribution of £359,100 secured within the legal agreement.

7.5 A condition is attached to ensure the development is implemented in accordance with the Energy Strategy.

7.5 Subject to condition and legal agreement, the proposal complies with Policy SI 2 of The London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan Part 2 (2020).

Circular Economy and Whole Life-Cycle Carbon

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7.5 Policy SI 7 of The London Plan (2021) states that referable applications should
6 promote circular economy outcomes and aim to be net zero-waste. Policy SI 2 states
that development proposals referable to the GLA should calculate whole life-cycle
carbon emissions through a nationally recognised Whole Life-Cycle Carbon
Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

7.5 The Applicant has submitted a Circular Economy Statement and Whole Life-Cycle
7 Carbon (WLC) Assessment in accordance with the GLA guidance. The GLA has
recommended a condition to require the Applicant to submit a post-construction
monitoring report to maximise the re-use of materials in the interest of sustainable
waste management and to complete the post-construction tab of the GLA's Whole
Life-Cycle Carbon Assessment template in the interests of sustainable development
and to maximise on-site carbon dioxide savings.

7.5 Subject to condition, the proposal complies with Policies SI 7 and Policy SI 2 of The
8 London Plan (2021).

Air Quality

7.5 Policy SI 1 of The London Plan (2021) states that development proposals should
9 ensure that where emissions need to be reduced to meet the requirements of Air
Quality Neutral or to make the impact of development on local air quality acceptable,
this is done on-site.

7.6 Policy DMEI 14 of Hillingdon Council's Local Plan Part 2 (2020) states that
0 development proposals should demonstrate appropriate reductions in emissions to
sustain compliance with and contribute towards meeting EU limit values and national
air quality objectives for pollutants. The London Borough of Hillingdon requires
developments to incorporate air quality positive design measures from the outset
and suitable mitigation measures to reduce pollution, especially with impacts in
areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-
2024), namely Focus Areas.

7.6 The proposed development is located within the borough's Air Quality Management
1 Area, with the total traffic generated by its operation impacting the borough's Air
Quality Focus Area.

7.6 The Applicant submitted an Air Quality Assessment. The proposed development
2 would be air quality neutral but not air quality positive. The Council's Air Quality
Officer has reviewed the proposal and raised no objection subject to conditions
regarding a Low Emission Strategy and Delivery Plan, Construction Logistics Plan,
and Non-Road Mobile Machinery, and a Section 106 air quality improvements
payment of £271,320. Appropriate air quality conditions are attached, and the
financial contribution will be included in the legal agreement.

7.6 Subject to conditions and the legal agreement, the proposal complies with Policies
3 SI 1 and D3 of The London Plan (2021) and Policy DMEI 14 of Hillingdon Council's

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Local Plan Part 2 (2020), and Hillingdon Council's Air Quality Local Action Plan 2019-2024.

Noise

- 7.6 Policy D14 of The London Plan (2021) states that development proposals should
4 reduce, manage, and mitigate noise to improve health and quality of life.
- 7.6 Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) states that development
5 proposals should not adversely impact the amenity.
- 7.6 The Applicant submitted a Noise Impact Assessment. The Council's Noise Pollution
6 Officer has reviewed the submitted details and confirmed they have no objections to
the development.
- 7.6 The proposed development would comply with Policy D14 of The London Plan
7 (2021) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

Trees, Landscaping, and Urban Greening Factor

- 7.6 Policy G5 of The London Plan (2021) states that major development proposals
8 should contribute to the greening of London by including urban greening as a
fundamental element of site and building design, and by incorporating measures
such as high-quality landscaping (including trees), green roofs, green walls and
nature-based sustainable drainage. Policy G5 recommends a target Urban
Greening Factor (UGF) score of 0.3 for predominately commercial development.
Policy G7 of The London Plan (2021) states development proposals should ensure
that, wherever possible, existing trees of value be retained.
- 7.6 Policy DMHB 14 of Hillingdon Council's Local Plan Part 2 (2020) states that all
9 developments will be expected to retain or enhance existing landscaping, trees,
biodiversity, or other natural features of merit. Planning applications for proposals
that would affect existing trees will be required to provide an accurate tree survey
showing the location, height, spread, and species of trees. Where the tree survey
identifies trees of merit, tree root protection areas and an arboricultural method
statement will be required to show how the trees will be protected. Where trees are
to be removed, proposals for replanting of new trees on-site must be provided or
include contributions to offsite provision.
- 7.7 The Applicant submitted an Urban Greening Factor Assessment, a Tree Survey, and
0 an Arboricultural Impact Assessment and Method Statement.
- 7.7 The proposed development presents a well-considered approach to integrating
1 green infrastructure and urban greening. Seventy-one trees are proposed to be
retained. Six category U trees, two groups of trees, five entire hedges and a section
of seven further hedges would be removed to enable the proposed development.
Seventeen new trees would be planted as part of the site's landscape scheme. The
proposed trees would increase the species diversity and age range of trees in the
local area and contribute towards the site's ten per cent BNG and 0.3 UGF score.

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Delivery of the onsite BNG is secured by condition 15 and 0.3 UGF score is secured by condition 16. Tree planting and protection is secured through adherence with the submitted Arboricultural Impact Assessment and Method Statement and landscape plan (condition 2 and 3). The reduction in hardstanding, increase in soft landscaping, increase in on-site trees, and 0.3 UGF score are acceptable.

- 7.7 The proposal would comply with Policies G5 and G7 of The London Plan (2021) and
2 Policy DMHB 14 of Hillingdon Council's Local Plan Part 2 (2020).

Fire Safety

- 7.7 Policy D12 of The London Plan (2021) states that all development proposals must
3 achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy produced by a third party, suitably qualified assessor.

- 7.7 The scheme is non-residential and does not exceed 18 metres in height. The
4 application is supported by a Fire Safety Strategy prepared by Bespoke, a qualified third-party consult. The report outlines that fire service appliances can park within 18 metres of the building's access points and details that the building would be refurbished and upgraded to an improved fire safety standard, including a detection and alarm system, smoke detectors, fire-resistant walls, and an evacuation lift.

- 7.7 Based on the submitted Planning Fire Safety Strategy, the proposal is considered
5 to comply with Policy D12 of The London Plan (2021) and Fire Safety draft LPG.

Digital Connectivity Infrastructure

- 7.7 Policy SI 6 of The London Plan (2021) states that development proposals should
6 ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users.

- 7.7 The GLA advised that a planning condition should be secured, requiring the
7 submission of detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure. A planning condition has been attached.

- 7.7 Subject to condition, the proposal would comply with Policy SI 6 of The London Plan
8 (2021).

Impact on the Green Belt

- 7.7 Policy 13 of the National Planning Policy Framework (2023) attaches great
9 importance to Green Belts. Green Belt policy aims to prevent urban sprawl by keeping land open permanently; its essential characteristics are openness and permanence.

- 7.8 Policy G2 of The London Plan (2021) states that planning authorities should protect
0 the Green Belt from inappropriate development. Development proposals that would

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harm the Green Belt should be refused except in very special circumstances. The policy further states that openness and permanence are essential characteristics of the Green Belt.

- 7.8
1 Paragraph 8.20 of Hillingdon Council's Local Plan Part 1 (2012) states the most crucial attribute of Green Belts is their openness.
- 7.8
2 Policy DMEI 4 of Hillingdon Council's Local Plan Part 2 (2020) states inappropriate development in the Green Belt will not be permitted unless there are very special circumstances.
- 7.8
3 The proposed development is adjacent to the Green Belt. Given the nature of the proposed development to change the existing building's use, it would not harm the openness or visual amenity of the adjoining Green Belt.
- 7.8
4 The proposal would comply with Policy 13 of the National Planning Policy Framework (2023), Policy G2 of The London Plan (2021), Hillingdon Council's Local Plan Part 1 (2012), and Policy DMEI 4 of Hillingdon Council's Local Plan Part 2 (2020).

Flooding and Drainage

- 7.8
5 Policy SI 13 of The London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.
- 7.8
6 Policy DMEI 10 of the Hillingdon Local Plan Part 2 (2020) states that a SuDs system should drain developments and include appropriate methods to avoid polluting the water environment.
- 7.8
7 The site is in Flood Zone 1 – the lowest probability of flooding from rivers and the sea. Further to this, the surrounding Stockley Park land is also Flood Zone 1. Examination of the Environment Agency's Flood Risk from Surface Water extent mapping shows the site is in an area considered to be at 'very low' risk of flooding. The proposed development would not create any additional floor space.
- 7.8
8 The Applicant submitted a Flood Risk Assessment (FRA). It identifies that the proposed healthcare use is 'More Vulnerable' and confirms that Flood Zone 1 is an appropriate location for 'More Vulnerable' uses without the need for an Exception Test. The FRA further demonstrates that there is an acceptable level of flood risk to the site if its recommended mitigation strategies are implemented in the scheme and the development does not increase flood risk off site or to the wider area. A condition is attached to ensure the development is carried out in accordance with the submitted FRA.
- 7.8
9 The proposed development complies with Policy SI 13 of The London Plan (2021) and DMEI 10 of the Hillingdon Local Plan Part 2 (2020).

Planning Obligations

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7.9 Policy DMCI 7 of the of the Hillingdon Local Plan Part 2 (2020) states that to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL). Planning obligations will be sought on a scheme-by-scheme basis to secure the provision of affordable housing in relation to residential development schemes; where a development has infrastructure needs that are not addressed through CIL; and to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

7.9 Should the application be approved, planning obligations would be sought to mitigate the impact of the development, in accordance with Policy DMCI 7 of the of the Hillingdon Local Plan Part 2 (2020).

7.9 The obligations sought are as follows:
2

1. Air Quality Mitigation contribution of £271,320.
2. A Healthy Streets/Active Travel Zone contribution of £105,720.
3. Cycle Hire Contribution of £21,000.
4. A Carbon Offset contribution of £359,100.
5. Energy performance monitoring (be seen).
6. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.

7.9 The Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area. This application is not CIL liable as no residential floorspace would be created and no additional floorspace would be constructed.

7.9 In addition to the London Borough of Hillingdon CIL, the Mayor of London's CIL has a charging system within Hillingdon of £60 per square metre (as of the 1st of April 2019) of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is not CIL liable as no residential floorspace would be created and no additional floorspace would be constructed.

8 Other Matters

Human Rights

8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been

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balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

- 8.2 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

- 8.3 The Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area. This application is not CIL liable as no residential floorspace would be created and no additional floorspace would be constructed.

9 Conclusion / Planning Balance

- 9.1 The existing office development has been vacant for over three years since August 2021, despite ongoing marketing since 2020. The applicant proposes to change the use of the office (Use Class E) to a post-operative medical care facility (Use Class C2). The proposal seeks to mostly retain and renovate the existing building, with internal reconfiguration, refurbishment of the existing external glazing, and removal of 100 car parking spaces to be replaced by additional tree planting and landscaping. There would typically be 145 full-time equivalent (FTE) staff members on-site at any given time and the proposal would accommodate approximately 100 one-bed patient rooms, examination rooms, MRI, radiology equipment, and hydrotherapy pools within the existing building envelope. Additional Electric Vehicle Charging Points and cycle parking would be installed on the site.
- 9.2 The provision of a healthcare facility is supported, and in this instance, given the robust submission evidence, the loss of office space is accepted. Council planning officers support the upgrading and reuse of the underutilised site.
- 9.3 The Council's Planning Policy Team raised no objections or concerns about the proposed change of use.
- 9.4 The Greater London Authority raised no objections or concerns about the proposed development.
- 9.5 The proposal would not harm heritage assets. Replacing 100 car parking spaces with extensive landscaping would enhance the Grade II Listed Park and Garden.
- 9.6 The proposal is considered acceptable. Consequently, the application is recommended for approval subject to a Section 106 legal agreement and the conditions set out in Appendix 1 (below).

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10 Background Papers

- 10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the Council's website here, by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.

APPENDICES

Planning Application

57328/APP/2024/345

Appendix 1: Recommended Conditions and Informatives

Conditions

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: 21087-HALE-XX-00-DR-A-1002-Rev-04; 21087-HALE-B1-B1-DR-A-1009-Rev-01; 21087-HALE-B1-XX-DR-A-1030-Rev-01; 21087-HALE-B1-XX-DR-A-1031-Rev-01; 21087-HALE-XX-00-DR-A-0001-Rev-02; 02.3-Rev-A; 02.4-Rev-A; 02.1-Rev-A; 02.2-Rev-A; 02.3-Rev-A; 02.4-Rev-A; 21087-HALE-XX-00-DR-A-0002-Rev-01; 21087-HALE-B1-XX-DR-A-1021-Rev-01; 21087-HALE-B1-01-DR-A-1011-Rev-03; 21087-HALE-B1-04-DR-A-1014-Rev-02; 21087-HALE-B1-GF-DR-A-1010-Rev-03; 21087-HALE-B1-XX-DR-A-1020-Rev-01; 21087-HALE-B1-02-DR-A-1012-Rev-03; 21087-HALE-B1-03-DR-A-1013-Rev-03.

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

REASON

To ensure the development complies with the provisions of The London Plan (2021) and the Hillingdon Local Plan Parts 1 (2012) and 2 (2020).

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:

Transport Assessment, prepared by Icen Projects, dated February 2024; Planning Statement, prepared by Icen Projects, dated February 2024; Urban Greening Factor Assessment Technical Note, prepared by Icen Projects, dated January 2024; Design and Access Statement, dated 05.02.2024; Heritage Statement, prepared by Icen Projects, dated February 2024; Circular Economy Statement, prepared by Icen Projects, dated February 2024; Operational Waste Management Strategy, prepared by Icen Projects, dated February 2024; Site Waste Management Plan, prepared by Icen Projects, dated February 2024; Whole Life Carbon Assessment, prepared by Icen Projects, dated October 2024; Sustainability and Energy Statement, prepared by Icen Projects, dated October 2024; Air Quality Assessment-Rev-02, prepared by Hoare Lea, dated 01.02.24; Flood Risk

Assessment & Surface Water Drainage Strategy, Issue 1, reference AEG3378_UB11_Uxbridge_07, prepared by aegaea, dated 02.02.24; Planning Fire Safety Strategy-Rev-01, prepared by Bespoke Fire Safety Design, dated 06.02.24; Arboricultural Impact Assessment and Method Statement, reference J21357_Arb, prepared by Greenspace Ecological Solutions, dated 08.02.24; Tree Survey, ref J21357_Arb, prepared by prepared by Greenspace Ecological Solutions, dated 20.12.23 ; Preliminary Ecological Report-Rev-A, report number J21358, prepared by Greenspace Ecological Solutions, dated 01.02.24; Biodiversity Net Gain Assessment, Report Number J21358, prepared by Greenspace Ecological Solutions, dated February 2024; Biodiversity Net Gain Excel, reference J21358; Noise Impact Assessment-Rev-01, prepared by Hoare Lea, dated 06.02.2023.

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 London Plan (2021) and the Hillingdon Local Plan Parts 1 (2012) and 2 (2020).

4. OM19 Construction Management Plan

Prior to the commencement of development (including ground works and site clearance), a Construction Management Plan shall be submitted to and approved by the Local Planning Authority. The plan shall detail:

- (i) The phasing of development works.
- (ii) The hours during which development works will occur.
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.
- (ix) Measures to demonstrate compliance with the GLA's Control of Dust and Emissions from Construction and Demolition SPG.

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

REASON

To reduce the impact on air quality during construction, protect amenity, and ensure highways safety in compliance with Policies T7 and SI 1 of The London Plan (2021) and The

GLA's Control of Dust and Emissions during Construction and Demolition SPG.

5. NONSC Non Standard Condition - Disabled Person Parking Provision

Prior to the first use of the development hereby approved, at least sixteen car parking spaces shall be designated for disabled person parking only, in accordance with BS8300: 2018, and a minimum of a further ten car parking spaces shall be enlarged parking bays capable of accommodating disabled person parking. These designated and enlarged parking bays shall be available to use prior to first use of the approved development and shall be retained as such in perpetuity unless agreed in writing by the Local Planning Authority, expect for the conversion of enlarged bays to designated disabled-person bays.

REASON

To ensure the healthcare facility caters for people with complex and multiple disabilities in accordance Policy T6 .5 of The London Plan (2021).

6. NONSC Non Standard Condition - Travel Plan

Prior to the first use of the development hereby approved, a Travel Plan shall be submitted to and approved by the Local Planning Authority. The approved details shall thereafter be adhered to in perpetuity.

REASON

To encourage a sustainable transport modal shift in accordance with Policy T4 of The London Plan (2021).

7. NONSC Non Standard Condition - Delivery and Service Plan

Prior to the first use of the development hereby approved, a Delivery and Service Plan shall be submitted to and approved by the Local Planning Authority. The approved details shall thereafter be adhered to in perpetuity.

REASON

To ensure compliance with Policy T7 of The London Plan (2021).

8. NONSC Non Standard Condition - Car Park Design and Mgmt Plan

Prior to the first use of the development hereby approved, a Parking Design and Management Plan shall be submitted to and approved by the Local Planning Authority. The approved details shall thereafter be adhered to in perpetuity.

REASON

To ensure the site is appropriately designed and managed in accordance with Policies T6 of The London Plan (2021).

9. H15 Cycle Storage - In accordance with approved plans

At least forty-six Sheffield cycle parking spaces shall be installed and available for use in accordance with approved plans and the London Cycle Design Standards prior to the first use of the development hereby approved. The cycle parking spaces shall thereafter be permanently retained on site, maintained, and be kept available for use.

REASON

To ensure appropriate cycle parking provision in accordance with Policy T5 of The London Plan (2021) and Policies DMT 2 and DMT 5 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020).

10. NONSC Non Standard Condition - Shower and Changing Facilities

Prior to the first use of the development hereby approved, employee shower and changing facilities shall be provided in the building and available for use by staff. Thereafter, the employee shower and changing facilities shall be retained in perpetuity.

REASON

To encourage sustainable travel in accordance with Policy T5 of The London Plan (2021).

11. NONSC Non Standard Condition - Electric Vehicle Charging Points

(i) Prior to the first occupation of the development hereby approved, active electric vehicle charging facilities shall be installed and available for use at 20% of car parking spaces (50 spaces). The active electric vehicle charging infrastructure shall thereafter be permanently retained on site, maintained, and be kept available for use.

(ii) Prior to the first occupation of the development hereby approved, passive electric vehicle charging facilities shall be installed at the remaining 80% of car parking spaces (200 spaces). The passive electric vehicle charging infrastructure shall thereafter be permanently retained on site and be available for upgrading to active electric vehicle charging.

REASON

To ensure an appropriate level of onsite electric vehicle charging facilities are provided in accordance with the submitted Transport Assessment and Policy T6 of The London Plan (2021).

12. NONSC Non Standard Condition - Low Emission Strategy

Prior to the commencement of development (excluding ground works and site clearance), a low emission strategy (LES) and accompanying delivery plan (DP) shall be submitted to and approved by the Local Planning Authority. The LES and DP shall specify ways to reduce air pollution emissions to the maximum possible extent to conform with the London Borough of Hillingdon Local Action Plan. The measures are to include but not be restricted to:

- 1) Installation of EV fast charging points to promote the use of zero emission vehicles.
- 2) Give priority to Euro 6/VI and zero emission vehicles.

- 3) Charge more for parking for non-zero emissions vehicles.
- 4) Develop anti-idling behaviours rules and associated implementation.

The plan shall have a clear set of actions defined, associated with clear time frames for each action, a person responsible for its delivery, and measure the results in a tangible way.

The approved measures shall be implemented within the agreed time frames and maintained throughout the life of the development.

REASON

To reduce the impact on air quality in accordance with Policies SI1 and T4 of The London Plan (2021), Policy EM8 of the of the London Borough of Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan: Part 2 (2020), and the London Borough of Hillingdon Air Quality Action Plan 2019-2023.

13. NONSC Non Standard Condition - Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during demolition, site preparation, and construction shall comply with the emission standards set out in Chapter 7 of the GLA's supplementary planning guidance 'Control of Dust and Emissions During Construction and Demolition' dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the Local Planning Authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

REASON

To ensure compliance with the London's Low Emission Zone for non-road mobile machinery in accordance with the London Environment Strategy, Policy SI 1 of The London Plan (2021), and The GLA's Control of Dust and Emissions during Construction and Demolition SPG.

14. NONSC Non Standard Condition - Fire Evacuation Lift(Accessibility)

The development hereby approved shall include a minimum of one fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999. The lift shall be available for use upon first use of the development hereby approved and shall thereafter be retained, maintained, and available for use in perpetuity.

REASON

To ensure the development can accommodate robust emergency evacuation procedures, including measure for those who require step-free egress, in accordance with Policies D5(B5) and D12(A) of The London Plan (2012).

15. NONSC Non Standard Condition - BNG and Habitat Management Plan

(i) Approved Biodiversity Net Gain measures (Biodiversity Net Gain Assessment, Report Number J21358, prepared by Greenspace Ecological Solutions, dated February 2024; Biodiversity Net Gain Excel, reference J21358; and 21087-HALE-XX-00-DR-A-1002-Rev-04) to achieve a minimum of a ten per cent onsite Biodiversity Net Gain shall be implemented in the nearest planting season (1 October to 28 February inclusive) following first use of the approved development at the latest.

(ii) Prior to the first use of the development hereby permitted, a 30-year site Habitat Management Plan (HMP) shall be submitted to and approved by the Local Planning Authority. The HMP shall include:

- a) Description and evaluation of the features to be managed;
- b) Aims, objectives, and targets for management;
- c) Description of the management operations necessary to achieving aims and objectives;
- d) Prescriptions for management actions;
- e) Preparation of a works schedule, including annual works schedule;
- f) Details of the monitoring needed to measure the effectiveness of management;
- g) Details of the timetable for each element of the monitoring programme; and
- h) Details of the persons responsible for the implementation and monitoring.

The approved HMP shall be strictly adhered to, and development shall commence and operate in accordance with it.

(iii) The Applicant shall report the state of the Biodiversity Net Gain requirements of the development to the Council in years 1 (post-completion), 3, 5, 10, 20 and 30, with biodiversity reconciliation calculations at each stage.

REASON

To ensure the development delivers a biodiversity net gain and secures the protection and effective management of on-site habitat in accordance with Policy G6 of The London Plan (2021), Policy EM7 of the Hillingdon Local Plan Part 1 (2012), and Policies DMEI 7 and DMHB 14 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

16. NONSC Non Standard Condition - Urban Greening Factor

(a) Approved Urban Greening Factor and landscaping measures (Urban Greening Factor Assessment Technical Note, prepared by Icen Projects, dated January 2024 and 21087-HALE-XX-00-DR-A-1002-Rev-04) to achieve a minimum Urban Greening Factor score of 0.3 shall be implemented in the nearest planting season (1 October to 28 February inclusive) following first use of the approved development at the latest.

(b) Within six months of implementation of Urban Greening Factor measures, details of onsite green infrastructure shall be submitted to and approved by the Local Planning Authority to verify the UGF score of 0.3 has been attained.

The approved Urban Greening Factor measure to achieve a score of 0.3 shall permanently

be maintained as such thereafter.

REASON

To ensure appropriate levels of high-quality landscaping and urban greening measures are provided in accordance with Policy G5 of The London Plan (2021).

17. NONSC Non Standard Condition - Circular Economy Monitoring

Prior to the first use of the development hereby approved, a post-construction monitoring report shall be completed in line with the GLA's Circular Economy Statement Guidance and submitted to and approved by the Local Planning Authority.

REASON

To maximise the re-use of materials and in the interests of sustainable waste management in accordance with Policy SI 7 of the London Plan (2021).

18. NONSC Non Standard Condition - Whole Life-Cycle Carbon Assessment

Prior to the first use of the development hereby approved, the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. Together with any supporting information, it shall be submitted to and approved by the Local Planning Authority.

REASON

In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with Policy SI 2 of The London Plan (2021).

19. NONSC Non Standard Condition - Digital Connectivity Infrastructure

Prior to the first use of the development hereby approved, sufficient ducting space for full fibre connectivity infrastructure shall be provided to all end users within the development, unless an affordable alternative 1GB/s-capable connection is made available to all end users. Thereafter, the Digital Connectivity Infrastructure shall be retained in perpetuity.

REASON

To ensure appropriate Digital Connectivity Infrastructure would be installed in accordance with Policy SI 6 of The London Plan (2021).

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. I15 Control of Environmental Nuisance from Construction Work

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

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

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

3. I43 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

4. I70 LBH worked applicant in a positive & proactive (Granting)

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 Local Plan Part 1, Local Plan Part 2, 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.

5.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via <https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C02%7CPlanningEConsult%40Hillingdon.Gov.UK%7Cdcdb4a87a9b14fbcf35508dc4752550f%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7C638463666144460588%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJB>Til6lk1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=bWibzoRZ690VGGDL2CZ1VdPrpsz7zxdz4EMsMSFTxHs%3D&reserved=0. Please refer to the Wholesale; Business customers; Groundwater discharges section.

153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DME 2	Employment Uses Outside of Designated Sites
DME 3	Office Development
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 3	Office Conversions
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding

DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP E1	(2021) Offices
LPP E2	(2021) Providing suitable business space
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP S2	(2021) Health and social care facilities
LPP SD1	(2021) Opportunity Areas
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T9	(2021) Funding transport infrastructure through planning

NPPF12 -23 NPPF12 23 - Achieving well-designed and beautiful places
NPPF14 -23 NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF15 -23 NPPF15 23 - Conserving and enhancing the natural environment
NPPF16 -23 NPPF16 23 - Conserving and enhancing the historic environment
NPPF2 -23 NPPF2 2023 - Achieving sustainable development
NPPF4 -23 NPPF4 23 - Decision making
NPPF6 -23 NPPF6 23 - Building a strong, competitive economy
NPPF9 -23 NPPF9 23 - Promoting sustainable transport

Appendix 2: Relevant Planning History

57328/APP/2002/1179 3 The Square Furzeground Way Stockley Park

ENLARGEMENT OF EXISTING REFUSE STORE AND THE INSTALLATION OF A SMOKERS' SHELTER, INCLUDING AN ENHANCED SECURITY SYSTEM, 1.2 METRE HIGH 'RED WALL' POSTS, RENEWAL OF EXISTING CCTV CAMERAS, RENEWAL OF AUTOMATIC BARRIERS, AND THE INSTALLATION OF TWO BOLLARDS ON THE RAMP TO BASEMENT CAR PARK

Decision: 29-07-2002 Approved

Appendix 3: List of Relevant Planning Policies

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.HE1 (2012) Heritage
- PT1.EM7 (2012) Biodiversity and Geological Conservation

Part 2 Policies:

- NPPF12 -23 NPPF12 23 - Achieving well-designed and beautiful places
- NPPF14 -23 NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
- NPPF15 -23 NPPF15 23 - Conserving and enhancing the natural environment
- NPPF16 -23 NPPF16 23 - Conserving and enhancing the historic environment
- NPPF2 -23 NPPF2 2023 - Achieving sustainable development
- NPPF4 -23 NPPF4 23 - Decision making
- NPPF6 -23 NPPF6 23 - Building a strong, competitive economy
- NPPF9 -23 NPPF9 23 - Promoting sustainable transport
- DME 2 Employment Uses Outside of Designated Sites
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DME 3 Office Development
- DMEI 14 Air Quality
- DME 1 Employment Uses in Designated Sites
- DMEI 2 Reducing Carbon Emissions
- DMEI 4 Development on the Green Belt or Metropolitan Open Land
- DMEI 7 Biodiversity Protection and Enhancement

DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMH 3	Office Conversions
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D12	(2021) Fire safety
LPP E1	(2021) Offices
LPP G2	(2021) London's Green Belt
LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T7	(2021) Deliveries, servicing and construction
LPP E2	(2021) Providing suitable business space

LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP S2	(2021) Health and social care facilities
LPP SD1	(2021) Opportunity Areas
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T9	(2021) Funding transport infrastructure through planning