

## **Report of the Head of Planning & Enforcement Services**

**Address** LONG HAUL CATERING BASE SCYLLA ROAD HEATHROW AIRPORT  
HOUNSLOW

**Development:** A) Detailed planning permission for 10,194sqm (Gross External Area (GEA)) of commercial floorspace (B1c/B2/B8 Use Classes) on Plot 3 including a new access from Scylla Road and associated car parking, landscaping and ancillary works.  
B) Outline planning permission (all matters reserved) for development to provide up to 6,294sqm (GEA) of flexible B1c/B2/B8 floorspace for Plot 1 and up to 8,163sqm (GEA). of flexible B1c/B2/B8 floorspace for Plot 2 with associated car parking, landscaping and ancillary works. (Hybrid Application)

**LBH Ref Nos:** 50270/APP/2011/1422

**Drawing Nos:** 30234/PL/110  
L1511-E6  
L1511-E4  
30234/PL/100  
30234/PL/113  
30234/PL/112  
30234/PL/108  
30234/PL/101  
30234/PL/109  
30234/PL/102  
03377-HL-XX-XX-DR-Y-800-8100-P1  
L1511-E2  
L1511-E3  
L1511-E1  
30234/PL/111  
02-AREAS-B  
Transport Statement Addendum  
Phase 2 Geo-environment Investigation and Assessment  
Design and Access Statement  
Supporting Planning Statement  
Transport Statement  
Framework Travel Plan  
Plot 3 Travel Plan  
Energy Statement Plots 1 & 2  
Energy Statement Plot 3  
Noise Assessment  
Air Quality Statement  
Archaeological Desk Based Assessment  
Ecology Survey  
Bird Hazard Management Plan  
External Lighting Strategy Plots 1 & 2  
External Lighting Strategy Plot 3  
MJA-P105-3277-M  
MJA-P105-3277-L  
Landscaping Management Plan  
551.19.02  
Utilities Report

Flood Risk Assessment and SuDS Statement Phase 1  
Phase 1 Geo-environmental Desk Study  
Environmental Impact Assessment (EIA) Screening Report  
BREEAM Strategy

**Date Plans Received:** 03/06/2011

**Date(s) of Amendment(s):**

**Date Application Valid:** 03/06/2011

## 1. SUMMARY

This application is lodged in the form of a Hybrid application where by Full planning permission is sought for 10,194sqm of commercial floorspace (B1c/B2/B8 Use Classes) at the northern end of the site.

In addition Outline planning permission (with all matters reserved) is also sought to develop two further plots (one with 6,300sqm of commercial floorspace (B1c/B2/B8 Use Classes) and the other plot to accommodate 8,170sqm of commercial floorspace (B1c/B2/B8 Use Classes)).

It is worth noting that the site is within close proximity to Heathrow Airport, and is adjoined by industrial buildings to the west, south and east. There are no residential properties in close proximity to the site. Access to the site is from the southern perimeter road.

There are two rivers to the north of the site (the Longford and Duke of Northumberland rivers), which are culverted. The Environment Agency have raised concerns in relation to potential flood impacts. However subject to the imposition of relevant conditions it is considered that these concerns would be adequately addressed.

The details provided in relation to the portion of development for which full planning permission is sought are considered acceptable. The design of the building, parking, access arrangements and the proposed use are considered acceptable in this location.

With regard to the portion of the development for which outline planning permission is sought, while all matters are reserved, the proposed parameters of development, are, given the context in which the site is set, considered acceptable, and subject to planning obligations and conditions (which are recommended) no objection is raised.

## 2. RECOMMENDATION

**2.1 That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning, Consumer Protection, Sport and Green Spaces to grant planning permission, subject to any relevant amendments agreed by the Head of Planning,**

**Consumer Protection, Sport and Green Spaces and also those requested by the Greater London Authority and the following:**

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

**i) Construction Training: Either an in-kind onsite training provision or a cash contribution equal to £2,500 for every £1 million build cost is to be delivered during the construction phases of the development. This obligation is to be delivered as each phase of the development is progressed.**

**ii) Employment Training: a financial contribution of £50,000 for the purposes of employment training in the borough.**

**iii) Public Realm: a financial contribution of £20,000 for off-site landscaping adjoining the river and the development site (this is for the entire development).**

**iv) Air Quality: a financial contribution of £25,000 towards air quality monitoring initiatives in the locality (this is for the entire development).**

**v) Travel Plan: 10 Year Green Travel Plans for each phase of the development. A financial contribution of £20,000 will also be provided to enable the monitoring of these travel plans for the 10 year period.**

**vi) Project Management and Monitoring Fee: a £5,000 contribution to ensure the project management and monitoring of the resulting agreement.**

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

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

**D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 6 months of the date of this Committee resolution, or any other period deemed appropriate by the Head of Planning, Consumer Protection, Sport and Green Spaces, then the application may be referred back to the Committee for determination.**

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

**F) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Head of Planning, Consumer Protection, Sport and Green Spaces prior to issuing the decision:**

**1            OUT1            Time Limit**

The development hereby permitted shall begin either before the expiration of three (3) years from the date of this permission, or before the expiration of two (2) years from the date of approval of the last of the reserved matters to be approved, whichever is the

later.

#### REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

### **2 OUT2 Reserved matters - submission**

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission: -

- (a) Layout
- (b) Scale
- (c) Appearance
- (d) Access
- (e) Landscaping

#### REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

### **3 OUT3 Approval of Details**

Approval of the details of the access, landscaping, layout, scale and appearance of individual phases of the outline development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority for each phase of the outline development, before development of that phase is commenced.

For each phase, the detailed drawings and supporting documentation to be submitted shall, as part of the reserved matters, incorporate the following:

- (i) Traffic, car parking and any access control arrangements, including barrier arms, gates, electric vehicle charging points, the means of ingress and egress, the closure of existing access, visibility splays, the phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
- (ii) A delivery and servicing plan, to include details of the parking, turning, loading and unloading arrangements (including swept path analysis and vehicle tracking diagrams),
- (iii) The means of construction and surfacing of all roads, parking areas and footpaths,
- (iv) The use, surface treatment and landscaping of all open areas not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles,
- (v) Hard and soft landscaping plans,
- (vi) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,
- (vii) Full plans and elevations of all buildings and any other structures, incorporating details of all materials to be used for external surfaces, including samples of all such materials,
- (viii) Plans and elevations of all boundary treatment and incorporation of full details of height and materials,
- (ix) Details of secure cycle storage, changing facilities, lockers and showers for staff and visitors to the development,
- (x) A demolition and construction management plan including a method statement,
- (xi) Plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities.
- (xii) Plans and details of proposed renewable energy measures and associated technology including any Photovoltaic panels, CHP systems and the like.
- (xiii) Bird Hazard Management Plan.

#### REASON

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended), and

(i), (ii), and (iii) To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),

(iv) To ensure the appearance of the locality is protected in accordance with Policies BE 13 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),

(v) To ensure the Local Planning Authority is able to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them, to ensure the site is adequately landscaped and to accord with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),

(vi) To ensure the development relates satisfactorily to its context in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),

(vii) To ensure the development presents a satisfactory appearance and to safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),

(viii) To provide a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (July 2011),

(ix) To ensure adequate facilities are provided for cyclists in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),

(x) To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),

(xi) To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policies (July 2011) Policies 3.1, 3.3 and 7.2.

(xii) To provide on site renewable energy and reduce carbon emissions in accordance with Policy 5.7 of the London Plan (July 2011).

(xiii) To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **4 NONSC Phasing**

Before commencement of any development, a detailed phasing and implementation plan, including the order and timing of development of individual buildings, landscaped and car parking areas within each phase, shall be submitted to and approved in writing by the Local Planning Authority.

#### REASON

To ensure the development proceeds in a satisfactory manner and to accord with Policy LE2 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **5 OM1 Development in accordance with Approved Plans**

Notwithstanding any illustrative information contained in supporting documentation, the outline development shall not be carried out otherwise than in strict accordance with the plans hereby approved: 30234-PL-102 Parameters Plan

#### REASON

To ensure that the external appearance of the development is satisfactory to accord with

Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**6 M5 Means of Enclosure - details**

The boundary treatment for each phase of development approved in compliance with Condition 3(viii) shall be provided before occupation of any of the buildings approved in the relevant phase or within such longer periods as the Local Planning Authority may agree in writing. The boundary treatment shall thereafter be retained and maintained for so long as the development remains in existence.

**REASON**

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**7 H1 Traffic Arrangements - submission of details**

The access and traffic arrangements approved in compliance with Condition 3(i), and cycle storage facilities approved in compliance with Condition 3(ix), shall be provided before that part of the development is occupied or brought into use, or within such longer periods as the Local Planning Authority may agree in writing.

Thereafter, they shall be retained and maintained for so long as the development remains in existence.

**REASON**

To ensure that adequate facilities exist to serve the development and ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**8 NONSC Parking/turning/loading/unloading**

The parking/turning/loading/unloading facilities approved in compliance with Condition 3(i) shall accord with the Local Planning Authority standards and shall be provided before the development of each phase is occupied, or brought into use. Thereafter, they shall be retained for so long as the development remains in existence.

**REASON**

To ensure that adequate facilities are provided and retained to service the development without creating conditions prejudicial to the free flow of traffic in accordance with Policies AM3 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**9 NONSC Surfacing & landscaping**

All surfacing and landscaping agreed in compliance with Condition 3(iv) for each phase of the development shall be provided before occupation of the buildings in the relevant phase or during the first planting season following such occupation.

**REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and to ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**10 NONSC Landscape plan for each Phase**



The detailed landscape plan for each phase approved in compliance with Condition 3(v) shall include:-

- (i) An accurate survey plan at a scale of not less than 1:200, showing:-
  - (a) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
  - (b) A clear indication of trees, hedges and shrubs to be retained and removed.
  - (c) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- (ii) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained.
- (iii) Planting plans (at not less than a scale of 1:100),
- (iv) Written specification of planting and cultivation works to be undertaken,
- (v) Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- (vi) Implementation programme,
- (vii) Proposed finishing levels or contours,
- (viii) Means of enclosure,
- (ix) Car parking layouts (including landscaping around car parking areas),
- (x) Other vehicle and pedestrian access and circulation areas,
- (xi) Hard surfacing materials proposed,
- (xii) Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- (xiii) Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- (xiv) Retained historic landscape features and proposals for their restoration where relevant.
- (xv) A schedule of landscape maintenance for a minimum period of 5 years. The maintenance scheme shall include details of the arrangements for its implementation.
- (xvi) Details of landscape enhancement works and planting to the frontage of the site adjacent to Scylla Road.

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and to ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **11            TL6            Landscaping Scheme - implementation**

All hard and soft landscaping shall be carried out in accordance the detailed landscape plans for each phase, and shall be completed within the first planting and seeding seasons following the completion of the relevant phase of development or the occupation of the buildings completed in the relevant phase, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or

in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

#### REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **12 NONSC Height, floorspace, width and length**

The proposed floor area/size and heights of any buildings or structures parts of buildings or structures identified on Parameters Plan 30234-PL-102, including any plant and equipment, shall not exceed the following:

Plot 1: 6,300sqm, max height 20m from FFL, max building width 44m, max number of buildings 2no, max building length 108m, max building width 87m.

Plot 2: 8,170sqm, max height 20m from FFL, max building width 100m, max number of buildings 4no, max building length 116m, max building width 100m.

Notwithstanding any illustrative information contained in supporting documentation, the siting, maximum and minimum width and length of any buildings shall accord with Parameters Plan 30234-PL-102, unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

To prevent over development of the site, to ensure that the scale and massing of the buildings are appropriate to their setting, to comply with the terms of the application and to accord with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **13 DIS1 Facilities for People with Disabilities**

The plans and details relating to disabled access and facilities approved in compliance with Condition 3(xi) shall ensure that:

(i) The proposals are designed to be fully accessible in accordance with BS 8300:2009 and incorporating horizontal evacuation and evacuation lifts as detailed in BS 9999:2008, and a minimum of 10 percent of the hotel rooms are to be designed for wheel chair accessible, compliant with BS8300 Figure 59,

(ii) All areas to which the public have access are designed to achieve a gradient no steeper than 1:60,

(iii) Level access is provided to all buildings

(iv) Building entrances (including level approaches, signposting, types and dimensions of door width and lobby openings) meet the needs of disabled persons,

(v) All buildings, including their approach designed in accordance with BS 8300:2009,

The facilities approved in compliance with Condition 3(xi) shall be provided prior to the occupation of each relevant phase of development and shall be permanently retained thereafter.

#### REASON



To ensure that people with disabilities have adequate access to the development and to ensure adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**14            SUS1            Energy Efficiency Major Applications - Full component**

Prior to the commencement of any of the elements of development for which full planning permission is hereby approved a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The detailed assessment shall set out the baseline energy consumption and associated CO2 emissions of the development as if constructed to 2010 Building Regulations. The assessment shall then provide clear details of a 25% reduction in CO2 emission from energy efficiency measures and renewable energy. The assessment shall include specifications of any technology to be used and their locations on suitably scaled plans. The development shall proceed in accordance with the approved plans.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

**REASON**

To ensure the development reduces CO2 emissions in accordance with Policy 5.2 of the Replacement London Plan 2011.

**15            NONSC            Traffic arrangements - Full component**

Prior to commencement of any of the elements of development for which full planning permission is hereby approved, the following details of traffic arrangements for the relevant element including carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, electric vehicle charging points serving 20% of all spaces, loading facilities, closure of existing access and means of surfacing shall be submitted to and approved in writing by the Local Planning Authority.

The relevant elements of development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102

- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **16 NONSC Boundary Treatment - Full component**

Construction of the elements development for which full planning permission is hereby approved shall not commence until details of boundary fencing or other means of enclosure and details of all gates and barriers (including details of locks, materials, height, management and maintenance) have been submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be erected before the relevant building is occupied and shall be permanently retained thereafter.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **17 M1 Details/Samples to be Submitted**

Development of the elements of development for which full planning permission is hereby approved shall not commence until details and/or samples of all materials, colours and finishes to be used on all external surfaces of the relevant component of the full planning element have been submitted to and approved in writing by the Local Planning Authority.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109

- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **18 TL5 Landscaping Scheme - (full apps where details are reserved)**

No development of any component of the full planning permission shall take place until a landscape scheme providing full details of hard and soft landscaping works for the relevant component of the full planning permission element has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out in strict accordance with the approved details. The scheme shall include: -

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme.

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Signs and lighting,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **19 OM19 Construction Management Plan**

Prior to commencement of any phase of the outline or full planning permission elements of the development as hereby approved, detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority.

The detailed drawings and supporting documentation shall include the following:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (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.

Thereafter and during the construction of each relevant phase of the outline and full elements as hereby approved, the scheme shall be completed in strict accordance with the approved details for the relevant phase of the full element of development for which full planning permission is approved.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

To protect the amenity of the surrounding area in accordance with Policy BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) as well as manage air quality in accordance with Policies 7.1 of the London Plan 2011 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to minimise the impact of the construction phase on the strategic highway network and to comply with London Plan policy 6.14.

#### **20            OM2            Levels**

The plans showing the existing and proposed levels approved as part of condition 3(vi) shall be shown in relation to a fixed datum point, and for the avoidance of doubt prior to the commencement of any of the elements of development for which full planning permission is hereby approved, plans of the relevant part of the site showing the existing and proposed ground levels and the proposed finished floor levels (in relation to a fixed

datum point) of the relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall not be carried out other than in accordance with the approved details.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **21 DIS1 Facilities for People with Disabilities**

Prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority.

The detailed drawings and supporting documentation shall include the following:

- i) Sign plates, incorporating a representation of the Universal Wheelchair Symbol for the relevant phase, or element of the full planning permission, shall be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such sign plates shall identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of special services. Signs for direction and location shall have large characters or numerals and clearly contrast with the background colour.
- ii) Plans and details which demonstrate that the design of the scheme is inclusive and accessible to all persons, including persons with disabilities, including:
  - the internal layout of buildings,
  - details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings),
  - external areas (including car parking areas).

Prior to occupation of the relevant phase, or relevant component of the full planning element the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **22 OM5 Provision of Bin Stores**

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

- i) Detailed drawings and specification of covered, secured and signposted waste and recycling storage storage/collection areas.

Prior to occupation of the relevant phase, or relevant component of the full planning element, the approved refuse and recycling facilities shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.1.

### **23 OM14 Secured by Design**

Prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation for the relevant phase/relevant



component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority. The detailed drawings and supporting documentation shall include the following:

i) Details of security measures to reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

Prior to occupation of the relevant phase, or relevant component of the full planning element, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved and full planning element are defined as follows:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Local Planning Authority's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 7.1 and 7.3 of the London Plan (July 2011).

#### **24 NONSC CCTV**

Prior to commencement of each phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved a scheme for the provision of Closed Circuit Television (CCTV) for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority. The scheme for the provision of Closed Circuit Television (CCTV) shall include the following:

- i) Details of how the proposed CCTV system will be compatible with the Council's CCTV system;
- ii) Details of CCTV cameras, including type and specification;
- iii) Details of the location of CCTV cameras to be mounted on and/or around the buildings and bicycle storage areas

Prior to occupation of the relevant phase, or relevant component of the full planning element the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is

approved and full planning element are defined as follows:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

In pursuance of the Local Planning Authority's duty under Section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Local Planning Authority's powers under Section 2 of the Local Government Act 2000; to reflect the guidance contained in the Council's SPG on Community Safety by Design and to ensure that the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (July 2011).

#### **25 NONSC Car Parking Allocation**

Prior to the commencement of development, a scheme (including the marking out of parking spaces) for the allocation of parking spaces (including all disabled bays) shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter the parking areas shall be marked out in accordance with the approved plans; designated and allocated for the sole use of the occupants of the development in accordance with the approved scheme; constructed prior to occupation of the development; and thereafter be permanently retained and used for no other purpose. The allocation scheme shall ensure that car parking spaces are located within reasonable proximity to the units they will serve.

#### REASON

In order to ensure the development is adequately serviced by car parking spaces and to meet the needs of disabled persons in accordance with Policies AM7, AM13 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **26 H15 Cycle Storage - In accordance with approved plans**

Prior to commencement of each relevant phase of the outline element of the development or any of the elements of development for which full planning permission is hereby approved detailed drawings and supporting documentation for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority, and for the avoidance of doubt, prior to commencement of the development, detailed drawings and supporting documentation for the relevant element of the full planning permission shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- i) Details demonstrating the adequate provision of changing facilities, lockers and shower facilities for cyclists.

Prior to occupation of the relevant phase, or relevant component of the full planning element the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved and full planning element<sub>2</sub> are defined as follows:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **27 TL7 Maintenance of Landscape Areas**

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved a schedule of landscape maintenance for the relevant phase/relevant component of the full planning element covering a minimum period of 5 years shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

To ensure that the approved landscaping is properly maintained in accordance with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **28 NONSC Bird Hazard management Plan**

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation in relation to the relevant phase or component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority, in respect of the following:

i) A Bird Hazard Management Plan which shall include the following details:

- Details of any water features,
- Monitoring of any standing water within the site,
- Drainage details including Sustainable Urban Drainage Schemes (SUDS). Such schemes must also comply with Advice Note 6 Potential Bird Hazards from SUDS which is available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)
- Management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design ([www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)),
- Any earthworks,
- The species, number and spacing of trees and shrubs,
- reinstatement of grass areas,
- maintenance of planted and landscaped areas, particularly in terms of the height and species of plants that are allowed to grow,
- which waste materials can be brought on to the site,
- monitoring of waste imports,
- physical arrangement for collection and storage of putrescible waste,
- signs deterring people from feeding birds.

Thereafter and prior to occupation of each relevant phase/relevant component of the full planning element, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

#### REASON

To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **29 SUS5 Sustainable Urban Drainage**

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved a scheme for the provision of sustainable drainage systems to drain surface water runoff shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that runoff can be attenuated as close to the source as possible in compliance with the London Plan's drainage hierarchy and as set out in the flood risk assessment (Capita Symonds, Rev B, 25/5/11). The scheme shall also include information regarding the use of soakaways where proposed, including percolation tests. Should soakaways be found to be unviable, then an alternative measures shall be included in the scheme.

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

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

To ensure that surface water run off is handled as close to its source as possible and to ensure the development does not increase the risk of flooding and to aid adaptation to climate change in accordance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) Planning Policy Statement 25, and London Plan policy 5.13.

#### **30 NONSC Greywater/Rainwater Recycling**

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, details demonstrating the incorporation of either rainwater or grey water recycling facilities into each of the buildings in the relevant phase/relevant component of the full planning element, shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter and prior to occupation of each phase/relevant component of the full planning element, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

In order to provide a sustainable form of development and promote water conservation in compliance with Policies 5.3 and 5.15 of the London Plan 2011.

#### **31 NONSC FRA**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and SuDs Statement dated 03/05/2011.

#### REASON

1. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
2. To reduce the impact of flooding on the proposed development and future occupants.
3. To comply with Policy 5.13 of the London Plan (July 2011) and to ensure the development does not increase the risk of flooding in compliance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and PPS25.

#### **32 NONSC Contaminated Land**

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, a scheme to deal with contamination within the relevant phase or component of the full

planning element shall be submitted (in accordance with the Supplementary Planning Guidance on Land Contamination) to and approved in writing by the Local Planning Authority.

All works which form part of the remediation scheme for the relevant or component of the full planning element shall be completed before any part of the relevant phase/component of the full planning element of development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

- (i) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site and surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
- (ii) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make each phase suitable for the proposed use;
- (iii) (a) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the Local Planning Authority prior to commencement of each phase and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority prior to its implementation;
- (b) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the Local Planning Authority prior to implementation; and
- (iv) Upon completion of the remedial works, this condition will not be discharged for any phase until a verification report for the relevant phase has been submitted to and approved by the Local Planning Authority. The report shall include details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11



of the Hillingdon Unitary Development Plan Saved Policies (September 2007) PPS1 and PPS23.

### **33 NONSC Previously Unidentified Contamination**

If, during development of any phase/component of the full planning element, contamination not previously identified is found to be present at the site then no further development on that phase/relevant component of the full planning element (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how contamination shall be dealt with.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

#### **REASON**

To prevent the contamination of controlled waters from existing land contamination mobilised by the building work and new development in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) PPS1 and PPS23.

### **34 NONSC Ecological Diversity**

Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved an ecological enhancement scheme shall be submitted to and approved in writing by the Local Authority. The scheme shall set out how the development will enhance the areas bordering the Longford River, including where provision will be made for protected species (including bat boxes). The development shall proceed in accordance with the approved scheme.

For the purposes of this condition, development for which full planning permission is approved is defined as that shown on the following plans:

- i) Land and building within Plot 3 as shown on parameters plan 30234-PL-102
- ii) Drawing: 30234/PL/100
- iii) Drawing: 30234/PL/101
- iv) Drawing: 30234/PL/108
- v) Drawing: 30234/PL/109
- vi) Drawing: 30234/PL/111
- vii) Drawing: 30234/PL/112
- viii) Drawing: 30234/PL/113
- ix) Drawing: 8100 P1

REASON

To deliver biodiversity improvements in accordance with Policies 5.3 and 7.19 of the London Plan.

**35 NONSC No Biomass**

No biomass boiler shall be used on the premises until a scheme which specifies the provisions to be made for the control of air pollutants from the site has been submitted to and approved by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To safeguard the amenities of the surrounding area in accordance with Policy BE21 of the Hillingdon Unitary Development Plan saved policies (September 2007).

**36 NONSC External Lighting**

The external lighting hereby approved shall be installed and maintained in accordance with the specification contained within the document entitled 'External Lighting Strategy' dated 3rd May 2011.

REASON

To safeguard the amenities of the surrounding area in accordance with Policy BE21 of the Hillingdon Unitary Development Plan saved policies (September 2007).

**37 NONSC Gas Survey**

The applicant shall carry out a landfill gas survey in the ground at the development site. Some of the landfill gas tests within the survey shall be taken below the proposed footprint of new buildings. If landfill gas is found to be a hazard then the applicant shall install remediation measures to prevent gas ingress to any buildings on the development site to the satisfaction of the LPA.

REASON

There appears to be filled ground on this site. Past records indicate a possible landfill use. The condition is required to clarify whether or not there is any hazard due to gas migration from the filled ground to the buildings, and if there is a hazard to ensure any necessary gas remediation work is completed. Advice on this condition can be obtained from the Environmental Protection Unit on 01895 250155.

**38 NONSC Use Restriction**

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall be used solely by businesses/organisations engaged in activities which are directly related to the operation of Heathrow Airport.

REASON

To ensure that activities not directly related to the operation of the airport do not preclude opportunities of the airport for activities which are directly related to its operation, and thereby prevent pressure for development on Green Belt land and other off airport sites to cater for directly related needs and to accord with with Policy A4 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**39 NONSC Archaeology - English Heritage**

Prior to the commencement of any phase of the outline or full planning permission elements of the development as hereby approved, the applicant shall secure the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority for the relevant phase.

#### REASON

To ensure that the development would not destroy important archaeological remains and to accord with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### INFORMATIVES

##### **1 I52 Compulsory Informative (1)**

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

##### **2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

A2	Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.

BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE29	Advertisement displays on business premises
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
EC3	Potential effects of development on sites of nature conservation importance
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
PPG13	Transport
PPG15	Historic Environment
PPG24	Planning and Noise
PPS1	Delivering Sustainable Development
PPS20	Renewable Energy
PPS25	Development & Flood Risk
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.7	(2011) Outer London: economy
LPP 2.17	(2011) Strategic Industrial Locations
LPP 4.1	(2011) Developing London's economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 4.11	(2011) Encouraging a connected economy
LPP 4.12	(2011) Improving opportunities for all
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Energy assessment
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies

LPP 5.9	(2011) Overheating and cooling
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.4	(2011) London's international, national and regional transport links
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2011) Aviation
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 2.8	(2011) Outer London: Transport
LPP 6.14	(2011) Freight strategy
LPP 4.10	(2011) New and Emerging Economic Sectors
LPP 5.12	(2011) Flood Risk Management
LPP 5.13	(2011) Sustainable Drainage
LPP 5.14	(2011) Water Quality and Waste Water
LPP 5.18	(2011) Construction, Excavation and Demolition Waste
LPP 5.21	(2011) Contaminated Land
LPP 7.2	(2011) An Inclusive Environment
LPP 7.3	(2011) Designing Out Crime
LPP 7.13	(2011) Safety, Security and Resilience to Emergency
LPP 7.14	(2011) Improving Air Quality
LPP 7.30	(2011) London's Canals and Other Rivers and Waterspaces
LPP 8.2	(2011) Planning Obligations

### 3

The development of this site is likely to damage historic assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design in order to ensure compliance with Policies BE1 and BE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007). This design should be in accordance with the appropriate English Heritage guidelines.

Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

### 4

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the

disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet, 'Best Management Practices for Catering Establishments' which can be requested by telephoning 01923 898 188

## **5**

With regard to water supply, this comes within the area covered by the Veolia Water Company. For your information the address to write to is - Veolia Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

## **6            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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

## **7            I10            Illustrative Drawings**

You are reminded that the drawings submitted with the outline component of the application are for illustrative purposes only and do not form part of the application for which permission is hereby granted.

## **8            I24            Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

## **9            I25            Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of



Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

**10            143            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.

**11            147            Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

**12            162            Potential Bird Hazards from Buildings**

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The owners/occupiers of the building must ensure that all flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. For further information please see the attached Advice Note 8 - 'Potential Bird Hazards From Building Design'

**13            17            Design Guidance - Reserved Matters**

You are advised to consult the Council's Design Guides for guidance on matters of design and layout prior to submitting details of reserved matters. These are available from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

**14            18            Reserved Matters**

All details of reserved matters should be submitted for approval simultaneously.

**3.    CONSIDERATIONS**

### **3.1 Site and Locality**

The Application site is triangular in shape, located on the north side of Scylla Road and is bounded to the west, north west and the north by the Longford and Duke of Northumberland Rivers which curve around the site boundary (with the southern Perimeter Road further west beyond the two rivers). The rivers are contained in man made channels. There is a landscaped riparian margin between the edge of the river channel and the site boundary. This landscaped riparian margin masks views from the Southern Perimeter Road to the site.

Opposite the site across Scylla Road is the Heathrow Cargo Examination unit, large depot buildings and a car parking area. To the east of the site are large industrial and warehousing buildings, incorporating areas of office, and have been constructed within the last 10 to 20 years.

The site is 4.735 Ha in area and currently accommodates a large industrial/warehouse building with an internal floor area of 19,356sqm. The building had formerly accommodated 'Gate Gourmet' a food preparation business for the aircraft industry. The existing building is approximately 40 years old and is currently being demolished.

The existing building footprint occupies approximately 35% of the total site area and is arranged in a rectangular block running north to south with the smaller elevation facing Scylla Road. The building is sited adjacent to the eastern boundary, separated from the boundary by small service areas and a circulatory road. The remaining areas of the site to the west and north are utilised for service yards, circulation and car parking.

The current site is essentially flat having little variation in ground level across its extent. With the exception of small areas to the south of the site (along the Scylla Road boundary) and along the western to northern boundaries (adjacent to the rivers and consisting of mature trees, shrubs and grass verges) the site is covered in either buildings or hard standing.

The nearest residential units to the site are situated approximately 200m to the east of the site, on the opposite side of Great S W Road (A30). The Hilton London Heathrow Airport Hotel is located 300m to the northeast of the site.

### **3.2 Proposed Scheme**

This application is in the form of a hybrid planning application for the redevelopment of the former Long Haul Catering Base, Scylla Road, Hillingdon (4.67 hectares) to provide up to 24,651sqm (Gross External Area) of commercial floorspace (B1c/B2/B8 Use Classes) across three Plots (Plots 1, 2 and 3), with associated car parking, access from Scylla Road and ancillary works.

The scheme involves matters for which outline planning approval is sought, and in addition full planning permission is also sought for development over a portion of the site, as discussed below:

#### **FULL PLANNING ELEMENT**

Full planning permission for 10,194sqm (Gross External Area (GEA)) of commercial floorspace (B1c/B2/B8 Use Classes) is sought for the northern end of the site (proposed Plot 3). In addition it is proposed to create a new access way from Scylla Road along with an internal estate road that will serve each development plot.

At the proposed new entrance to the site would be a gate house. The full application also proposes associated car parking, landscaping and ancillary works.

The building for which full planning permission is sought would be roughly rectangular in shape, with a north south orientation. The building would accommodate an ancillary area of office space at the northern end of the building. The building would be 15m in height.

The bulk of the floor space would be at ground level in a large open plan warehouse with high ceilings. Only the ancillary office space would be located over three floors.

Access to the building by trucks would be from the western side of the building. Parking would be provided to the east and north of the building. The main entrance for staff and visitors would be from the eastern elevation.

A landscaping buffer is proposed along the boundary with the two Rivers and within the car parking area.

The future use of the site is relevant given the location of the site within the airport boundary. The applicant has advised that the building is would be occupied by Schenker Limited, a firm providing a full range of air freight services including general air freight movements through charter, onboard couriers or special product groups. This firm provides consolidated or direct air cargo movements, door-to-door services, full- or part-charter, and combined air and sea services.

There would be up to 285 staff working at the premises and 176 parking spaces (including 17 designed for use by disabled persons) are proposed for this Plot.

The applicant is applying for 24 hour use of the facility 365 days of the year.

#### OUTLINE PLANNING ELEMENT

With the exception of the full planning elements outlined above, the redevelopment proposal is submitted in outline form, with all matters being reserved:

- \* Access: this covers accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.
- \* Layout: the way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside the development.
- \* Scale: the height, width and length of each building proposed in relation to its surroundings.
- \* Appearance: the aspects of a building or place which determine the visual impression it makes, excluding the external built for of the development.
- \* Landscaping: this is the treatment of private and public space to enhance or protect the sites amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

As such, in addition to discharging conditions, if the Council resolves to grant planning permission, reserved matters applications for access, layout, scale, appearance and landscaping will also need to be submitted to and approved in writing by the Local Planning Authority (LPA) prior to the commencement of works relating to proposed Plots 1 and 2 on site which are close to the southern end of the site, bisected by the proposed new accessway leading to proposed Plot 3.

The applicant is applying for the flexibility to use Plots 1 and 2 for any combination of B1c/B2/B8 floorspace, or for the use of the building(s) for a single B1c/B2/B8 use. The applicant is applying for 24 hour use of the B1c/B2/B8 facility on all three plots.

A review of the Design and Access Statement confirms that in view of the strategic location of the Scylla Road site, future occupiers will relate to those operating in airport related activities such as air handling, cargo, supplies for aircraft maintenance, repair and overhaul operations, air catering etc.

The maximum parameters for proposed Plots 1 and 2 are set out below:

**PLOT 1:**

Maximum floor area: 6,300sqm  
Maximum number of building: 2  
Min Height 8m                      Max Height: 20m  
Min Width 44m                    Max Width: 87m  
Min Length 32m                  Max Length: 108m

**PLOT 2:**

Maximum floor area: 8,170sqm  
Maximum number of building: 4  
Min Height 8m                      Max Height: 20m  
Min Width 40m                    Max Width: 100m  
Min Length 34m                  Max Length: 116m

### **3.3 Relevant Planning History**

50270/95/1362                      British Airways Catering Centre                      Scylla Road Heathrow Airport  
Erection of a two storey modular building for office use

**Decision:** 20-11-1995    Approved

50270/APP/2011/1264              Long Haul Catering Base    Scylla Road Heathrow Airport Hounslow  
Application for prior approval of the method of demolition for existing building

**Decision:** 13-06-2011    PRQ

#### **Comment on Relevant Planning History**

The site has a varied planning history, relevant consents are set out below:

Planning Consent 50270/95/1362 was approved on 20/11/1995 and related to the erection of a two storey modular building for office use by BA Catering Services.

More recently the Council received a prior notification under the General Permitted Development Order 1995 Schedule 2 Part 31 for the demolition of the existing building application(ref: 50270/APP/2011/1264). The demolition and the proposed demolition method were acceptable and as such no objection was raised. A visit to the site by the case confirms that parts of the existing building have been demolished.

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

Hillingdon Unitary Development Plan Saved Policies (September 2007)  
London Plan (July 2011)  
Planning Policy Statement 1 (Delivering Sustainable Development)  
Planning Policy Statement 4 (Planning for Sustainable Economic Growth)  
Planning Policy Guidance 13 (Transport)  
Planning Policy Guidance 16 (Archaeology and Planning)  
Planning Policy Statement 22 (Renewable Energy)  
Planning Policy Guidance 24 (Planning & Noise)  
Planning Policy Statement 25 (Development & Flood Risk)  
Council's Supplementary Planning Guidance - Noise  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Guidance - Planning Obligations  
Supplementary Planning Document - Accessible Hillingdon

#### **UDP / LDF Designation and London Plan**

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

##### **Part 1 Policies:**

- |        |  |
|--------|--|
| PT1.10 | To seek to ensure that development does not adversely affect the amenity and the character of the area.  |
| PT1.12 | To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.   |
| PT1.23 | To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes. |
| PT1.24 | To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.   |
| PT1.25 | To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.  |
| PT1.27 | To ensure that development at Heathrow Airport for airport purposes mitigates or redresses any adverse effects on the environment.   |
| PT1.30 | To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.  |
| PT1.39 | To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.   |

##### **Part 2 Policies:**

- |    |   |
|----|---|
| A2 | Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact |
| A4 | New development directly related to Heathrow Airport  |
| A6 | Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports |

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE29	Advertisement displays on business premises
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
EC3	Potential effects of development on sites of nature conservation importance
MIN16	Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
PPG13	Transport



PPG15	Historic Environment
PPG24	Planning and Noise
PPS1	Delivering Sustainable Development
PPS20	Renewable Energy
PPS25	Development & Flood Risk
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.7	(2011) Outer London: economy
LPP 2.17	(2011) Strategic Industrial Locations
LPP 4.1	(2011) Developing London's economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 4.11	(2011) Encouraging a connected economy
LPP 4.12	(2011) Improving opportunities for all
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Energy assessment
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies
LPP 5.9	(2011) Overheating and cooling
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.4	(2011) London's international, national and regional transport links
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2011) Aviation
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 2.8	(2011) Outer London: Transport
LPP 6.14	(2011) Freight strategy
LPP 4.10	(2011) New and Emerging Economic Sectors
LPP 5.12	(2011) Flood Risk Management
LPP 5.13	(2011) Sustainable Drainage
LPP 5.14	(2011) Water Quality and Waste Water
LPP 5.18	(2011) Construction, Excavation and Demolition Waste
LPP 5.21	(2011) Contaminated Land
LPP 7.2	(2011) An Inclusive Environment
LPP 7.3	(2011) Designing Out Crime

- LPP 7.13 (2011) Safety, Security and Resilience to Emergency
- LPP 7.14 (2011) Improving Air Quality
- LPP 7.30 (2011) London's Canals and Other Rivers and Waterspaces
- LPP 8.2 (2011) Planning Obligations

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **8th July 2011**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

GREATER LONDON AUTHORITY and TRANSPORT FOR LONDON

Observations from the Greater London Authority (GLA) and Transport for London (TfL) will be reported to the Committee via the addendum.

ENVIRONMENT AGENCY (EA)

In the absence of an acceptable Flood Risk Assessment (FRA) we object to the grant of planning permission and recommend refusal on this basis for the following reasons:

- i) The FRA submitted in support of the application does not comply with the requirements set out in Annex E, paragraph E3 of Planning Policy Statement 25 (PPS25). The submitted FRA does not therefore; provide a suitable basis for assessment to be made of the flood risk arising from the proposed development.
- ii) In particular, the submitted FRA fails to provide calculations to demonstrate the volume of storage required, including an allowance for climate change, up to the 1 in 100 year critical storm duration.
- iii) As soakaways are proposed the calculations should demonstrate how the soakaways will work based on the critical storm duration and soakage test results to provide a half drain time.
- iv) Demonstrate that the full amount of storage required has been provided for on site, either as part of the sustainable drainage system or any remaining overground flooding.
- v) Should soakaways prove to be unsuitable due to ground conditions or contamination, an alternative scheme should be provided which can meet the same proposed storage and run-off conditions

### **Resolution**

The objection may be withdrawn if the developer could provide an adequate flood risk assessment in accordance with PPS25 that satisfies our. The FRA submitted must demonstrate to that the development can proceed without creating an unacceptable flood risk either to future occupants or elsewhere. If it cannot do this then we will maintain our objection. On receipt of a acceptable FRA, we will advise on flood risk conditions or make recommendations as appropriate.

### **Advice To The Local Planning Authority**

If you are minded to grant permission for the proposed development despite the above, it is essential you contact this office before a determination is made. yourselves, ourselves and the applicant should discuss and agree a course of action which would need to be taken to enable us to withdraw our objection. If, after discussions we are unable to withdraw our objection but you remain minded to grant permission you will be required under the Town and Country Planning (Flooding) (England) Direction 2007 to notify the Secretary of State. We may also have other environmental issues that need addressing by conditions.

#### Advice To The Applicant

If you can provide information to adequately demonstrate that the strategy is appropriate for the storm and site conditions as outlined above and would therefore address flood risk concerns for the site, we would be in a position to provide the local planning authority with conditions on flood risk as appropriate.

We are pleased to see that the run-off rate is proposed to be restricted to 6 l/s/ha in line with the Greenfield run-off rate as this meets the aspirations of PPS25, the London Plan and Hillingdon's SFRA to restrict wherever practicable to Greenfield rates. This will also assist in reducing flood risk on the airport site.

#### SUSTAINABILITY OFFICER COMMENTS IN RESPONSE TO EA OBJECTION

The Council is required to use the Environment Agency's standing advice when determining a suitable approach to flood risk. In this instance, the development is over 1 hectare and in flood zone 1 (low probability). The site is therefore not at a medium probability (flood zone 2) or high probability (flood zone 3) of flooding.

The need to consult the Environment Agency is based on the need to manage surface water run-off. Developments over 1 hectare should demonstrate the use of sustainable drainage systems. They should also be able to demonstrate that water can ideally be attenuated to a Greenfield run-off rate in a 1:100year (plus 20% for climate change) storm event.

The Environment Agency object on the grounds that there are deficiencies within the flood risk assessment (FRA). For the avoidance of doubt, the Council supports the need to give considerable weight to applications that pose a significant risk of flooding. As a Lead Local Authority it is the Council's duty to be fully confident of the decisions being made. In this instance, the risk associated with this development is simply not of a scale and nature that outweighs the benefits of the proposal.

The site is predominantly hard standing, and will remain so with the new development (it would not increase the risk of surface water runoff over that which already exists). This application can help reduce any flood risk associated with the existing development. This is set out in the flood risk assessment (FRA) which was submitted to Environment Agency. The key questions that need to be addressed through the planning decision are:

- \* Is the site at an unacceptable risk of flooding?
- \* Are the deficiencies in the FRA of such significance that the development would be unacceptable in terms of flood risk without rectifying them prior to determination?
- \* Whether or not these deficiencies could be met through suitable conditions?

The site is shown to be within flood zone 1 and therefore is at a low probability of flooding. The risk of flooding to the site is therefore low.

The site is already nearly 100% hardstanding and managed by BAA's existing surface water management system. The Council's Strategic Flood Risk Assessment indicates that the site is not within a mapped low point where flooding from drainage problems are more likely. The Council's emerging surface water management plan does not show any significant risks on the site. The site will generate little or no increase in run-off or flood risk. The development will not increase the risk of flooding.

Based on the best available information of flood risk on the site, it should not be deemed to be at an unacceptable risk of flooding; nor should it be considered to increase the risk of flooding.

Therefore the aim of the applicant's FRA is to set out an approach to managing surface water that improves the current drainage regime. This will ultimately mean that the development provides a benefit to the current surface water management of the site.

The Council accepts that there are gaps in the flood risk assessment e.g. there is a lack of information on soakaways and storage areas. However, the FRA does provide a suitable strategy on which to base planning controls through the use of conditions. There is no reason to believe that the development poses a sufficient risk to require all matters to be resolved prior determination.

Objections should be sustained in instances where planning conditions may be unreasonable or where the submission of further details may still not satisfy identified risks. In this instance, it is perfectly reasonable to assume that a more detailed drainage scheme can show the development will deliver an improvement on the site. There are many forms of sustainable drainage systems that can be used even if soakaways are not found to work.

The information gaps combined with the level of risk on the site are not sufficient to outweigh other benefits of the site and therefore warrant a refusal.

Given the information above, the Environment Agency's objection is not considered to be commensurate with the level of flood risk associated with the development. The Council would always support the refusal of any application that has an unacceptable risk of flooding, but in this instance the level of risk cannot be described as being unacceptable and therefore it can be managed through the imposition of a suitable condition, which is recommended below:

#### Condition

No development approved by this permission shall be commenced until a scheme for the provision of sustainable drainage systems to drain surface water runoff has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that runoff can be attenuated as close to the source as possible in compliance with the London Plan's drainage hierarchy and as set out in the flood risk assessment (Capita Symonds, Rev B, 25/5/11). The scheme shall also include information regarding the use of soakaways where used, including percolation tests. If soakaways are not found to work, then an alternative solution should be presented. The development shall proceed in accordance with the approved scheme.

#### Reason

To prevent the increased risk of flooding and aid adaptation to climate change in accordance with PPS25, and London Plan policy 5.13.

#### The Flooding Direction

The Environment Agency has also suggested the Council would be required to refer the scheme to the Secretary of State if minded to approve the scheme while there is an objection from Environment Agency. The 2007 flooding direction referred to by the Environment Agency was cancelled on 20 April 2009 and was replaced by the Town and Country Planning (Consultation) (England) Direction 2009.

The 2009 Direction states:

For the purposes of this Direction, flood risk area development means major development in a flood risk area to which the Environment Agency has made an objection that it has not been able to withdraw even after discussions with the local planning authority.

Flood risk areas are defined as:

Land in an area within

(a) Flood Zones 2 or 3; or

(b) Flood Zone 1 which has critical drainage problems and which has been notified for the purposes of article 10 of the Order to the local planning authority by the Environment Agency;

The development site is not located within flood zones 2 or 3. The site is not identified within a critical drainage area in the Council's draft surface water management plan. The site is not in a critical drainage area. The Direction does not apply to this development as it is not included within the defined flood risk area. This has been confirmed in the opinion from our Legal Team.

The purpose of the Direction is to ensure that local authorities appropriate weight flood risk in their decisions. It refers to the higher risk types of development, particularly those at direct risk of flooding. This development is not captured by the Direction due to the relatively lower risks of flooding associated with it.

#### NATURAL ENGLAND

No objection. Permission could be granted (subject to other constraints) and that the authority should consider requesting enhancements.

PLANNING OFFICER COMMENT: Conditions are recommended to secure the provision of Bat Boxes along the boundary of the site which adjoins the rivers.

#### ENGLISH HERITAGE - ARCHAEOLOGY

The site is situated in an area with a high archaeological potential. It lies within the Heathrow gravel terrace, which has shown to have had extensive multi-period settlement from the Mesolithic through to Roman and later periods. Remains include monumental ritualised structures such as the Stanwell Cursus, numerous ring ditched enclosures and planned field systems and intensive occupation. I also note that two Scheduled Ancient Monuments, also dating to the prehistoric period, a Bronze Age earthwork and a Roman settlement, are situated less than 500m from the development site.

Depending on previous truncation, the proposed development may, therefore, affect remains of archaeological importance. I do not consider that any further work need be undertaken prior to determination of this planning application but that the archaeological position should be reserved by attaching a condition to any consent granted under this application. This is in accordance with Policy HE 12.3 of PPS5 and local policies.

#### Condition:

No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

#### Informative:

The development of this site is likely to damage historic assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.

Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

PLANNING OFFICER COMMENT: Relevant Conditions and Informatives are recommended.

#### HIGHWAYS AGENCY

No objection

#### DEFENSE ESTATES

No objection.

#### NATS SAFEGUARDING

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

#### THAMES WATER

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet, 'Best Management Practices for Catering Establishments' which can be requested by telephoning 01923 898 188

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

#### Water Comments

With regard to water supply, this comes within the area covered by the Veolia Water Company. For your information the address to write to is - Veolia Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

PLANNING OFFICER COMMENT: Relevant Informatives are recommended to make the above clear to the applicant.

#### METROPOLITAN POLICE CRIME PREVENTION DESIGN ADVISOR

No objection subject to conditions to ensure the development meets secured by design standards and secure CCTV.

#### **Internal Consultees**

Environmental Protection Unit (EPU)

EPU COMMENT 7 JULY 2011

There have been informal discussions with the developer's agent and the URS Corporation, the



previous environmental consultants for this site in 2010. The Capita Symonds report submitted with the application is a desk study as was the URS report from March 2010. The desk studies are based on site investigations carried out around 2004 and 2007 (15 boreholes).

Information from Hounslow Council (the site was in Hounslow in the 90's) confirms that the site was landfilled historically possibly in the 1940's or 1950's. Hounslow did some basic gas monitoring in 1990 finding no significant levels. Some elevated CO2 was found in recent investigations in 2004-07. Capita Symonds cast some doubt on this indicating that the waste licence may have been for food. However I am assuming there is some landfilling as there is some shallow made ground on the site proved by the previous ground investigations. It may be that much of the made ground above the natural gravels is reworked clay.

The EPU recommend the gas condition set out below to clarify the gas levels and any necessary remediation.

As regards contamination this is discussed in the Capita Symonds report and recommendations are made for a Phase 2 intrusive investigation. Capita Symonds reference the URS report. The previous report by the URS Corporation is not submitted with the application but reviews the contamination testing in soil and water by other consultants in 2004 and 2007. The contamination found including heavy metals was not a problem for a commercial use although the testing was restricted by the nature of the made ground. Some soil contamination was a concern for groundwater but the levels actually in the groundwater did not indicate problems apart from nickel. No fuel spillage as at other places on the airport affecting the ground was found. It appears that further ground investigations will be carried out to provide a more robust appraisal of ground contamination. However I would advise that a contaminated land condition is applied to any permission as below:

#### Contaminated Land Condition

Standard Contaminated Land Condition for use where land contamination is known or suspected based on former or adjacent use (refer to PPS23)

The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(ii) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use;

(iii) (a) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the LPA prior to its implementation. (b) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified, an

addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

(iv) Upon completion of the remedial works, this condition will not be discharged until a verification report has been submitted to and approved by the LPA. The report shall include details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

Note: The Environmental Protection Unit (EPU) must be consulted at each stage for their advice when using this condition. The Environment Agency (EA) should be consulted when using this condition.

#### REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### Gas Condition

The applicant shall carry out a landfill gas survey in the ground at the development site. Some of the landfill gas tests within the survey shall be taken below the proposed footprint of new buildings. If landfill gas is found to be a hazard then the applicant shall install remediation measures to prevent gas ingress to any buildings on the development site to the satisfaction of the LPA.

#### Reason

There appears to be filled ground on this site. Past records indicate a possible landfill use. The condition is required to clarify whether or not there is any hazard due to gas migration from the filled ground to the buildings, and if there is a hazard to ensure any necessary gas remediation work is completed. Advice on this condition can be obtained from the Environmental Protection Unit on 01895 250155.

#### EPU COMMENT 9 AUGUST 2011

Additional information has been submitted by the applicant. The additional Phase 2 investigation by Capita Symonds adds more data to the current data from 9 boreholes reviewed by URS.

I did recommend a contaminated land condition and a gas condition on the planning permissions if given. These conditions should still be applied as recommended in July 2011. This is because there is some remediation albeit smaller scale required, and some further gas monitoring to clarify the gas regime.

As regards the new Phase 2 report this helps give a more robust view of the contaminated land issues. Capita Symonds carried out 7 boreholes, 6 trial pits and 5 window sampling boreholes. The site as indicated by the previous reports comprises made ground over River Terrace Deposits (gravels). Therefore there will be an interest from the Environment Agency. The soil contamination testing did not prove any contaminated soils of concern to a commercial end use using generic site standards for contaminants. Nickel was elevated but is not significant. However a contamination hot spot was found near the above ground fuel storage tank in the north east of the site (BH 101). In particular there is fuel (diesel) in the groundwater in the gravels. This affects soil and groundwater, and will require remediation. As the investigation points are fairly widespread then there is a possibility of uncovering further contamination at the site. These matters are considered in the Remediation Strategy - Hot Spots (para 11). Recommendations are made including removal, validation work and backfill certification.

Only low levels of ground gas have been found in this survey as previously. Some further gas monitoring should be carried out as the report only details one round (para 9). There are recommendations in CIRIA C665 for gas monitoring at commercial / sites dependent on risk. This site would probably be low or even medium risk taking into account there is some fill. In either event more rounds are advised with some rounds during a lower pressure. 6 rounds are given as an ideal number of visits. I think when there is some further data then a conclusion can be made that no gas protection measures are required. Notwithstanding there is little gas and pressure to cause a concern.

The information submitted is satisfactory for our purposes and will be adequate for the planning application. It appears that the former landfill use marked at the site by Hounslow Borough did not involve a large depth of tipping although there is some made ground on the site. We would not see any significant contamination problems with the site providing the gas levels are clarified and the hot spot in addition to any unknown contamination found is addressed. We would expect a validation report at the end of the project.

EPU Comment received August 10th 2011

#### Noise Assessment

I have considered the acoustic report prepared by Peter Bret Associate dated 26th May 2011. The report contains results of a noise data survey undertaken from both fixed and mobile noise sources including changes in traffic noise from HGV movement etc, however it is not clear whether or not noise from actual operation of the facility have been taken in to account in this assessment. The report claims that noise from the service yard will be at least 20dB below the existing background noise and therefore not considered to have adverse impact on the nearest noise receptor.

The report has also stated that target noise has been set for fixed plant items representative of the day and night time background noise at the nearest residential receptor situated in Hounslow Council across the A30 dual carriageway. On the other hand, the nearest Hillingdon noise receptor is some distance away from the proposed application therefore unlikely to be affected by noise. But it has been stated that details of the plant is not yet fixed at the time of writing the report and are set based on the measured background noise, EPU suggest that appropriate condition will be relevant to ensure that plants are selected which fits the sound levels recommended, ensuring that the noise limits be applied to the plant design and specification prior to installation.

In relation to Plot 1 and 2, noise data target has been predicted and assessed against the impact criteria set out in the Design Manual for Road and Bridges (DMRB) and has indicated a moderate impact on certain road network around the application site. However a recommendation has been indicated for a more detailed assessment is undertaken when full 24 hour operational traffic flows has been determined. These will obviously need to be considered as necessary.

The reports has advised that Hounslow Pollution Control has previously consulted to agree methodology to ensure compliance with their local noise criteria which has been stated as 10dB below the existing background noise but where it is not reasonably practicable to meet plant noise limits recommended, further mitigating measure will be required as necessary.

In this regard, the following condition has been recommended accordingly by EPU.

#### Condition 1 - Plant /Machinery

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property with all items

of plant operating. The measurements and assessment shall be made in accordance with British Standard 4142 'Method for rating industrial noise affecting mixed residential and industrial areas'.

#### REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Officer Comment - The Environmental Protection Units request for a condition regarding plant noise is noted, however given the location of the site within and industrial part of the airport and with a decent separation from residential properties it is not considered that this condition is necessary.

#### Use of External flood lightings

I have reviewed the report submitted by HOARE LEA detailing criteria for external lighting strategy for all plots with the development.

Any external lighting installed above the horizontal is unlikely to impact on residential amenities, by reason of light nuisance due to significant distance of Hillingdon properties to the site. The report claims to have undertaken an illumination plot for the entire site whose purpose was to demonstrate intensity of illumination for maximum surveillance and avoiding of overspill to neighbouring properties. There is possibility of lights affecting residents of Hounslow Council in close proximity, and will therefore recommend that Hounslow Environmental Health be consulted alike for their input in the proposed external lighting scheme.

However, the following condition has been recommended.

#### Condition 2 - External Lighting

The external lighting hereby approved shall be installed and maintained in accordance with the specification contained within the document entitled 'External Lighting Strategy' dated 3rd May 2011.

Reason: To safeguard the amenity of surrounding areas.

#### Condition 3 - Construction and Environmental Management Plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction.

Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction demolition, construction and enabling work at the developments be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

#### Condition 4 - Biomass boiler - control of air pollutants

No biomass boiler shall be used on the premises until a scheme which specifies the provisions to

be made for the control of air pollutants from the site has been submitted to and approved by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

#### REASON

To safeguard the amenity of the surrounding area.

#### Construction Site Informative

##### INF 20 Control of environmental nuisance from construction work

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use 'best practicable means' as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in 'The control of dust and emissions from construction and demolition: best practice guidelines', Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

#### HIGHWAY OFFICER

Full planning permission is being sought for a 10,194 sqm unit B1(c)/B2/B8 with on site parking provision for 176 cars to accommodate the relocation of DB Schenker on Plot 3, who currently occupy a site on A30 to the east of the proposed development site.

The Transport Statement suggests that DB Schenker will be 285 staff based at the new facility and in addition there will be 7 regular visitors. The business will operate 24 hours a day, 7 days a week, 365 days a year.

The car parking surveys at the current site occupied by the future occupier with broadly similar staff levels identifies a maximum parking demand of 177 spaces. The Council's maximum car parking standards stipulate a maximum of 102 parking spaces based on the proposed 10,194 sqm floor space. The proposed parking spaces are above the Council's maximum parking standards, however considering the parking demand associated with the future occupier of plot-3 and the location of the application site, the proposed level of car parking is considered acceptable. In addition, 40 secured and covered cycle parking spaces are proposed. Shower and changing facilities should also be provided. Car parking and cycle parking spaces should be covered



through suitable planning conditions.

The proposed access layout would require some modifications to satisfactorily accommodate swept paths for 16.5 Articulated Vehicles. Other swept paths at the access and within the rear service area are acceptable.

2.4mx90m sightlines shown on Drg no. 24639/001/005 Rev A should be conditioned.

Turning to the traffic generation and impact aspect of the proposals; surveys carried out at the current site occupied by DB Schenker have been used to calculate the level of proposed traffic generation associated with plot-3, which is acceptable. However, the methodology used to estimate the level of traffic associated with plots 1 & 2 is not acceptable. Given that the use classes proposed for plots 1&2 are same as for plot-3, the surveys carried out at the current site occupied by DB Schenker should be used to provide a robust assessment.

Notwithstanding the above, the traffic distribution shows that the main traffic impact of the proposed development would be on roads where LB Hillingdon is not the Highway Authority i.e. BAA, TfL, HA and neighbouring borough roads. A slight increase in traffic is anticipated on junctions where LBH roads join other roads; however this would not result in a significant or unacceptable highway capacity impact.

Consequently, no objection is raised on the highways aspect of the proposed development.

#### WASTE

The proposal is for commercial development within the airport. The waste arising from the operation would be commercial waste and most likely dealt with through existing arrangements in place at the airport.

#### S106 OFFICER

##### Proposed Heads of Terms:

1. Transport: A sustainable travel plan will be sought as a result of this proposal. We would seek to secure a £20,000 compliance bond also. TfL may seek some form of public transport contribution however this will be dependant upon their response, once received. There are also be the need for some road/highways works however this will also be dependant upon the highways engineers comments.
2. Air Quality: in line with the Planning Obligations SPD a contribution towards air quality is sought. The level of this obligation will be dependant upon the comments received from EPU.
3. Construction Training: in line with the SPD a contribution towards construction training is sought, in line with the formula being £2,500 for every £1m build cost.
4. Employment Training: in line with the SPD and given the scale and location of the proposal a contribution towards a scheme to deliver employment training is sought as a result of this proposal.
5. Public Realm: in line with the SPD and depending upon comments received from British Waterways (BW) a contribution towards the public realm is sought.
6. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions is sought to enable the management and monitoring of the resulting agreement.



## SUSTAINABILITY OFFICER

### Proposals

A) Detailed planning permission for 10,194sqm (Gross External Area (GEA)) of commercial floorspace (B1c/B2/B8 Use Classes) on Plot 3 including a new access from Scylla Road and associated car parking, landscaping and ancillary works.

B) Outline planning permission (all matters reserved) for development to provide up to 6,294sqm (GEA) of flexible B1c/B2/B8 floorspace for Plot 1 and up to 8,163sqm (GEA). of flexible B1c/B2/B8 floorspace for Plot 2 with associated car parking, landscaping and ancillary works. (Hybrid Application)

### Energy Comments

Plot 3: The energy strategy report for Plot 3 provides unclear information to demonstrate that the development can deliver a 25% reduction in CO<sub>2</sub>. However, the broad strategy sets out an approach that implies the development can deliver a 25% reduction in CO<sub>2</sub>, although there are concerns relating to the lack of clarity around the baseline energy demand assessment and the selected renewable technology. The report should be treated as if it were submitted as part of an outline application, however as there is considerable concern about the use of air source heat pumps, the following condition is considered necessary:

#### Condition

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The detailed assessment shall set out the baseline energy consumption and associated CO<sub>2</sub> emissions of the development as if constructed to 2010 Building Regulations. The assessment shall then provide clear details of a 25% reduction in CO<sub>2</sub> emission from energy efficiency measures and renewable energy. The assessment shall include specifications of any technology to be used and their locations on suitably scaled plans. The development shall proceed in accordance with the approved plans.

#### Reason

To ensure the development reduces CO<sub>2</sub> emissions in accordance with Policy 5.2 of the Replacement London Plan 2011.

NB: The strategy needs to properly set out the baseline energy demand for heating and electricity as required by the London Plan. The current strategy provides confusing data about the baseline, and none about the Air Source Heat Pumps. Air source heat pumps normally require another heating method within the building due to their inability to provide 100% of the heating needs; furthermore, air source heat pumps require electricity to run them. Neither of these matters has been addressed in the energy statement. The requirement of the planning condition is for an energy assessment and therefore the Council requires much more specific information about the final energy solution.

Plots 1 and 2: The submitted energy report for Plots 1 and 2 does not constitute an energy strategy. The following condition is necessary to ensure that development can meet the 25% reduction in CO<sub>2</sub> as required by the London Plan.

Much greater information is required for the reserved matters for Plots 1 and 2 in accordance with the following condition:

#### Condition

Prior to the commencement of development (Plots 1 and 2) a detailed energy assessment shall be

submitted to and approved in writing by the Local Planning Authority. The detailed assessment shall set out the baseline energy consumption and associated CO2 emissions of the development as if constructed to 2010 Building Regulations. The assessment shall then provide clear details of a 25% reduction in CO2 emission from energy efficiency measures and renewable energy. The assessment shall include specifications of any technology to be used and their locations on suitably scaled plans. The development shall proceed in accordance with the approved plans.

#### Reason

To ensure the development reduces CO2 emissions in accordance with Policy 5.2 of the Replacement London Plan 2011.

#### Flood Risk and SUDS

The proposals rely on the use of soakaways to drain the site. However, no link has been made between the ground investigation report and use of soakaways. In particular, the ground investigation report highlight possible areas of contamination and suggests that the site overlays London Clay. London Clay does not normally allow for the use of soakaways. Accordingly, soakaways may not work. Furthermore, the strategy does not provide any detail as to what the drainage solution will be.

The EA have made an objection to the scheme, and I have provided a comment in relation to this, subject to conditions, the concerns raised by the EA can be overcome.

#### Sustainability

To ensure the development minimises its pressure on valuable water resources the following condition is necessary:

#### CONDITION

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and recycling of grey and rain water shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

#### REASON

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

#### Ecology

The site is close to the Longford River and needs to incorporate this feature within the landscaping plans from an ecological point of view. This site provides an opportunity to enhance the river as an ecological corridor by developing specific enhancements. The following condition is therefore necessary:

#### Condition

Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Authority. The scheme shall set out how the development will enhance the areas bordering the Longford River, including where provision will be made for protected species (including bat boxes). The development shall proceed in accordance with the approved scheme.

#### Reason

To deliver biodiversity improvements in accordance with Policies 5.3 and 7.19 of the London Plan.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The proposed site falls within the Heathrow Airport boundary, as shown on the Hillingdon Unitary Development Plan Proposals Map.

Policy A4 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) requires development directly related to Heathrow Airport to be located within the airport, and development not directly related to Heathrow Airport to be located outside the airport boundary. As such, the proposals need to demonstrate that the future use of the site would be directly related to the airport.

In this case the application is in the form of a hybrid application, and while a future occupier (engaged in business activities which are directly related to the operation of the airport) has been identified for the full planning element, there is not yet any occupant confirmed for the outline development proposals.

Officers have been aware of Shenker's need to re-locate from their existing premises, this company employ 285 staff, so are a significant local employer. The fact that they would remain in Hillingdon and be potentially expanding their operations is considered to be a material consideration that supports the Site 3 proposal.

Subject to a condition being imposed on any consent granted, which restrict future occupiers of space developed at the site, to businesses engaged in activities directly related to the operation of the airport, there is no objection in principle to the proposal.

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

The application does not relate to residential development and as such density is not directly relevant. Consideration of overall site coverage and intensity of use have been taken into account and as is discussed in the body of this report, the proposals are not considered to represent over development.

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

The applicant has submitted an archaeological impact assessment as part of the application documentation. Following a review of the site history and the evidence provided by the applicant, the Council's Heritage advisor is satisfied that it is unlikely that any archaeological remains exist on the site. Therefore, no further evaluation is necessary prior to determination.

English Heritage have considered the proposals and advised that subject to conditions (which are recommended) there is no objection raised to the scheme.

### **7.04 Airport safeguarding**

BAA Safeguarding and Compass, the National Air Traffic Services (NATS), Civil Aviation Authority and Ministry of Defence (MOD) Safeguarding organisations have responded with no objection to the proposals (outline and the full application proposals) subject to appropriately worded conditions (which are recommended) for final landscape, bird hazard management and renewable energy details.

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

The site is not within or close to the Green Belt.

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

## FULL APPLICATION PROPOSALS

The proposed new building would be 15m or 3 storeys in height. The proposed height is considered appropriate given the operational needs of the occupier and is considered to be in keeping with the industrial context of the site. A combination of metal cladding profiles and metallic colours are proposed to be incorporated in the warehouse to allow large areas of cladding to be broken down. Vertical flashings visually break the panels into smaller components, whilst a recessed horizontal flashing reduces the apparent height of the unit.

The ancillary office is positioned facing onto the Longford River, this elevation would feature glazing and metallic metal cladding at the entrances.

In this case, the proximity of the building to the airport limits design options (options such as green walls or green roofs are prevented). The major concern with providing this sort of treatment in the proximity of the airport is that it provides an environment that attracts birds.

Footpaths within the plot boundaries would be constructed from concrete block paving of a contrasting colour to adjacent roads, and are considered acceptable. Carpark areas will be formed using tarmacadam and block paviors constructed to adoptable highway standards. Service yard areas will be constructed from reinforced concrete slabs.

Subject to conditions to secure boundary treatment and landscaping there are no objections raised to the design or appearance of the proposed gatehouse or entrance way.

Taking account of context in which this development would be set, and the height and scale of buildings which had previously been located on the site, as well as the scale of adjoining development, no objection would be raised to the impact of the scheme on the character and appearance of the area.

## OUTLINE PROPOSALS

The outline proposals are for all matters to be reserved and as such development zones have been identified as well as the parameters for future development within these:

The maximum parameters for proposed Plots 1 and 2 are set out below:

### PLOT 1:

Maximum floor area: 6,300sqm  
Maximum number of building: 2  
Min Height 8m                      Max Height: 20m  
Min Width 44m                      Max Width: 87m  
Min Length 32m                      Max Length: 108m

### PLOT 2:

Maximum floor area: 8,170sqm  
Maximum number of building: 4  
Min Height 8m                      Max Height: 20m  
Min Width 40m                      Max Width: 100m

Min Length 34m

Max Length: 116m

The applicant has submitted 3 indicative options to show how development meeting the parameters set out in the parameters plan could be met within each outline Plot. The indicative plans indicate that it would be possible to accommodate the proposed floor space in a sensible way without causing harm to the amenity of the area.

In terms of understanding if the maximum height (20m) would be acceptable in this location consideration is taken of the large scale buildings associated with the operation of the airport in the vicinity of the site. It is important to note that the site is adjoined by large scale structures which would prevent views of the site from the south, west and east. Views from the north would be limited to those from the southern perimeter Road.

This proposal would be in keeping with other large buildings in relatively close proximity to the application site and, accordingly it would have limited visual impact. This area is characterised by a significant number of large scale hotels, aircraft hangers, parking and cargo progressing buildings and is commercial/industrial in character. It is considered that in this particular context buildings with a maximum height of 20m could be accommodated without causing any unacceptable harm to the character and appearance of the area.

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

The nearest residential units to the site are situated approximately 200m to the east of the site, on the opposite side of Great South Western Road (A30). The Hilton London Heathrow Airport Hotel is located 300m to the northeast of the site. The extensive and large scale industrial and office buildings which are located between the site and the residences essentially act as a visual and acoustic barrier between the proposal site and dwellings to the east/southeast.

Access to the site is only from the north, and because of the way access to the site is afforded, it is not considered that residential amenity would be unacceptably affected by traffic associated with the proposed use.

The application seeks approval to operate 24hours a day on every day of the year. The site is in close proximity to the Heathrow Airport, and noise from planes taking off and landing means that this area is already very noisy. In this particular case, given the existing context and separation from residential dwellings and hotel uses, it is not considered that noise or disturbance associated with the proposal would cause any unacceptable impacts. A 24hour a day use in this location is considered acceptable.

The Council's Highways officer has considered the proposed access arrangements as well as the traffic generation likely to be associated with the proposal, and raises no objection. Given the context in which the site is set and the nature and location of neighbouring uses it is not considered that the proposal would cause any unacceptable impacts on occupiers of near by properties.

#### **7.09 Living conditions for future occupiers**

Issues related to disabled access requirements are discussed elsewhere in this report. Considering the nature of the proposed use and the layout of the building and spaces and areas within it, it is considered that the proposal would provide adequately for future users.

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

FULL APPLICATION - PLOT 3

In relation to the component of the development for which full planning permission is sought, on site parking provision for 176 cars is proposed. As the occupier of the proposed building is known, the applicant has been able to undertake surveys to understand parking demand. The car parking surveys identifies a maximum parking demand of 177 spaces. The proposed 176 spaces would exceed the Council's maximum car parking standards (which stipulate a maximum of 102 parking spaces based on the proposed 10,194 sq m floor space).

While the proposed parking spaces are above the Council's maximum parking standards, given that parking demand is known (as the future occupier is known and real time parking surveys have been undertaken) the proposed level of car parking is considered acceptable. In addition, 40 secured and covered cycle parking spaces are proposed. Shower and changing facilities should also be provided. Car parking and cycle parking spaces should be covered through suitable planning conditions.

The application was referred to the Council's Highways Engineer who has raised no objection to the scheme in relation to access of parking (subject to conditions and planning obligations which are recommended).

#### OUTLINE APPLICATION - PLOTS 1 AND 2

While a slight increase in traffic is anticipated on junctions this would not result in a significant or unacceptable highway capacity impact.

Transport for London encourage the provision of electric charging points in compliance with policies within the London Plan, and suggest that further details should be provided regarding how the car park will be fitted with charging points. These details could be secured by way of condition should approval be granted.

In summary, subject to relevant conditions and planning obligations (which are recommended) being imposed on any consent, no objection is raised to the development proposals.

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

In terms of security the site will be managed by a gatehouse to control access into the site. The entrance into Plot 3 will be controlled by the use of vehicle barriers into the secure yard and car park area. Plots 1&2 will adopt a similar approach as and when a layout is determined. Spaces and pedestrian routes have well designed routes with easy to recognise entrances from Scylla Road. This provides for convenient movement without compromising security. Car parking is to be provided in the most prominent locations possible.

CCTV ducting, poles and brackets would be provided in the development with the CCTV cameras and cabling to be installed by occupiers. The application site is in single ownership enabling a consistent approach to safety and security.

The Metropolitan Police Crime prevention Officer has considered the scheme and advised that the scheme is acceptable and accords with pre-application advice provided historically. Conditions are recommended to ensure the provision of adequate fencing, gates, CCTV and other security measures.

#### **7.12 Disabled access**

The applicant has submitted a Design and Access Statement which confirms that all entrance thresholds to the building for which full planning permission is sought would be



level or slightly ramped with opening widths and doors designed in compliance with current regulations and Disability Discrimination Act (DDA) requirements.

It also confirms that the development would fully comply with Part M of the building Regulations, BS8300:2001 'Design of Buildings and their Approaches', and relevant Supplementary Planning Guidance.

The Council's Access Officer has advised that he has no objection to the scheme subject to conditions.

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

Not relevant to this application.

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

##### **ECOLOGY**

An Ecological Assessment of the overall site at Scylla Road was carried out in April 2011, the habitats of the adjoining riparian corridor were also surveyed.

The survey findings identified the site as having low ecological value and contains no semi-natural habitats or significant wildlife interest. The only potential for protected species on the site would be roosting bats.

##### **LANDSCAPING**

Planting is mostly located within the landscape buffer zone on the north boundary adjacent to and divided by the security fence from the existing vegetation alongside Longford River. This planted strip also separates the car park and service area from the boundary fence.

The area would be predominantly planted with native species shrubs. There is a gas main easement which runs along this boundary and this infrastructure precludes any tree planting within 3.0 metres on the gas main. The Council's Landscape Officer has advised that the potential to provide a tree screen along the north-west boundary has been compromised by the easement required for the gas pipeline.

Supplementary tree planting will be required along this boundary. This may be achieved on site through the use of root barriers, and could be secured by way of a planning condition if any consent was granted. The Council's Landscape Officer has not raised an objection to the Full Planning element subject to conditions. Landscaping is a reserved matter of the outline component, and landscaping proposals for plots 1 and 2 will be assessed at the reserved matter stage.

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

The Council's Waste and Recycling advisor raises no objection to the scheme subject to the imposition of conditions to require details of how waste and recycling would be provided.

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

The London Plan (July 2011) requires major development to show how the development would generate a proportion of the site's electricity or heat needs from renewables wherever feasible.

The applicant has submitted an Energy Strategy, which demonstrates that a number of measures have been incorporated into the scheme to reduce its energy demand. The use of a number of renewable energy sources, wind power, photovoltaics, ground source

heating and cooling, solar thermal hot water generation and biomass have been investigated.

The energy efficient measures, combined with the use of renewable energy measures would provide a carbon saving, 20% of which would be from renewable energy sources. This complies with London Plan (July 2011) standards and is considered to be acceptable. Further details would be required by way of condition should approval be granted.

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

The site is over 1 Ha in area and as such, while the site is not at any high risk of flooding, there is a need to consult the Environment Agency to ensure surface water run-off is properly managed.

The scheme was referred to the Environment Agency who have raised objection to the proposal on the basis that there are deficiencies within the flood risk assessment (FRA).

The Council's Sustainability Officer has considered the objection and has noted that the site is already covered by either buildings or hard standing, and the proposal would not worsen surface water runoff, rather subject to the imposition of appropriate conditions, surface water runoff could be controlled and the flood risk reduced.

If it were the case that the concerns raised by the Environment Agency could not be dealt with by way of condition, then there would be an objection to the scheme. In this instance, it is perfectly reasonable to impose conditions to address the concerns raised. Subject to the imposition of the following condition no objection is raised to the scheme in terms of flooding:

##### **CONDITION**

No development shall be commenced until a scheme for the provision of sustainable drainage systems to drain surface water runoff has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that runoff can be attenuated as close to the source as possible in compliance with the London Plan's drainage hierarchy and as set out in the flood risk assessment (Capita Symonds, Rev B, 25/5/11). The scheme shall also include information regarding the use of soakaways where proposed, including percolation tests. Should soakaways be found to be unviable, then an alternative measures shall be included in the scheme.

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

##### **Reason**

To prevent the increased risk of flooding and aid adaptation to climate change in accordance with PPS25, and London Plan policy 5.13.

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

##### **AIR QUALITY**

The site falls within an Air Quality Management Area and, as such, an Air Quality Assessment has been submitted. Whilst officers in the Council's Environmental Protection Unit have raised no objections to the scheme they have advised that the development could lead to a minor increase in pollutants and, as such, given the existing poor air quality in the area, a number of mitigation measures should be put in place, including the provision of a Green Travel Plan and a S106 contribution of £25,000 towards air quality monitoring in the area. It is considered that these measures would be sufficient to offset the impact of the development on local air quality.

## NOISE

Officers' in the Council's Environmental Protection Unit have advised that in accordance with Hillingdon's Supplementary Planning Document on Noise, it is the responsibility of the developer to ensure satisfactory noise levels inside the proposed buildings. Nevertheless, should planning approval be granted an appropriate condition could be added to ensure appropriate mitigation measures against noise were carried out.

Given the separation between the site and the nearest residents, there are no objections raised in terms of noise from activities at the site impacting on residents. The applicant has submitted the routes to the site which would most likely be taken by HGV's from near by main highways. The Council's Highways Engineer has considered these and found these to be reasonable. It is quite clear that the truck routes would not need to pass by residential streets in order to access the site.

Notably no objections have been received from officers in the Council's Environmental Protection Unit regarding potential noise or disturbance impacts, subject to conditions.

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

The application was advertised under Article 8 of the Town and Country Planning Act (1990) as major development. A sign was erected on the site and 136 nearby and adjoining occupiers were directly notified via letter. A public notice was placed in a local paper. No replies have been received.

Comments on statutory consultee responses are provided at section 6 of this report.

### **7.20 Planning obligations**

Policy R17 of the Unitary Development Plan Saved Policies September 2007 states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals'.

The Council's S106 officer has advised that contributions should be provided towards construction training, public realm improvements, air quality monitoring, provision of a comprehensive green travel plan, and project management and monitoring. In addition, the applicant should enter into a S278 agreement to secure relevant highway works.

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

Not relevant in to this application.

### **7.22 Other Issues**

#### CONTAMINATION

The application was referred to the Council's Contamination Officer who has considered the testing for contamination undertaken by the applicant. Two sets of testing and information has been undertaken by the applicant, and this has greatly assisted in understanding what issues exist on the site. The Council's Contamination officer has recommended that conditions be imposed on any consent in relation to contamination and remediation and to ensure impacts from gas are mitigated. Subject to these conditions (which are recommended), there would be no objection to the proposal in terms of contamination.

## **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

With regards to whether in light of the EA's objection the Council would need to refer the matter to the Secretary of State, The Town and Country Planning (Consultation) (England) Direction 2009 only applies where the application site is within Flood Zones 2 or 3 or where it is a Flood Zone 1 which has critical drainage problems. The land is within a Flood Zone 1 but that the land does not have critical drainage problems (and nor has it been notified as having such problems). That being the case this application would not need to be referred to the Secretary of State before granting consent and it would seem that the EA's letter contains an error in this regard.

## **9. Observations of the Director of Finance**

## **10. CONCLUSION**

The principle of the proposed development is considered to be acceptable. The size and scale of the proposed buildings are considered to be appropriate for this location, and the proposed development would not have any significant detrimental impact on the visual amenities of this part of the airport.

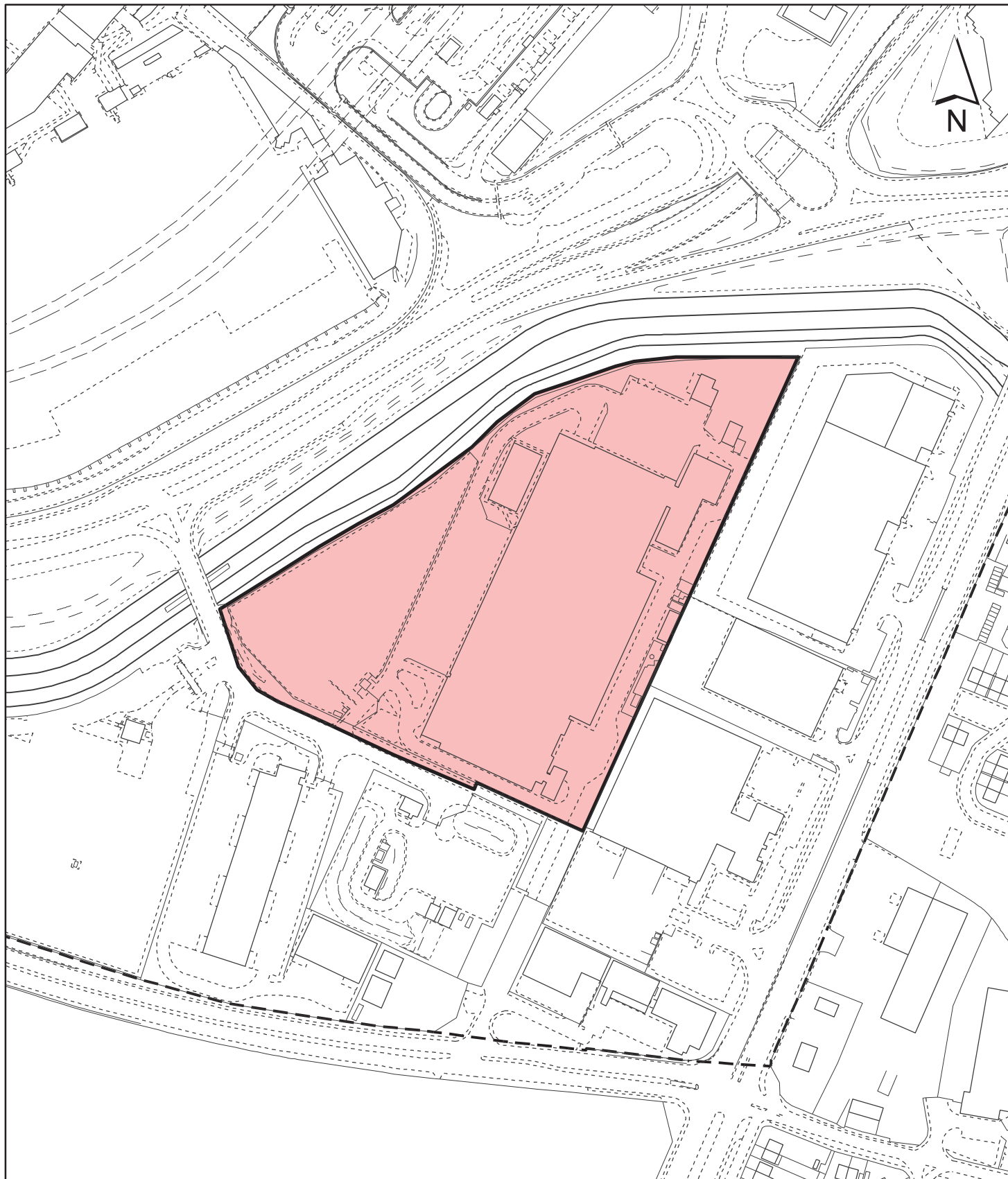
A number of energy saving measures would be incorporated into the scheme as well as renewable energy sources. The parking is considered to be acceptable in this location and the impacts of the proposed development on the Hillingdon road network would be acceptable. Concerns in relation to flood risk can be adequately dealt with by way of planning conditions (which are recommended). The proposal complies with relevant planning policy and, accordingly, approval is recommended.

## **11. Reference Documents**

Hillingdon Unitary Development Plan Saved Policies (September 2007)  
London Plan (July 2011)  
Planning Policy Statement 1 (Delivering Sustainable Development)  
Planning Policy Guidance 13 (Transport)  
Planning Policy Guidance Note 16 (Archaeology and Planning)  
Planning Policy Statement 22 (Renewable Energy)  
Planning Policy Guidance 24 (Planning & Noise)  
Planning Policy Statement 25 (Development & Floor Risk)  
Council's Supplementary Planning Guidance - Noise  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Guidance - Planning Obligations  
Supplementary Planning Document - Accessible Hillingdon

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## Notes



Site boundary

For identification purposes only.

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Site Address

**Long Haul Catering Base  
Scylia Road  
Heathrow Airport**

Planning Application Ref:

**50270/APP/2011/1422**

Planning Committee

**Central and South**

Scale

**1:3,000**

Date

**August  
2011**

**LONDON BOROUGH  
OF HILLINGDON**  
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