

# GSK Site, Stockley Park, Hillingdon

## Heritage Impact Assessment



**Project:** GSK Site, Stockley Park, Hillingdon

**Client:** Prologis UK Limited

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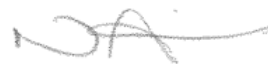
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### Abbreviations and Conventions used in the text

c.	circa	LB	Listed Building
CA	Conservation Area	LPA	Local Planning Authority
GLHER	Greater London Historic Environment Record	m	metres
ha	hectares	NGR	National Grid Reference
HA	Heritage Asset	NHLE	National Heritage List for England
HE	Historic England	NPPG	National Planning Practice Guidance
HER	Historic Environment Record	NPPF	National Planning Policy Framework
km	kilometres	RPG	Registered Park and Garden

### Assumptions and Limitations

This report is compiled using primary and secondary information derived from a variety of sources. The assumption is made that this data, as well as that derived from other secondary sources, is reasonably accurate.

### Compliance

This document has been prepared in accordance with the requirements stated within the National Planning Policy Framework (NPPF; (Ministry of Housing, Communities & Local Government, 2019) National Planning Practice Guidance (NPPG; Ministry of Housing, Communities & Local Government, 2019) and the Chartered Institute for Archaeologists' Standard and guidance for historic environment desk-based assessment, and Standard and guidance for commissioning work on, or providing consultancy advice on, archaeology and the historic environment (Chartered Institute for Archaeologists, December 2017).

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## 1.0 Introduction

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### 1.1. Project background

- 1.1.1. Savills Heritage and Townscape has been commissioned by Prologis UK Limited to undertake a Heritage Impact Assessment for redevelopment proposals that are the subject of a current planning application for land within Stockley Park, Hillingdon, London. The proposed development site (the 'Site') is located within the south-western portion of Stockley Park, west of Stockley Road, and comprises three office buildings with associated vehicle parking and access. The Site is centred at approximately NGR 507564, 180106.
- 1.1.2. A planning application for the redevelopment scheme was submitted to the London Borough of Hillingdon in July 2020 (LPA reference 39207/APP/2020/2188). Subsequent to this, on 18 August 2020, Stockley Park was designated as a Grade II Registered Park and Garden (NHLE number 1466074). In accordance with the National Planning Policy Framework (NPPF), an assessment of the impact of the proposals upon the significance of heritage assets sensitive to the proposed development is required. The Heritage Impact Assessment relates to the impact of the proposals upon the significance of the Registered Park and Garden (RPG) and any other identified heritage assets. The impact on below ground archaeology is outside the scope of the report.

### 1.2. The Site and its wider context

- 1.2.1. The Site is c.6.3ha in size and currently comprises three office buildings with associated surface level car parking and a multi-storey car park structure. It is bounded by Iron Bridge Road to the west, Horton Road to the north and Stockley Road to the east. The Grand Union Canal passes to the south of the Site.
- 1.2.2. The Site is located within the Grade II Stockley Park RPG, located within its south-west corner. Stockley Road is a dual carriageway, on a north-south axis, running through the RPG and effectively dividing it in two. Figure 1 illustrates the extent of the RPG. The London Borough of Hillingdon has identified three locally listed buildings: 5 Longwalk Road, designed by Norman Foster; The Arena, designed by Arup Associates and comprising a polygonal conservatory; and, four buildings within Phase 1 of the business park (those located between Longwalk Road and Roundwood Avenue), acknowledged as the original phase of buildings, with group vale and a landscaped setting.



Figure 1: Location plan of the Site (red shading) and the wider Registered Park (green shading), with the location of locally listed buildings



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## 2.0 Methodology

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### 2.1 Aims, objectives and scope

2.1.1 The purpose of this Heritage Statement is to determine, as far as is reasonably possible from existing records, an understanding of the historic environment resource in order to:

- 1) Provide a heritage baseline assessment to understand the historical background to the Site and wider Registered Park;
- 2) Formulate an assessment of the heritage significance of the Registered Park, including the contribution made by the Site, considering its archaeological, historic, architectural and artistic interests; and,
- 3) Formulate an assessment of the impact of the proposed development on the significance of the Registered Park.

### 2.2 Assessment methodology

2.2.1 Local planning authorities require an applicant to provide an assessment of the significance of any heritage assets affected by a development proposal, including any contribution made by their setting. This includes designated and non-designated heritage assets. The following terminology has been adopted within this assessment for classifying and discussing the historic environment:

- 1) A **Heritage Asset** is a building, monument, site, place, area or landscape identified as meriting consideration in planning decisions because of its heritage interest (NPPF, Annex 2 Glossary);
- 2) The **Setting** of a heritage asset is the surroundings in which a heritage asset is experienced. Its extent is not fixed, can extend beyond the asset's curtilage and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral (NPPF, Annex 2 Glossary);
- 3) **Significance** (for heritage policy), as defined in the NPPF (Annex 2 Glossary) is used to describe the heritage interest of an asset to this and future generations. This interest may be archaeological, architectural, artistic or historic. Significance derives from not only a heritage asset's physical presence, but also from its setting.

2.2.2 Historic England guidance introduces the concept of interests to assess the significance of heritage assets (Statements of Heritage Significance: Analysing Significance in Heritage Assets, Historic England Advice Note 12, 2019), with reference to the following criteria:

- 1) **Archaeological interest.** Deriving from the potential of a place to yield evidence about past human activity that is worthy of expert investigation.

- 2) **Historic interest.** An interest in past lives and events. It tends to be illustrative or associative. Providing a material record of the nation's past, it can also provide meaning for communities derived from their collective experience of a place and it can symbolise wider value such as faith or cultural identity.
- 3) **Architectural and artistic interest.** Interest from the design or general aesthetics of a place. Derived from conscious design or fortuitously through evolution. More specifically, it relates to the science of design, construction, craftsmanship and decoration. Artistic interest is an interest in other human skill, such as sculpture.

2.2.3 National planning policy guidance (NPPG, July 2019) in relation to the historic environment provides a similar interpretation of assessing significance.

2.2.4 These criteria reflect NPPF terminology and previous Historic England guidance (Conservation Principles: Policies and Guidance (English Heritage, 2008)), which proposed values to assess heritage significance (Evidential, Historical, Aesthetic, Communal).

2.2.5 Historic England seeks to provide additional guidance regarding the assessment of the significance of RPGs through their publication of four selection guides which inform the selection criteria for designation. The Historic England Register of Parks and Gardens Selection Guide: Urban Landscapes (December 2017) is relevant in relation to Stockley Park, and has been used in the present assessment.

## 2.3 Historic baseline

2.3.1 Baseline conditions were established through consideration of the historic environment within the vicinity of the Site and a desk-based review of existing sources of publicly accessible primary and synthesised information, including The National Heritage List for England (NHLE), the London Borough of Hillingdon Local List of Buildings of Architectural or Historic Importance, historic environment datasets available via Heritage Gateway (including the GLHER), and historic documents and maps available online.

2.3.2 A site visit was undertaken on 3 September 2020 in order to assess the general character of the Site, and the wider character and form of the Registered Park.

2.3.3 A bibliography of documentary, archive, and cartographic sources consulted is included in the References section of this report.



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## 3.0 Historic development of the Site

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### 3.1 Introduction

3.1.1 The following section provides a brief summary of the historical development of the Site and its environs, compiled from sources as listed in the References.

3.1.2 Understanding the history and context of the relevant heritage assets is important to establish their significance and setting and the contribution that their setting makes to their significance. Historic England guidance on the setting of heritage assets advises that while this matter is primarily a visual assessment, there are other factors, such as historical associations and relationships that define settings and contribute to significance.

### 3.2 Historic development of the Site and surrounding area

3.2.1 The Historic England description of the RPG sets out the historic development of Stockley Park, its origins, its establishment and growth since the late 20<sup>th</sup> century concisely. This assessment does not seek to replicate the historic development. A copy of the registration description is included at Appendix 2.

3.2.2 Stockley Park, as known today, is the product of primarily late 20<sup>th</sup> century development in an area which was formerly subject to quarrying. Historically, the site was the location of Dawley Park, established in the early 17<sup>th</sup> century and comprised a manor house and walled garden, which was emparked in 1690 and later enlarged. An engraving of 1707 illustrates a landscaped formal garden with avenues of trees in various formations, surrounding the gardens.

3.2.3 By the second half of the 20<sup>th</sup> century, the formal landscaping of earlier centuries had disappeared and the area was used for quarrying and landfill. Land tipping ceased in 1984, as plans for the restoration and re-use of the park evolved. In 1985 a masterplan envisaged a golf course in the northern part of the park, with a public park in the north-west, and a business park in the southern part of the park, abutting the Grand Union Canal. A dual carriageway was proposed on a north-south axis through the park. An early masterplan is shown at Figure 2, which illustrates the three components of the site.

3.2.4 The business park was to comprise a loop of roads with buildings interspersed with small lakes and with

two larger lakes to the north and south. The masterplan indicates Phase 1 of the business park, concentrated to the east of the main road. Blank areas which would later comprise Phases 2 and 3 of the business park can be seen to the east and west of Phase 1. The masterplan at Figure 2 indicates some buildings which were later altered and does not represent what was built.

- 3.2.5 Formation of the park required major relandscaping of the whole former quarry site. Rather than simply build on top of the former landfill area, the landfill was largely transferred from the business park area to the golf course and green space to the north, bringing gravel from the golf course to the business park and laying bands of clay to help finalise the landscaping.



Figure 2: Early masterplan. Allan Allsopp Landscape Design Stockley Park - Heathrow Middlesex Landscape Management.

- 3.2.6 The business park was designed with the input of Arup Associates as well as several additional architects which led to the construction of a series of office and commercial buildings. These buildings were designed to cater to companies wanting flexible buildings to enable offices, research and product assembly, which in turn attracted many international technology companies. The Arena, to the north of

the business park was to accommodate a shopping centre and sporting facilities.

- 3.2.7 The buildings in Phase 1 were all built to a similar style and two to three storeys in height, with a central atria to allow flexible re-use. Arup Associates designed many of the original buildings but others are of different designs, including 5 Longwalk Road, designed by Norman Foster, and 3 Furzeground Way, designed by Ian Ritchie. This mix of design, but to a consistent approach, was a key aspect of the buildings at Phase 1. The buildings to the western part of Phase 1 continued the general design and landscaping principles seen to the east. However the buildings were contained in one larger plot and are understood as one entity, with their own vehicle parking and landscaping, off a single access.
- 3.2.8 The buildings' relationship with the landscaped grounds was a key part of the design of the business park. The high level of provision for the private motor car is a key feature of the park, with large areas of car parking, with good access provided by the dual carriageway of the Stockley Road.
- 3.2.9 The landscaping to the main part of Phase 1 included lime trees along the curving roads, plane trees at the site entrance and at strategic locations, hornbeam hedges as screen planting to car parks, maple trees along secondary access routes, and yew hedges used to screen service areas and define pedestrian routes. Landscape architects Bernard Ede and Charles Funke were involved across the site.
- 3.2.10 The golf course was designed by Marshall Victor of Robert Trent- Jones Senior, a specialist golf course architecture firm.
- 3.2.11 The park had culminated by the end of the 1980s as three distinct areas; the informal golf course character, the geometric character of the park, and the cellular character of the business park, containing a variety of building design. Stockley Park was presented with the Landscape Institute Award for Design in 1996.
- 3.2.12 Phase 2 of the business park was commenced in 1990. This comprised six buildings at The Square built over the next decade. The basic principles of Phase 1, with landscaping and building form were carried through, however these buildings have a more modern character to them. These are of a grander scale and have of a variety of floorplans. A reserved matters planning application for three buildings within the Site was approved in 1990.
- 3.2.13 Phase 3, to the west of the part of Phase 1 west of Stockley Road, remained undeveloped until 2009

and was the subject of a number of design schemes. Today it comprises a number of large commercial units.

- 3.2.14 That section of the RPG that lies to the west of Stockley Road is markedly different to that to the east, in terms of the quality of design and execution. There is no sense of arrival, as there is entering the eastern section and the highway and hard landscaped areas are treated with lower quality, more standard materials.

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## 4.0 Significance of Stockley Park

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### 4.1 Significance

4.1.1 A heritage asset may be defined as a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing). The NPPF defines the significance of a heritage asset as *“The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting.”* The NPPF definition largely correlates with the interests identified by Historic England in their Historic England Advice Note 12 (October 2019).

4.1.2 Historic England’s Register of Parks and Gardens Selection Guide: Urban Landscapes (December 2017) states that all sites must hold a level of significance defined as ‘special historic’ interest in a national context. Date and rarity can inform significance: particularly careful selection if required for sites dating to post 1945, and sites of less than 30 years old should be of outstanding quality and under threat. Further considerations include sites which may be influential in the development of taste; sites which may be early or representative or the work of a designer of national importance; sites with associations with significant persons or historic events; and sites with string group value with other heritage assets. The Selection guide notes that in the 20<sup>th</sup> century, designed landscapes became integral to areas of the public realm, and the strong interaction between landscape design and architecture is noted in the later 20<sup>th</sup> century.

### 4.2 Stockley Park

4.2.1 The planned design of the park, envisaged in the early 1980s, is a key feature which contributes to the significance of the RPG and provides its historic and architectural interest. It was an expression of the emerging concept of the suburban business park, which took its philosophy from North America. The plans, to comprise a multi-purpose site with golf course, business park, and public park was designed holistically but incorporating distinct and contrasting areas. The park was bisected, unevenly, by the Yiewsley by-pass dual carriageway (now Stockley Road, the A408).



4.2.2 The re-purposing of the site following the end of quarrying and landfill activities, involved innovative and skilled landscaping of contaminated land which enabled the re-introduction of activity and public access within the park. Designed as a whole, the park is legible as several constituent parts, but with some sense of unity provided by the use of consistent landscaping, in part drawing on the historic landscaping of Dawley Park. This landscaping included clipped lime trees lining pedestrian routes, and the creation of open views alongside focussed vistas through the use of avenues of trees, interspersed with buildings and lakes, with vehicular routes winding through the business park. The verdant setting of the buildings continues across the Park and provides a high degree of unity and legibility as a designed whole landscape. The landscaping was designed to provide an attractive atmosphere within the Park and enhance employee and visitor experiences.



*Figure 3: View from Roundwood Avenue towards The Bower along tree lined footpaths, with strong hedge lines complementing the landscaping, September 2020*

4.2.3 The park was the result of the collaboration of several prominent architects, engineers and landscape

designers of the late 20<sup>th</sup> century, which provided some key elements within the park and this associative value enhances its significance. In terms of buildings, the high quality of design of the buildings in the 1980s enabled their functional, flexible and multi-purpose use, and this was a key tenet of the architects who planned the business park. Integral to the design, this would allow the buildings to meet changing demands of users. The simplicity of design and lack of ornamentation of the buildings, allowed for their functional use and accommodated technological and research companies for whom they were designed. Several of the buildings within Phase 1 are recognised for their historic or architectural interest today as locally listed buildings.

- 4.2.4 The similarity of scale, design and height of the buildings within Phase 1 of the business park, in addition to the layout and landscaping throughout, provides a high degree of architectural interest to this section of the Park. The extension of the business park in the early 1990s to incorporate Phase 2 at The Square, resulted in slightly different built character, reacting to the requirements of the period. These buildings are larger in scale and each differs in shape, comprising glass fronted buildings.



*Figure 4: View eastwards along Furzeground Way towards The Square, September 2020*

- 4.2.5 The original masterplan and design for the business park included the use of roads throughout, and car parking areas to each building. Today, this design results in a focus on access by vehicle and expresses



the philosophy of the period in which the Park was proposed and constructed.

- 4.2.6 The archaeological interest of the Park is limited. The relatively recent construction and known details of the landscape and its constituent parts are well documented. Several of the buildings have experienced refurbishment or alteration which ensures their continued availability for use.
- 4.2.7 The elements within Stockley Park that make the greatest contribution to its significance are derived from its historic interest as an expression of the early phases of the development of business parks in this country; the association and input of several prominent designers, landscapers and engineers to create a holistically developed public park, business park and golf course; and from its architectural interest showcasing an integrated but contrasting character across the site with united features which remains for the most part today.
- 4.2.8 The Park was always designed with a dual carriageway road passing on a north-south axis through the site. Stockley Road, effectively divides the Park in two and the business park is not legibly seen as one entity. To the east of Stockley Road, the key elements of built form in the business park, including the six locally listed buildings in Phase 1 (No 5 Longwalk Road, The Arena, and 1-4 Roundwood Avenue) are located to the east of Stockley Road and form the core of the Park's significance in terms of buildings and their contribution to the historic and architectural interest of the Park. The architectural interest of the original buildings has experienced some erosion in recent years, partly through refurbishment which has removed some of the original design, and several of the 1980s buildings appear tired. The 1980s character of the design does remain however and the philosophy and intent of the planned business park in the early 1980s does remain, within the eastern section of Phase 1.
- 4.2.9 The western part of Phase 1 retains a similarity of character and appearance with the rest of Phase 1 in terms of building scale and the landscape features of tree lined avenues and hedging to screen car parking and define the site. Stockley Road however effectively erodes the ability to understand the business park as one planned entity and the industrial character of Iron Bridge Road North and Iron Bridge Road South is a major influence on the setting of this part of the Park. The buildings within this part of Phase 1 are all contained in one holding and within one large plot, unlike those to the east which are distinct buildings with distinct occupants. The metal barriers along Iron Bridge Road North help to reinforce this sense of containment in contrast to the open nature of the business park to the east. Within

the Site, the car parking areas are interspersed by single tree lines in contrast to the yew hedges seen to the east of Stockley Road.

#### 4.3 **Summary of significance**

##### 4.3.1 Historic interest:

- The holistic planned nature of the park, with three distinct areas (public park, golf course, and business park) but integrated principles
- An expression of the emerging concept in England of the suburban business park
- Innovative and skilled landscaping of contaminated land.
- Input of several prominent architects, engineers and landscape designers of the late 20<sup>th</sup> century, which provided some key elements within the park
- An expression of the original concept of buildings within the business park allowing their flexible, functional use

##### 4.3.2 Architectural interest:

- The consistency of landscaping across the park, including within the business park.
- Relationship and interaction of landscaping with the built form and footpaths/roads
- Similarity of scale, design and height of the buildings within Phase 1, notably the buildings along Longwalk Road, which are acknowledged by their addition to the London Borough of Hillingdon's Local List

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## 5.0 Impacts of the proposed scheme

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### 5.1 Impacts to the historic environment

- 5.1.1 The management and mitigation of change to the heritage resource resulting from development is based on the recognition within Government planning objectives that “...*heritage assets are an irreplaceable resource*...” (NPPF para. 184). Impacts to the historic environment and its associated heritage assets arise where changes are made to their physical environment by means of the loss and/or degradation of their physical fabric or setting, which in turn leads to a reduction in the significance of the historic environment record and its associated heritage assets.
- 5.1.2 The ethos of heritage policy and guidance in a planning context is not to preserve in aspic, but to manage change in the historic environment. Heritage policy in both its national and local contexts are detailed in Appendix 1.

### 5.2 Proposed scheme

- 5.2.1 The proposed scheme comprises demolition of the existing buildings within the Site and seeks redevelopment of the Site to provide flexible industrial floorspace across two buildings each with associated office elements, service yards with loading and delivery bays, and staff parking areas. Vehicular and HGV access will be provided from Iron Bridge Road.
- 5.2.2 Landscaping proposals seek to retain and enhance existing planting within the Site, where possible, particularly along Stockley Road to the west, the Grand Union Canal to the south, and Iron Bridge Road to the east. Additional tree planting and landscaping features will be provided along the boundaries of the Site.

### 5.3 Impacts

- 5.3.1 A key element which makes a great contribution to the significance of the RPG is its architectural interest by way of its landscaped design, incorporating self-contained or grouped office buildings within an attractive, well-vegetated landscape. The proposals seek to retain and enhance the landscaping and setting of the Site, both along the boundaries and within the Site. The avenue of trees to the west of the Site would be retained where possible, and reinstated where the existing vehicular access is altered.

Within the Site, the characteristic hedge lines associated with the car parking areas, seen across Stockley Park, would be introduced. The retention and enhancement of the verdant character of the Site would help to minimise the industrialisation of the area, which is seen outside of the Registered Park, notably along the southern section of Iron Bridge Road, and south of the Grand Union Canal.

- 5.3.2 The buildings and landscaping of Stockley Park to the east of Stockley Road possesses a relatively open character despite the placements of landscaping and tree and hedge lines throughout. The location and spaciousness provided by the lakes which surround the buildings and access roads contribute to this character. The western section of Phase 1 of Stockley Park, which comprises the Site, possesses a differing character. Early masterplanning for Phase 1 (Figure 2) indicates that a continuance of the character of the eastern section, east of Stockley Road, was intended, by way of a series of similarly placed buildings fronting the road, with associated car parking and lines of verdant landscaping within and between the building plots. The resulting development, constructed following the approval of a reserved matters application in 1990 for three buildings, did not accord with this anticipated vision. Occupied as one entity, the Site possesses a greater sense of containment and lacks the open, flowing nature of the rest of Phase 1 and Phase 2 of Stockley Park. The ability to appreciate the buildings within the Site and their relationship with the landscaping within the Site is limited.
- 5.3.3 The existing landscaping to the west of the Site includes the avenue of trees (Figure 5), which echoes that evident to the Park east of Stockley Road and helps screen and contain the buildings within. The proposals would retain the overall character of Stockley Park in terms of planned landscaping and it's the close relationship between landscaping, built form and car parking/accesses.



*Figure 5: View south from Iron Bridge Road junction with Horton Road, north-west of the Site, September 2020*

- 5.3.4 The buildings within Stockley Park play a secondary role to the planting and overall landscape planning. The most significant buildings within the Registered Park all lay in Phase 1, to the east of Stockley Road. The interest of some of these buildings is recognised in their designation as locally listed buildings of architectural or historic importance by the London Borough of Hillingdon. The significance of the majority of the buildings is derived from their historic interest more so than their architectural interest. The group value of the buildings to the east of Stockley Road is of interest, however the buildings to the west of Stockley Road differ in terms of the quality, detailing and materials, compared to the rest of the Registered Park, including those in Phase 2, dating to the 1990s.
- 5.3.5 The proposals seek to acknowledge several of the key values which formed part of the original concept for the design of Stockley Park in the early 1980s. The buildings would provide flexible floorspace and allow a greater flexibility of uses over time. They seek to be well-designed in order to provide functional space for commercial users.

- 5.3.6 The greatest contributors to the significance of Stockley Park is derived from its historic interest through its original design values as a holistic Park of integrated parkland, golf course and business park with planned and well considered landscaping, and its associative links with established architects and landscapes, and the architectural interest of its original buildings to the eastern section of Phase 1, which are locally listed assets. The distinct character of each of the areas of the Registered Park contributes to its aesthetic interest and understanding, but the contribution that each area makes to the significance of the heritage asset varies considerably.
- 5.3.7 The variation of the character of the built form and the relationship between the built form and landscaping of the western section of Phase 1 (the Site) and Stockley Park to the east of Stockley Road, indicates that the Site provides a much lesser contribution to the significance of the Registered Park. The original values of a holistic planned Park are not legible to the west of Stockley Road and none of the renowned architects were directly involved in the designs for the buildings. None of the existing buildings within the Site are of any particular architectural note, not confirming to the early masterplan design. The Site provides only a low contribution to the significance of the Registered Park by way of it forming part of the original planned Park and business park, and by way of the designed landscaping of the business park as a holistic concept, and which remain legible to a low degree at the Site.
- 5.3.8 The existing buildings within the Site are not in accordance with early designs and the enclosed nature of the Site, legible as one whole Site, is unlike the character and plots to the east of Stockley Road. As such, the replacement of the buildings would not cause any appreciable harm to the significance of the Park as a heritage asset. Should it be considered that the proposals would result in any harm to the significance of the Registered Park, this degree of harm would be at the bottom of the spectrum of less than substantial harm as per NPPF. As such paragraph 196 of NPPF would be engaged, requiring that any harm should be weighed against the public benefits of the proposed scheme. However, with all of the key elements of landscaping retained, and with the buildings making only a secondary contribution, it is difficult to conclude anything other than no material harm to the significance of the RPG as a whole.
- 5.3.9 The proposals would have no impact upon any of the locally listed buildings within Stockley Park, and as such would not contravene Policy DMHB 3: Locally Listed Buildings of the London Borough of Hillingdon Local Plan.



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## 6.0 Conclusions

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- 6.1.1 Savills Heritage and Townscape was commissioned by Prologis UK Limited to produce a Heritage Impact Assessment in response to the planning application submitted to the London Borough of Hillingdon for the redevelopment of part of Stockley Park, to the west of Stockley Road, Hillingdon. The proposals comprise the demolition of the existing buildings and erection of two buildings to provide flexible industrial and logistics floorspace, with associated office space, parking, access and landscaping.
- 6.1.2 The Site is located to the south-western section of the Grade II Registered Stockley Park (registered following submission of the planning application for the proposals). The significance of the Registered Park is derived from its historic interest through its planned nature and original principles for use of the land and the buildings within the business park which forms one of the three main areas of the Park. It also derives significance through its place in the early phases of business park development in England and its associative values with input of a multi-disciplinary team during the 1980s. The Park's architectural interest derives from the key buildings located to the east of Stockley Road, within Phase 1 of the Park, and their group value, as well as the contribution made by the designed landscaping seen across the business park and the relationship of built form with the verdant setting of the Park. The significance of the Registered Park is derived from all three parts of the Park (public park, golf course and business park) as a holistically designed entity in the 1980s.
- 6.1.3 The Site makes a lesser contribution to the significance of the Registered Park in comparison with the rest of Phase 1 of the business park. The character of the Site is one of a contained single entity, separate to the rest of the business park, with Stockley Road providing a division to the legibility of the business park as one unit. The key elements of the landscaping aspect of the Park do continue to the west of Stockley Road, albeit not as strongly, and the relationship of the built form to the landscaping is not as legible.
- 6.1.4 The proposals seek to continue the key principles of the planned business park through retention and enhancement of the landscaping around and within the Site, echoing that seen in the wider business park and in line with the intentions of the original designers. The proposed buildings would provide



flexible, well designed, modern commercial structures and spaces, again, echoing the original design concept for the business park. The proposed buildings would differ in scale to those existing, however the relationship between the buildings and associated access and car parking areas, and the considered, designed landscaping scheme would also seek to avoid any harm resulting from the loss of the existing structures and the introduction of two new buildings within the Site.

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## Appendix 1: Planning policy and guidance

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### **Legislation**

*Legislation relating to listed buildings and conservation areas is contained within the Planning (Listed Buildings and Conservation Areas) Act 1990.*

### **National Planning Policy Framework**

*National planning policies on the conservation and enhancement of the historic environment are set out in the National Planning Policy Framework (NPPF, February 2019). Section 16, 'Conserving and Enhancing the Historic Environment' specifically deals with historic environment policy and includes the following policy text:*

*When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, 'irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance' (para 193).*

*Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification (para 194).*

*Local planning authorities should refuse consent where a development proposal will lead to substantial harm or total loss of significance, unless it can be demonstrated that this is necessary to deliver substantial public benefits that outweigh such harm or loss, or a number of other tests can be satisfied (para 195).*

*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (para 196).*

*The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (para 197).*

*Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred (para 198).*

*Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably (para 200).*

*In para 192 it states that 'In determining applications, local planning authorities should take account of:*

- 1) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- 2) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*

- 3) *the desirability of new development making a positive contribution to local character and distinctiveness.*

*A heritage asset may be defined as a building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions; heritage assets may also be considered to be valued components of the historic environment. The NPPF recognises that heritage assets are a non-renewable resource, and that heritage conservation has wider benefits, while accepting that the level of conservation should be commensurate with the significance of the assets concerned.*

### **Local planning policy**

*The Site is located in the borough of Hillingdon, which is one of 32 London boroughs. As such, local planning policy is covered by both the London Plan administered by the London Assembly, and the borough of Hillingdon's planning policies as comprised in their Local Development Framework.*

### **The London Plan**

#### **Policy 7.8 Heritage assets and archaeology**

##### *Strategic*

*A London's heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.*

*B Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.*

##### *Planning decisions*

*C Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.*

*D Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.*

*E New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.*

##### *LDF preparation*

*F Boroughs should, in LDF policies, seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration.*

*G Boroughs, in consultation with English Heritage, Natural England and other relevant statutory organisations, should include appropriate policies in their LDFs for identifying, protecting, enhancing and improving access to the historic environment and*

*heritage assets and their settings where appropriate, and to archaeological assets, memorials and historic and natural landscape character within their area.*

*The London Plan (2016) is the current adopted spatial development strategy for Greater London and as such is a piece of relevant planning policy. As of December 2019 the draft New London Plan is at the Intend to Publish stage, and is therefore a material consideration in the planning process. The plan includes Chapter 7: Heritage and Culture.*

*Whilst it is a draft plan it is at an advanced stage and it is nevertheless a material consideration in planning decisions; the weight given to it is a matter for the decision maker ([london.gov.uk/what-we-do/planning/london-plan/new-london-plan/what-new-london-plan](http://london.gov.uk/what-we-do/planning/london-plan/new-london-plan/what-new-london-plan)). Policy HC1 is the principal heritage policy.*

### **Hillingdon Local Plan**

*The Site is located within the London Borough of Hillingdon. As such, local planning policy is principally contained within the Hillingdon Local Plan. The following policies contained within the Local Plan: Part 1 Strategic Policies, adopted in 2012, are relevant from a heritage perspective in regard to the proposals:*

**Strategic Objectives: SO1:** *Conserve and enhance the borough's heritage and their settings by ensuring new development, including changes to the public realm, are of high quality design, appropriate to the significance of the heritage asset, and seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy as part of managing London's ability to accommodate change and regeneration. Related Policy: HE1*

### **Policy HE1: Heritage**

*The Council will:*

- 1. Conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes: Historic village cores, Metro-land suburbs, planned residential estates and 19<sup>th</sup> and 20<sup>th</sup> century industrial areas, including the Grand Union Canal and its features; Designated heritage assets such as statutorily Listed Buildings, Conservation Areas and Scheduled Ancient Monuments; Registered Parks and Gardens and historic landscapes, both natural and designed; Locally recognised historic features, such as Areas of Special Local Character and Locally Listed Buildings; and Archaeologically significant areas, including Archaeological Priority Zones and Areas.*
- 2. Actively encourage the regeneration of heritage assets, particularly those which have been included in English Heritage's 'Heritage at Risk' register or are currently vacant.*
- 3. Promote increased public awareness, understanding of and access to the borough's heritage assets and wider historic environment, through Section 106 agreements and via community engagement and outreach activities.*
- 4. Encourage the reuse and modification of heritage assets, where appropriate, when considering proposals to mitigate or adapt to the effects of climate change. Where negative impact on a heritage asset is identified, seek alternative approaches to achieve similar climate change mitigation outcomes without damage to the asset.*

*Hillingdon's Local Plan: Part 2 Development Management Policies, adopted in 2020, also include policies pertinent to heritage assets and the current proposals. Relevant paragraphs are reproduced below along with commentary in relation to the proposals:*

### **Policy DMHB 1: Heritage Assets**

**A)** *The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:*

*i) it sustains and enhances the significance of the heritage assets and puts them into viable uses consistent with their conservation;*

*ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;*

*iii) it makes a positive contribution to the local character and distinctiveness of the area;*

*iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;*

*v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;*

*vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and*

*vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.*

### **Policy DMHB 3: Locally Listed Buildings**

**A)** *There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm or loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.*

**B)** *Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.*

**C)** *Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.*

### **Policy DMHB 8: Registered Historic Parks, Gardens and Landscapes**

**A)** *Development within, or adjacent to a registered or historic park, garden or landscape, must respect its special character, environmental quality, important views and vistas.*

**B)** *Development proposals should make provision (based on detailed research) for the restoration and long term management of the park, garden or landscape.*

**C)** *Applications which impact detrimentally on the significance of a registered park or garden will normally be refused.*

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## Appendix 2: Listing description: Stockley Park

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**Stockley Park:** *Business park Phases I and II, and country park and golf course*

**Heritage Category:** *Park and Garden. Grade: II. List Entry Number: 1466074. Date first listed: 18-Aug-2020*

**Location Description:** *to the east and west of Stockley Road, Uxbridge, Hillingdon*

### Summary

*A pioneering suburban business park, established to a master plan of 1984 by Arup Associates and mainly developed from 1985 to 1993 with landscape architects Bernard Ede and Charles Funke. The golf course and public park was developed from 1984 to 1992 by Arup Associates with Marshall Victor of Robert Trent-Jones Senior, a Florida-based specialist 'golf architect'. Work on the first phase of 36ha began in April 1985; the first buildings opened in 1986 and the site was opened by the Prince of Wales in June that year. The main elements of the landscaping of the later phases were completed by 1993. Phase II is of 9.92 ha, and was added between 1990 and 1998.*

### Reasons for Designation

*Stockley Park, including the business park Phase I and II, golf course and public park, Hillingdon, Greater London is registered at Grade II for the following principal reasons:*

#### *Historic interest:*

- \* first established in the mid-1980s, it was a pioneering design from the early phase of business park development in England;*
- \* a skilled reuse of highly contaminated land.*

#### *Design interest:*

- \* an important collaboration between several prominent late-C20 designers, engineers and landscape architects to create a business park in which design quality was a paramount selling feature;*
- \* an award-winning design which continues to be held in high regard;*
- \* the overall site has a fully integrated design with the cellular business park contrasting well with the naturalistic and geometric forms of golf course and public park.*

#### *Survival:*

- \* carefully established and consistent design parameters have made for a unified and consistent landscape and, despite the redevelopment of some buildings and modifications to their immediate landscape context, overall the original design is well-preserved and maintained.*

### History



*The site of Stockley Park was historically Dawley Park, a house and landscape created by Lord Ossulston for which an engraving by Kip of 1707 survives, but only a fragment of wall on its eastern boundary survived its transformation into a farm, brick pit and gravel workings. The new name comes from C19 brickworks on the south side of the Grand Union Canal. From about 1912, the gravel workings on the actual site to the north of the canal were infilled by tipping, for which the canal gave easy access for waste from London. This site passed to the London Borough of Hillingdon after 1965, whose attempts at restoration were frustrated by overgrazing by horses. In the Central Hillingdon Local Plan the borough identified the potential value of open land amid its semi-suburban settlements, envisaging linking the little towns by 'environmental corridors' containing footpaths and bridleways. When tipping stopped in 1984 the site was topped with London clay.*

*By this time developers were becoming interested in the site because of its proximity to Heathrow Airport and the growth of office building nearby. The first to establish an interest, in 1981, was Peter Jones, who approached the borough with a scheme for a golf course, public park and science park. Michael Aukett Associates provided feasibility studies and an initial plan, but after a dispute with Jones declined to compete for the job of designing the scheme. LB Hillingdon and Jones's company, Trust Securities Holdings PLC, financed by USS pension fund and advised by RIBA president Owen Luder, held a limited competition between 27 practices, subsequently shortlisted to six who made detailed submissions, from which it appointed Duffy Eley Giffone Worthington (DEGW) in 1983. The northern part of the site was identified for a golf course, with a new north-south road through the site – the Yiewsley by-pass, now Stockley Road, completed in 1988. The main part of the business park was on the south-east part of the site, with buildings arranged broadly symmetrically around a 'U'-shaped road backing on to the Grand Union Canal. A smaller group of office buildings was planned to the west of Stockley Road, again adjoining the canal. Research by DEGW led by John Worthington established that the area particularly suited international technology companies who wanted flexible buildings that combined offices, research and product assembly in one unit.*

*Trust Securities ran into financial trouble and in January 1984 were taken over by Stuart Lipton of Stanhope Securities, who created a new company, Stockley PLC, to develop the site. Lipton had made his reputation as the person behind Greycoats' innovative building programme in the City, and was just beginning to develop Broadgate with Peter Foggo of Arup Associates, whom he was also employing for a scheme at Victoria. Another development firm, Mountleigh, gained control of Stockley Park for 17 months in 1987 but Lipton organised a consortium to buy the project back in 1988. His management company retained the freeholds. Lipton remained a consultant into the 2000s, though Stanhope's share passed to the Japanese company Kajima in 1995.*

*On the advice of the Dutch company Grontmij, Stanhope Securities did not compact the existing fill as is usually the case, but instead removed the refuse (save from some areas of car parking) and reshaped the underlying gravel in thin layers that were compacted and rolled. In April 1984 Arup Associates were confirmed as the architects, invited to produce most of the buildings as well as the master plan. The use of a multi-disciplinary practice was key to solving such a complex problem in a very short timescale. An outline planning application was approved in November, with additional funding from the Universities Superannuation Scheme, while Arup Associates produced a master plan from 1984 to 1985. It established a loop of roads around a string of settling lakes, with to the north a central amenities building and beyond it an eighteen-hole golf course crossed by public paths.*

About five million tonnes of refuse and 1.5 million tonnes of clay and gravel were shifted between 1985 and 1986, creating a landscape of hills and swales for the golf course on the northern part of Stockley Park. A complex system of clay buffers and drainage pipes diverted polluted groundwater from the site so that it can be properly treated, and methane produced on the site is collected and burned off. Gravel from the golf course was used to fill holes in the business park. The Dutch firm Grontmij used the poorest of the capping material mixed with landfill to create a 750mm transition layer, which was topped with the better clay capping mixed with sludge cake to give a more fertile layer of 600mm. The result was a carefully constructed zone three metres deep through which methane passively vents over the whole area at a steadily diminishing rate, allowing a greater depth of oxygenation below the depth of future root penetration. More earthworms were introduced in 2018 to break up the compacted soil. Underneath, Ove Arup & Partners created a complex draining network that controls the contaminated leachate from the landfill, including an underground wall on the north side of the site. When work began in April 1985 it was the largest single civil engineering contract involving landfill transfer in Europe.

Within the business park to the south, DEGW had established the need for buildings that combined facilities for research, product assembly, marketing and consumer services under one roof, mainly for computer and high-tech industries. LB Hillingdon approved, discouraging large-scale office use because it worried at the amount of commuter traffic, though there are now regular bus services. Arup Associates studied business parks in the United States, then produced a crisp, standard design for buildings that were flexible for this mixed office and laboratory use (differing only from normal office suites in having a rather higher ground floor), with a few sites given over to more elaborate bespoke structures, including signature buildings by Norman Foster, Troughton McAslan, Ian Ritchie and Geoffrey Darke that provide a contrast. The park attracted many Japanese and American companies, originally including Toshiba, Fujitsu, Apple Computers and Dow Chemicals. Prince Charles opened the first buildings by Arup Associates, those nearest the site of the future amenities building, in June 1986 and the first phase was largely completed in 1989 to 1990. This included The Arena, containing shops, a public house and a gym, with the golf club house, built in 1987 to 1988, served by an area of car parking.

The main elements of the landscaping of the later phases, including the ponds and lakes, were completed by 1993.

Arup Associates added The Square to the east as Phase II between 1990 and 1998. It comprises five larger purely office buildings arranged symmetrically around a central rectangular strip, the first completed in 1993. It continues the landscaping principles of the Phase I.

Space for a third phase was reserved to the west and a line of settling ponds were laid out along Iron Bridge Road in 1992. The rest of the third phase was planned in 2000 and begun in 2009, planned by Arup Associates as a group of offices and amenity buildings surrounded by landscaping; the planning and landscaping is rather different from that of the earlier phases.

The design of Stockley Park was recognised in 1989 with the Civic Trust Award, and in 1996 with the Landscape Institute Award for Design.

The landscape architects were Bernard Ede and Charles Funke. Bernard Ede, based in Shaftesbury and Warminster, also worked with Arup Associates at their campus in Solihull from 1999 to 2001, on the Greenwich Peninsula from 1997 to 2000 and with Bennetts Associates (ex-Arup staff) at Wessex Water in 2000. Charles Funke (born 1929) worked for planting company Craigwell House Nurseries and Flower House International before forming his own practice in the mid-1970s. He worked with Arup Associates (led by Peter Foggo) and James Russell in 1974 to 1976 on Gateway (now Mountbatten) House at Basingstoke, where the building is listed and the rooftop garden is registered (both Grade II). In Landscape (summer 2015) he explained how he understood the microclimates of poor soils, such as in roof terraces or landfill sites. He went on to specialise in roof gardens and small office landscapes in the City of London, and also worked extensively with Norman Foster and on Tate Modern. He retired in 2015.

## Details

*A pioneering suburban business park, established to a master plan of 1984 by Arup Associates and mainly developed from 1985 to 1993 with landscape architects Bernard Ede and Charles Funke. The golf course and public park was developed from 1984 to 1992 by Arup Associates with Marshall Victor of Robert Trent-Jones Senior, a Florida-based specialist 'golf architect'. Work on the first phase of 36ha began in April 1985; the first buildings opened in 1986 and the site was opened by the Prince of Wales in June that year. The main elements of the landscaping of the later phases were completed by 1993. Phase II is of 9.92 ha, and was added between 1990 and 1998.*

## LOCATION, AREA, BOUNDARIES, LANDFORM, SETTING

*The site is part of the London green belt, flat land lying between West Drayton and Hayes on the boundary of Greater London due north of Harlington and Heathrow Airport. Immediately to the south of the business park is the Grand Union Canal. To the north is the Stockley Park Golf Course and public park which was integral to the development of the business centre. The dual carriageway of Stockley Road, which serves the M4 motorway between it and Heathrow was created between 1985 and 1988 and divides the site into two unequal halves.*

*The total site of the original tip was 131.5ha, of which 37.26ha was the original business park, extended by 9.67ha to the east. An additional 9.92ha added to the east with a higher plot ratio of offices makes 56.85ha in 2019. 6ha were identified as public open space in 1984. The rest became a 98ha, 6,750 yard, 72-par championship municipal golf course, with parkland area, playing fields and horse-riding facilities.*

## VIEWS

*There are no views out of the business park, which is turned inwards to limit the effect of the new by-pass, Stockley Road. Views within the business park are concentrated round the lakes as growing planting obscures the buildings from many of the roads. There are limited views of the buildings from the golf club to the north. The golf course has an undulating landscape and includes high points which have expansive views out to the surrounding landscape, there is also a bridge which connects the east and west side of the golf course which has expansive views to the north and south.*

## ENTRANCES AND APPROACHES

*The main business park is entered off a roundabout from Stockley Road (A408 between Heathrow and Uxbridge), leading to Bennetsfield Road and this is the main access route. The smaller part to the west is entered via Horton Road and a secondary roundabout down Iron Bridge Road. The golf course and public park has an access road off Colham Roundabout which leads to a car park; the park is also entered via various footpaths and bridleways including a pedestrian entrance at the junction of Gould's Green and Harlington Road and from a car park near Chestnut Avenue.*

## BUILDINGS

*At the northern point of the site is The Arena, a bastion-like building containing a gym, public house (not currently in use), bank and shops set around a circle behind the largely blind façade to the water. It was built by Arup Associates in buff concrete blockwork from 1988 to 1989, with the involvement of leading designers David Thomas and Peter Foggo. On the north side of The Arena building, a hotel is currently under construction on site after obtaining planning permission in January 2018. To the north is the golf club house in similar blockwork, 1992. In all, Arup Associates designed 13 buildings in Phase I of Stockley Park, including the golf club house.*

*The office buildings within Phase I are contemporary with the landscape, though a few are starting to be remodelled. In the first phase, 1,500,000 square ft of business space was built on the 36 acres with 4,500 car parking spaces. Arup Associates (job architects Michael Lowe and Richard Noble of Group 3) designed a standard two-storey pavilion (the so-called B1, like its use-class order) with classic proportions to a common grid and crisp detailing, each providing twin units that could be subdivided in several ways off a central service spine. The 18m depth allowed good levels of natural light and awareness of the surroundings, and a high level of servicing met the stringent requirements for computers in the 1980s. The buildings were constructed on steel frames with prefabricated cladding and pitched roofs to hide mechanical plant; even the building services were assembled in a module off site, tested and craned into position. The management of the contracts was also designed for speed: Arup Associates had pioneered the involvement of contractors in the design process at its Horizon Factory, Nottingham, from 1969 to 1972, but at Stockley Park the developers also took an active involvement in the contracts. The shell and service core of a building was erected in 26 weeks for £480/m<sup>2</sup>, compared with £540 for 590/m<sup>2</sup> for conventional buildings in the area. 2 Roundwood Avenue was a larger variant for the American toymakers Hasbro, designed by Arup Associates and built from 1987 to 1988. 4 Roundwood Avenue was remodelled by ESA from 2016 to 2018, the most significant building alteration on the site. Other buildings were created at the south of the site by private architects, but repeating many of the ingredients established by Arup Associates. These are by Ian Ritchie and Foster Associates, 4 and 5 Longwall Road (notable for its 'Y'-framed structure), respectively built from 1988 to 1990 and 1987 to 1989; Geoffrey Darke Associates at 1 Furzebrook Way, 1988 to 1989, stone clad; and Troughton McAslan at 2 and 4 Furzebrook Way, built from 1988 to 1991 (built for Apple, in two phases with a curved roof). The three buildings west of Stockley Road were designed by Skidmore, Owings and Merrill (SOM) to a similar pattern to Arup Associates' blocks.*

*Phase II, The Square, lying to the east of Furzebrook Way, contains six larger and more individual buildings by Arup Associates (notably 2, 3, 4 and 8 The Square from 1996 to 1999), with James Burford as senior architect, using a variety of styles and shapes around a central square or round core, all with distinctive double skins for energy efficiency. Eric Parry designed 1 The Square using the old long atrium plan from 1990 to 1991.*

## SCULPTURE

*There are several sculptures located within the business park.*

*At the junction of Longwalk Road and Furzeground Way near Lots Lake, is Osirisisis, sculpted white Diorite marble from Egypt; Stephen Cox was commissioned in 1990 by the Stockley Park Consortium, and the sculpture was unveiled in September 1991.*

*Outside 1 Furzeground Way is Lot's Wife, a stone sculpture; the date and designer is unknown.*

*Outside 3 Roundwood Avenue is In the Garden II, sculpted from Bath stone in 1983 by Peter Randall-Page.*

*Outside the GlaxoSmithKline building on Iron Bridge Road is a large unidentified figure holding a sword; the date and designer of this sculpture is unknown.*

## BUSINESS PARK

*The removal of the spoil left a bare site stripped to its subsoil for the business park. All the landscaping is new, therefore, and Philip Dowson, one of the founding partners of Arup Associates, took his colleagues to study French classical landscaping with its emphasis on clipped hedges or chamilles, a nod to the landscape at Dawley Park as illustrated in 1707. The remaining gravel was rolled and landscaped.*

*The first and principal phase has a structure comprising two green valleys – one broad and one narrow – each containing a necklace of lakes. They run from a large catchment lake to the north to a slightly smaller sheet of water (Lots Lake) at the southern end of the site alongside the Grand Union Canal. The resulting rectangle defines the core of the business park. Gravel from the eastern part of the site and the golf course area was used to line the lakes as well as to create level building plots for the buildings. Small waterfalls denote changes in level between the lakes and to provide movement, with standardised wooden boardwalks and bridges providing access, while the water course and surrounding banks are extensively planted, mainly with shrubs but with some predominately yellow flowers in and around the water. Around this the main road forms a loop, with prime views facing the landscape and car parking to the rear. The main road to the west is Longwalk Road, leading to Furzeground Way to the south, and Roundwood Avenue to the east, where there is car parking on both sides and single-aspect offices to the east. The largest offices are on the south side of this loop. The roads are formed of brick pavements. The loops of lake, roads and footpaths (see below) contrast with the rectilinear buildings and car parking.*

*More formal landscape elements and axial devices are used around and between buildings and to create courts screened by hornbeam hedges to conceal car parking (all at grade) in large garden rooms overlaid by canopies of whitebeam trees in the centre of the larger parking areas. More hornbeam line the entrances to each building plot. Yew hedges conceal service areas, with flowers confined to areas in and around the water, and the tenants' own planting around the larger buildings. Avenues of paired clipped lime trees line pedestrian routes through the site, with clumps of plane trees to provide a focus at the south of Roundwood Avenue. Lower shrubs such as cotoneaster and juniper line the paths. Thick screens of native trees screen the Yiewsley by-pass and the Grand Union Canal. The designers made extensive use of planting mature trees after the garden festivals, which saw cultural regeneration of large areas of derelict land in Britain's industrial districts during the 1980s and early 1990s, had pioneered new methods.*

*The largest catchment lake is to the north of the site, which serves The Arena. The eastern side of The Arena, containing the gym, is set into a bank, cut into with turf steps in the manner utilised by Alvar Aalto at Säynätsalo Town Hall, Finland between 1949 and 1952. A path to the side rises to the golf course. To the west the car parking is set around a sunken arena that provides the road entrance to the shops and gym. Public footpaths extend from the golf course through The Arena to the business park and the canal.*

*At the east end of the business park is Phase II which was laid out between 1990 and 1993 as The Square, in fact a loop of road around a long, rectangular central area that includes a café and street food outlets. Only one building was erected at that time (1 The Square), but the basic planting of laurel and hornbeam bushes and lines of lime trees was established, repeating the form of Phase I, with car parking behind hedges to the rear and screens of trees as a boundary to the site. The rest of the buildings had been laid out by 1998.*

*To the west of Stockley Road is a smaller part of Phase I. The layout of the three office buildings by SOM repeats the same planting pattern around walkways and car parks as the eastern Phase I Business Park. This site is wholly fenced off from the public and the surrounding roads are planted with limes and red oaks.*

#### **PUBLIC PARK AND GOLF COURSE**

*The public park and golf course, created between 1985 and 1992, have a dome-like form rising from the canal to 60m which appears as an existing feature bisected by the major road; the east and west sides are linked by a bridge. It comprises 104ha of man-made hills, laid out as a 6,750 yard, 72 par championship eighteen-hole municipal golf course, with a parkland area, playing fields and horse-riding facilities. The landscape architect was Ede Griffiths Partnership, project architect David Coomes. The project manager for Stanhope Construction was John Cottingham, and the golf course consultant Robert Trent-Jones Senior. The rubbish from the business park site was moved and shaped into a series of mounds, while gravel from the golf course was used to fill holes in the business park.*



*There are public footpaths and nearly 7,000m of bridleway, and 58 bunkers. There are also several ponds and lakes located across the park, most acting as features within the golf course. The trees are far more informal than in the business park, with alders, poplar, willow, oak and ash. The west side of the park is bounded on all sides by a band of trees. The larger eastern side is bounded by a band of trees to the west, north and east, with the business park to the south.*

*The golf course is principally laid out over the larger east side of the park, with further holes at the southern end of the west side. In the northern part of the west side is the rest of the public park which consists of a series of largely open spaces bordered by bands of trees and linked by footpaths. Near to the Colham roundabout entrance is a circular area of trees from which footpaths radiate, including some curving tree-lined paths.*



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