



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

Eddie Lavery (Chairman)
Ian Edwards (Vice-Chairman)
Peter Curling
Jazz Dhillon
Janet Duncan (Labour Lead)
Carol Melvin
John Morgan
Brian Stead
David Yarrow

Date: WEDNESDAY, 5 AUGUST
2015

Time: 6.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

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Putting our residents first

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

Petitions - Those who have organised a petition of 20 or more borough residents can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

Ward Councillors - There is a right for local councillors to speak at Planning Committees about applications in their Ward.

Committee Members - The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

How the Committee meeting works

The Planning Committees consider the most complex and controversial proposals for development or enforcement action.

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application

Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;
4. The Committee may ask questions of the petition organiser or of the agent/applicant;

5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

About the Committee's decision

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority - under 'The London Plan' and Hillingdon's own planning policies as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 Matters that have been notified in advance or urgent
- 4 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

Items are normally marked in the order that they will be considered, though the Chairman may vary this. The name of the local ward area is also given in addition to the address of the premises or land concerned.

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
5	The Old Vinyl Factory, Blyth Road, Hayes 59872/APP/2015/1798	Botwell	Construction of a 4-storey University Technical College (UTC) on 'The Picturehouse' development plot together with associated improvements, including car and cycle parking, vehicular drop-off/pick-up zone formed off Blyth Road, landscaping and the provision of an electricity substation enclosure to the front. RECOMMENDATION: Approval	1 - 40 132 - 142

6	Former Contractor's Compound, South of Swindon Road, Heathrow Airport 67622/APP/2015/1851	Heathrow Villages	Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for "Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail)".Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors. RECOMMENDATION: Approval subject to a S106 Agreement	41 - 70 143 - 162
7	Former Contractor's Compound, South of Swindon Road, Heathrow Airport 67622/APP/2015/1854	Heathrow Villages	Erection of elevated pedestrian walkway. RECOMMENDATION: Approval	71 - 82 163 - 166
8	Site of former Unitair Centre & Wayfarer House, Great South Road, Feltham 49559/APP/2015/1991	Heathrow Villages	Reserved matters application for circa 14,306 sq.m commercial development (B1c, B2, B8 use classes) pursuant to planning permission reference 49559/APP/2014/334. RECOMMENDATION: Approval	83 - 100 167 - 178

9	Unit C, Prologis Park, Stockley Road, West Drayton 18399/APP/2015/1087	Pinkwell	Change of use of Unit C to a flexible use consisting of Light Industrial (Use Class B1(c)) and/or Storage and Distribution (Use Class B8) from Storage and Distribution (Use Class B8) only. RECOMMENDATION: Approval	101 - 114 179 - 181
10	Senator Court, Belmont Road, Uxbridge 68385/APP/2015/1218	Uxbridge North	Variation of condition 5 (Approved plans) of the Planning Inspector's decision letter dated 26/3/14 (LPA Ref. 68385/APP/2012/2398) to allow internal and external alterations to include an additional roof terrace, stair tower revisions, fenestration alterations, introduction of blade columns, amendment of external materials, removal of brise-soleil, creation of amenity space and screen on existing terrace, removal of two existing staircases to create large central stairs, small third floor infill extension, re-location of cycle facilities, additional electric charging spaces and re-configuration of landscaping. RECOMMENDATION: Approval subject to a S106 Agreement	115 - 130 182 - 197

Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Construction of a 4-storey University Technical College (UTC) on 'The Picturehouse' development plot together with associated improvements, including car and cycle parking, vehicular drop-off/pick-up zone formed off Blyth Road, landscaping and the provision of an electricity substation enclosure to the front.

LBH Ref Nos: 59872/APP/2015/1798

Drawing Nos:

- 0453_SEW.UTC_7101 Rev 06
- 0453_SEW.UTC_7104 Rev 06
- 0453_SEW.UTC_7206 Rev 01
- 495-S2A-A-ZZ-DR-00-003E
- 0453_SEW.UTC_7203 Rev 01
- 0453_SEW.UTC_7207 Rev 01
- 0453_SEW.UTC_9151
- 0453_SEW.UTC_9152
- 495-S2A-A-GF-DR-01-100C
- 495-S2A-A-01-DR-01-101E
- 495-S2A-A-04-DR-01-104E
- 495-S2A-A-ZZ-DR-01-200E
- 495-S2A-A-ZZ-DR-01-201E
- 495-S2A-A-ZZ-DR-01-202E
- 495-S2A-A-ZZ-DR-01-203E
- 495-S2A-A-ZZ-DR-01-300E
- 495-S2A-A-ZZ-DR-01-301E
- 495-S2A-A-ZZ-DR-01-302E
- 495-S2A-A-ZZ-DR-01-310C
- 495-S2A-A-ZZ-DR-01-311C
- 495-S2A-A-ZZ-DR-01-312C
- 495_Global UTC_Design and Access Statement_15.05.
- 495_Global UTC_Design and Access Statement_15.05.
- 495_Global UTC_Design and Access Statement_15.05.
- 495_Global UTC_Design and Access Statement_15.05.
- 495_Global UTC_Design and Access Statement_15.05.
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- 495_Global UTC_Design and Access Statement_15.05.
- 495_Global UTC_Design and Access Statement_15.05.
- 495_Global UTC_Design and Access Statement_15.05.
- 495_Global UTC_Design and Access Statement_15.05.
- Covering Letter
- Global UTC Travel Plan
- 495-S2A-A-03-DR-01-103C
- 495-S2A-A-02-DR-01-102C
- 0453_SEW.UTC_9150 Rev 01
- 0453_SEW.UTC_7103 Rev 06
- 0453_SEW.UTC_7107 Rev 03
- 0453_SEW.UTC_7201 Rev 01
- 0453_SEW.UTC_7205 Rev 01
- 0453_SEW.UTC_7100 Rev 07

Date Plans Received: 15/05/2015
Date Application Valid: 20/05/2015

Date(s) of Amendment(s): 13/07/2015
02/07/2015
19/06/2015
15/05/2015
17/07/2015

1. **SUMMARY**

The application relates to the construction of a 4-storey University Technical College (UTC) on 'The Picturehouse' development plot within the wider Old Vinyl Factory development site off Blyth Road in Hayes.

The stand alone application is considered to sit acceptably within the wider outline consent for the development of the Old Vinyl Factory site (TOVF) granted under application reference 59872/APP/2013/3775 dated 18.03.14. The Old Vinyl Factory site is being brought forward in separate phases of development and the current University Technical College proposal will replace a previously proposed cinema and ancillary restaurant 'The Picturehouse' within that outline consent.

For the reasons set out within this report, the proposed University Technical College is considered an acceptable form of development that complies with the policies of the adopted Hillingdon Local Plan (2012) and conforms with other relevant London wide and national policy. As such the application is recommended for approval.

2. **RECOMMENDATION**

1. That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to:

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

- i. Construction Training**
- ii. Travel Plan**
- iii. On site and off site highways works**
- iv. Traffic Impact Studies**
- v. Parking schemes**
- vi. Deed of Variation to the Section 106 agreement for the wider Old Vinyl Factory site**
- vii. Project Management and Monitoring Sum**

B) That in respect of the application for planning permission, the applicant meets the Councils reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being

completed.

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

D)If the Legal Agreements have not been finalised by 15th September 2015, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of construction training, Travel Plan and Project Management and Monitoring). The proposals therefore conflicts with Policy AM2, AM7 and R17 of the adopted Local Plan and the Councils Planning Obligations SPG.'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

0453_SEW.UTC_7100 Rev 07
0453_SEW.UTC_7101 Rev 06
0453_SEW.UTC_7103 Rev 06
0453_SEW.UTC_7104 Rev 06
0453_SEW.UTC_7107 Rev 03
0453_SEW.UTC_7201 Rev 01
0453_SEW.UTC_7203 Rev 01
0453_SEW.UTC_7205 Rev 01
0453_SEW.UTC_7206 Rev 01
0453_SEW.UTC_7207 Rev 01
0453_SEW.UTC_9150 Rev 01
0453_SEW.UTC_9151 Rev 00
0453_SEW.UTC_9152 Rev 00
495-S2A-A-GF-DR-00-000E
495-S2A-A-GF-DR-00-001F
495-S2A-A-ZZ-DR-00-003B
495-S2A-A-GF-DR-01-100C

495-S2A-A-01-DR-01-101B
495-S2A-A-02-DR-01-102C
495-S2A-A-03-DR-01-103C
495-S2A-A-04-DR-01-104B
495-S2A-A-ZZ-DR-01-200B
495-S2A-A-ZZ-DR-01-201B
495-S2A-A-ZZ-DR-01-202B
495-S2A-A-ZZ-DR-01-203B
495-S2A-A-ZZ-DR-01-300B
495-S2A-A-ZZ-DR-01-301B
495-S2A-A-ZZ-DR-01-302B
495-S2A-A-ZZ-DR-01-310
495-S2A-A-ZZ-DR-01-311

495-S2A-A-ZZ-DR-01-312; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

3 COM5 General compliance with supporting documentation

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

Design and Access Statement
Energy Report
Acoustic Report
Air Quality Report
Drainage Strategy

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

REASON

To ensure that the development complies with the objectives of Policies contained within the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

4 COM7 Materials (Submission)

No development above damp proof course level shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. This should include details of high level plant enclosures and vents, rooflights, design of doors and windows, details of colour and finish of frames and glazing colour, signage, lighting scheme, projector screens and PVs. Details should include information relating to make, product/type, colour and photographs/images.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

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

5 COM9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage, including number

2.c Means of enclosure/boundary treatments (including details for the mesh boundary fence and gates, to include density of mesh, colour and finish).

2.d Car Parking Layouts (including demonstration that 8 parking spaces are served by active electrical charging points and 4 parking spaces by passive electrical charging points). 2 motorcycle parking spaces should also be provided.

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs or justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

4.a Landscape Maintenance Schedule for a minimum period of 5 years.

4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

6.a Existing and proposed functional services above and below ground

6.b Proposed finishing levels or contours

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

REASON

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

6 NONSC Branding and Signage Strategy

Prior to installation of any external branding and signage plans and details which demonstrate all proposed branding and signage strategies for the building elevations and

external areas, including lighting strategies, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

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

7 NONSC Community Use Plan

The development shall not be occupied until a Community Use Plan, which demonstrates the extent of the proposed community uses in a form that can be secured by the Council has been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development complies with London Plan Policy 3.16.

8 COM30 Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A 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;

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

9 NONSC Energy

Prior to the commencement of development a detailed plan showing how the details of the energy and CO2 reduction measures set out in the Global Academy UTC Energy Strategy Rev 6 (July 2015) will be included within the development shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- A full baseline of the expected performance of the building in KgCO2 and KWhr
- Details, specifications and drawings showing how the development will connect to the side wide district heating network (if appropriate) and the impact this has the baseline energy and emissions.
- Signed confirmation from the district heating network operators/owners of the ability and authorisation to connect to the site wide district heating network
- Full details of the renewable energy technologies including plans (such as roof plans for PVs), impact on the baseline emissions and the site operation, maintenance and monitoring.

The development shall proceed in accordance with the approved details.

Reason

To ensure the details of the final energy and carbon reduction measure meet the broad strategy submitted with the full planning application and that the development meets the 35% CO2 reduction target as described in Policy 5.2 of the London Plan.

10 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2015) Policies 7.1 and 7.3.

11 COM15 Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

Manages Water The scheme shall follow the strategy set out in 'Drainage Strategy', produced by Enginuiti dated 1st of May 2015 Revision 1, and demonstrate ways of

controlling the surface water on site by providing information on:

a) Suds features:

incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,

overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will: incorporate water saving measures and equipment.

provide details of water collection facilities to capture excess rainwater;

provide details of how rain and grey water will be recycled and reused in the development.

e) Long Term Management and Maintenance of the drainage system.

Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

f) During Construction

How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the

Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

12 NONSC Scheme for site noise control

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

13 NONSC Noise affecting residential property

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. 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.

14 NONSC Construction Logistics Plan

Prior to the development commencing, the applicant shall submit a Construction Management Plan and a Construction Logistics Plan in line with TfL guidance to the Local Planning Authority for its written approval.

REASON

To safeguard the amenity of surrounding areas in accordance with policies OE1 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 COM25 Delivery and Servicing Plan

Prior to the development commencing, the applicant shall submit a Delivery Servicing Plan to the Local Planning Authority for its written approval.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policies OE3 and AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

16 NONSC Details of Substation

No development above damp proof course level shall take place until full details of the proposed 'Substation' have been submitted to and approved in writing by the Local Planning Authority. This should include details of dimensions, materials and details of colour and finish.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

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

17 NONSC Access and Fire Strategy

The development shall not be occupied until 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, have been submitted to and approved in writing by the Local Planning Authority. Details shall also include a fire strategy document that provides sufficient detail to ensure the safety of disabled people in the event of a fire and emergency. Such detail should include provisions for evacuating disabled people, and/or details of a stay-put procedure. Suitable toilet and changing facilities for students who have complex care support needs should also be incorporated into the internal design layout, and to this end, a 'Changing Places' cubicle should be incorporated into the scheme.

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 Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (March 2015) Policies 3.1, 3.3 and 7.2.

18 NONSC Non Standard Condition

The development shall not be occupied until a management plan for the proposed 'drop off/pick up' area has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the the free flow of traffic and to protect pedestrian and highway safety in accordance with policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 NONSC Non Standard Condition

It is the responsibility of the 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 Services will be required.

REASON

To ensure that surface water discharge from the site shall not be detrimental to the existing sewerage system in accordance with policies OE8 and OE9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 NONSC Non Standard Condition

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried

out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the program for works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON

In order to protect the existing sewerage infrastructure in accordance with policy 5.14 of the London Plan (March 2015).

INFORMATIVES

1 I52 **Compulsory Informative (1)**

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

2 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

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
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 2.17	(2015) Strategic Industrial Locations
LPP 3.18	(2015) Education Facilities

LPP 4.6	(2015) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 7.6	(2015) Architecture
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R16	Accessibility for elderly people, people with disabilities, women and children

3 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4

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. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

Provided the conditions and informatives as above are applied, I have no objection to the proposal on noise grounds.

5

- a) The Equality Act 2010 seeks to protect people accessing goods, facilities and services

from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.

d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

e) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

f) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

6

Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

7

It is important that the acoustic specification recommendations in appendix B of AAD report ref: 15005/005/pm are implemented in full. Failure to comply with the recommendations could result in a requirement for expensive remedial works.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated directly to the south of Blyth Road and to the west of 'The Powerhouse' within the wider the Old Vinyl Factory (TOVF) development area. The plot of land relevant to this application is where the previously approved 'The Picturehouse' development was to be located (Phase 3 of the outline consent).

The whole of the Old Vinyl Factory site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site has been largely

vacant with many buildings falling into disrepair.

The TOVF site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station 420 metres to the east of the site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey office building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

Contained within the wider TOVF site are seven main buildings which, from west to east are, The Marketing Suite, The Shipping Building, The Cabinet Building, The Record Store, The Powerhouse, Jubilee House and the Pressing Plant.

Many of the existing buildings are in a derelict condition arising from long term vacancy. They require a substantial investment to return them to a habitable and thus lettable state. The public realm is dominated by a large extent of tarmac surfacing providing for surface car parking.

Blyth Road is one-way street running westbound to the junction with Trevor Road, after which it is two way and continues westwards to meet Dawley Road (A437). Dawley Road runs northwards to A4020 Uxbridge Road and southwards to North Hyde Road which continues eastwards to the A312.

The nearest bus stop to the development is located on Claredon Road approximately 400m from the site and served by Route 350. Additional bus services are available from Hayes and Harlington railway station, approximately 600m from the site. The site has a PTAL rating of 3 (moderate).

The current UTC application site is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and an Industrial and Business Area, as identified in the Policies of the Hillingdon Local Plan, and a Strategic Industrial Location (SIL) as designated within the London Plan (March 2015).

3.2 Proposed Scheme

Planning permission is sought to construct a new University Technical College (UTC) on the 'Picturehouse' site within the wider and comprehensively master-planned regeneration area of The Old Vinyl Factory area.

The UTC is sponsored by Global Radio working in conjunction with its University partner, the University of the Arts London, and will specialise in offering up to 800 14-19 year olds the vocational skills to work in the broadcast and media industry. UTCs are a relatively new concept in secondary school provision and provide students with the opportunity to take a full-time, technically orientated course of study alongside the core academic subjects of English, Mathematics, Science and ICT. The UTC is being procured by the Education Funding Agency (EFA).

The principal components of the proposed development are as follows:

- Construction of a 4-storey largely modular building (arranged over ground and three upper floors) measuring 80.5m long x 28.3m wide x 17.1m high and with an overall gross internal floor area of 6,714m².
- A safe and secure outdoor amenity space on the part-south and western sides of the

building for a student break-out area and occasional external teaching area during periods of hot weather. The space would be secured with a 1.8m high transparent and lightweight weld mesh fence (for education and secure by design reasons to protect the welfare of the 14-16 year old students) set behind a vertical landscaped structure of ornamental hedging, which is consistent with the wider landscape philosophy of the masterplan. This space is adjacent to 'The Groove', which forms the principal pedestrian walkway through the masterplan area.

- The UTC would be served from one of the vehicular site access arrangements on Blyth Road serving the wider regeneration area and as already approved under the site masterplan (Powerhouse Lane). A dedicated student drop-off/pick-up zone would be formed on Blyth Road at the eastern end of the site frontage to discourage cars from entering the site.

- Staff car parking (40 spaces) would be provided on the wider Old Vinyl Factory site and initially in the form of a temporary surface-level car park on The Assembly Building development plot and later (once The Assembly Building is under construction), Vinyl Square, pending permanent provision in the Assembly Building. A further 5 x disabled parking bays would be provided on the UTC site fronting the western elevation and arranged side-on to Powerhouse Lane together with 120 cycle parking spaces.

The building has been designed to be modern and contemporary, consistent with the architectural language of the wider masterplan. The ground floor would be clad in a translucent and opaque polycarbonate allowing light to penetrate into the building, while the exterior has been designed with an overlay of anodized aluminium mesh that would allow indirect light to pass into the building whilst also acting as a shade to solar gain, helping to keep the building cool in the summer months. The mesh steps out over the main entrance which is intended to provide greater definition and focus to the primary arrival point.

In terms of lighting, the applicant has provided the following explanatory text within the Planning Statement submitted to support this application:

'The UTC has also been articulated with an innovative external lighting regime to help showcase the building and provide a coherent and unified expression of the activity focus on the site. The final specification and design of the proposed lighting details will be agreed with the Council at the planning condition stage, but the principal elements of the overall strategy are as follows:

- West Elevation (fronting Vinyl Square): Use of top-down graze lighting behind the polycarbonate facade at ground floor level to create an uneven light box effect; using narrow light lines around the larger window frames and wide light lines inset into the space; creating coloured (red/green) grazing around the window frames of the recording and meeting rooms with glass etching (the red/green would signify when the space is either in use or not in use); and the use of glowing neon letters for quote mounted on exterior solid wall.

- East Elevation (fronting 'The Powerhouse'): Use of top-down graze lighting from behind all four levels of the polycarbonate facade creating an uneven light box effect with the possibility of integrating media content; providing for a 'graffiti wall' with superimposed images with different elements changing under different lighting conditions.

- North and South Elevations: Soft glow from the interior windows visible through the mesh; use of top-down graze lighting.

The lighting philosophy also partly underpins the signage and branding strategy, which is an equally integral element of articulating the use and expressing the activity focus. The concept is illustrative at present, as the finer details will be agreed with the Council under planning condition, but the intention is to use a combination of small and large-scale signage

(and small and large format brand graphics) to define the brand, including the use of illuminated branding and potentially also a video screen (to the ground floor of the west elevation) to display information about the school.'

The applicant is committed to extending the use of the college's sports hall to the local community out of school hours, however, the finer details of the proposed measures that will be initiated in this respect will not be known until the school syllabus is set and finalised and the true availability of the sports hall is known. A community use plan, which demonstrates the extent of the proposed community uses is therefore recommended to be secured under planning condition.

3.3 Relevant Planning History

Comment on Relevant Planning History

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The wider site is being brought forward in phases with certain phases already benefitting from reserved matters planning consent. The original outline consent included a cinema and ancillary restaurant on the site of the current application known as 'The Picturehouse'. The current proposed scheme is therefore a full standalone application, however it is located within the wider TOVF site.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (March 2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.EM1 (2012) Climate Change Adaptation and Mitigation

Part 2 Policies:

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
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 2.17	(2015) Strategic Industrial Locations
LPP 3.18	(2015) Education Facilities
LPP 4.6	(2015) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 7.6	(2015) Architecture
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R16	Accessibility for elderly people, people with disabilities, women and children

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **18th June 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

This application was advertised as a Departure and consultation letters were sent to 120 local owner/occupiers and the Hayes Town Centre Residents' Association. Site and press notices were also posted. No responses have been received.

CROSSRAIL LIMITED

The site of this planning application is identified outside the limits of land subject to consultation under

the Safeguarding Direction.

The implications of the Crossrail proposals for the application have been considered and I write to inform you that Crossrail Limited do not wish to make any comments on this application as submitted.

THAMES WATER

Surface Water Drainage - With regards to surface water drainage it is the responsibility of the 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 Services will be required.

Reason - to ensure that surface water discharge from the site shall not be detrimental to the existing sewerage system.

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

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the program for works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed work will be in close proximity to underground sewerage infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

SPORT ENGLAND

Sport England does not wish to comment on this particular application.

TRANSPORT FOR LONDON (TfL)

Parking

Forty staff car parking spaces are proposed, which equates to two in three FTE staff having a parking space, with an allocation system still unknown. The TA states that the Travel Plan will not allow older students to bring their car to the UTC, but TfL queries whether this can practicably be enforced. This level of provision is excessive and TfL does not support the applicant's justification, which is to tie the parking level to the proportion of trips to work by car recorded in the 2011 census. This demand-led approach does not anticipate any improvements to transport infrastructure soon after the intended opening of the academy, by which time the easy availability of car parking will have led to entrenched car-focused travel. Although it is acknowledged to be less than allowed in the previously consented scheme, TfL strongly encourages that the school parking should be decreased, particularly considering the already excessive total quantum of parking provision consented for the entire site and the PTAL of 4 recorded for this specific plot.

TfL also understands that some 230 parking spaces that are 'spare' from the 270 cinema spaces consented will be re-allocated to office use for other plots within the site. While TfL will consider those on a site by site basis with the reserved matters application, to be submitted for each plot, the applicant should be encouraged to reduce the overall number of office spaces throughout the masterplan. Furthermore, it is requested that the extant parking management plan conditioned for the whole site be reviewed and updated in accordance with any permission given, with relevance to this specific plot and its altered land-use. In accordance with policy 6.13 of the 2015 London Plan, 20% of all residential parking spaces should be fitted with electric vehicle charging points (EVCP's), with a further 20% having passive provision. Ten percent of all spaces should be of a disabled-accessible design.

A drop-off facility is proposed on Blyth Road, as an 'in-out' arrangement for four cars or, for off-peak periods, a coach. From the tracking drawings supplied, the coach seems to partly over-sail the adjoining land (under the control of the applicants). Although there are no standards for coach parking, TfL would prefer to see off-street coach/minibus parking on what is after all a very large site. It would also like confirmation of how the use of this lay-by will be managed to ensure free-flow of traffic during school start and finishing times.

Walking & Cycling

TfL understands that contributions have been secured (£405,594 towards the public realm) through the main masterplan, to ensure conformity with London Plan policy 6.10 Walking. Cycling infrastructure in the area is currently minimal, though improvements will be made to the station in all directions in time for the arrival of Crossrail. The main cycle route within the site is a new route, "The Groove", which will link in with a new contraflow cycle lane along part of the one-way section of Blyth Road. The first and nearest committed highway improvements (of benefit to pedestrians and cyclists) are on Blyth Road/Trevor Road, proposed for Phase 1 (2016). Further highways improvements will follow in accordance with the phasing of the whole-site scheme and its s106 in 2019 (Station Road/North Hyde Road and Dawley Road/North Hyde Road), then Dawley Road/Blyth Road in 2020, and lastly Printing House Lane/Clayton Road in 2021.

All these improvements have been secured and are committed in the site-wide s106 Agreement, but nevertheless TfL would strongly support the Local Authority in negotiating changes to the original s106 to bring forward delivery of some or all of these improvements. This is because the school's impacts on local transport infrastructure will be substantial by 2018-19 (700 places on the school roll with the following year seeing the maximum 800 pupils attending).

80 cycle spaces are being proposed for the Academy, which the applicant is asked to confirm will not take away from any of the 289 spaces allowed for in the commercial floorspace consent. TfL does not support the location or the quantity of Academy cycle parking spaces which do not fully meet the aims of London Plan Policy 6.9 Cycling Parts A and B. The accompanying London Plan 2015 standards require 1 space per 8 staff plus 1 space per 8 students, thus the total long-term parking should be 110 spaces, plus a further 10 short-term (visitor) spaces at a ratio of 1 per 100 students. The proposed long-term spaces are vulnerable to theft in their proposed external position which is apparently exposed to the elements. The applicant should therefore provide 30 additional long-term spaces located in a secure, covered location, and covered by CCTV as an additional security measure where possible. Ten visitor spaces should additionally be located on-site at an accessible and visible location external to the Academy.

One aspect of the access arrangements that could be improved for the safety and amenity of cyclists and pedestrians would be to narrow the 'bell-mouth' off Blyth Road and provide a bigger 'refuge' in the middle for pedestrians. This would not only slow down cars sweeping into the car park but also allow pedestrians to wait safely in the middle of the two lanes until the lane ahead becomes free.

Traffic Impact

With the review and clarification of a number of points and issues in the TA Addendum, TfL considers the applicant's analysis and conclusions to be robust and acceptable in terms of strategic impacts.

It is noted that the whole-site consent has secured improvements to a number of local junctions, including roundabouts. TfL considers that the school development by itself will not have a significant impact on the TLRN but in the context of cumulative impact, it will contribute to adversely affect the operations of the TLRN particularly because of city-centre bound traffic passing through the Bulls Bridge roundabout. TfL is therefore undertaking a feasibility study to look at improvements options for the Bulls Bridge, the M4 Junction 3 and the link between.

The timing of this application and its likely determination is premature with regard to when TfL will be in a position to share outputs/designs of this design process, regrettably, although construction will be likely to start in summer 2017 (the first 200 students are intended to start at the academy in 2016/17). As stated above, as the application site is not situated in the vicinity of the Transport for London Road Network (TLRN) or the Strategic Road Network (SRN) and for this case TfL is prepared for the local highway authority determine the likely highway and traffic impact to the local highway network resulting from the proposal and is not itself seeking further mitigation. As this site will benefit from the study output and future highway improvements, TfL would expected that the £150k previously secured through the s106 consent for the whole site be re-allocated towards the junction improvement works through a s106 deed of variation.

The applicant asserts that the nature of the UTC teaching programme means that school arrivals and departures will be staggered and some students may arrive as early as 07.30 and leave as late as 7pm. TfL accepts that this will be beneficial in spreading the impact of the school on the transport infrastructure but nonetheless it would support a condition to secure staggered starts as is usual with school uses in London.

Buses

Having assessed both the development's impact on the network as a whole and on individual corridors (north, south, east and west), TfL considers that there should be sufficient spare capacity to accommodate an additional 400 trips in the AM and PM peaks. The only 'close call' is route 195 which serves Southall to the east. However this corridor parallels Crossrail services which is predicted to reduce demand for buses. With this scenario in mind, the applicant should also consider increasing modal share for cycling and walking, through a robust whole site Travel Plan and School Travel Plan. Funding for bus stops and Legible London signage as secured through the original whole-site s106 of £20K should be retained.

Construction and Servicing

TfL usually expects a draft delivery and servicing plan (DSP) to be submitted with proposals of this nature. There appears to be no mention of the arrangements as understood to be unchanged from those agreed for the cinema. TfL is content for the submission of this plan and its implementation to be secured by planning condition.

This will ensure compliance with current London Plan policy 6.14 'Freight'. TfL also expects the development will be supported by a construction Management Plan (CMP) and a construction Logistics Plan (CLP). As it is understood both of these plans were secured by condition and/or through the s106 agreement for the whole site permission. Revised plans covering the school would be required.

Travel Planning

This application contains a framework Travel Plan (TP) for this development. It does not refer to the

whole-site Travel Plan. Ideally the latter should be updated and submitted as a reserved matter and there should be a condition requiring that a School Travel Plan (ie a travel Plan specific to this land use and the school's particular characteristics) be drawn up and submitted for the online Travel Plan assessment ATTrBuTE with a 'Pass' score obtained prior to the school opening.

The TP as currently submitted has narrowly failed the ATTrBuTE test; the report has been sent to its author with comments and a request to re-submit. Provision of a full Travel Plan is requested to be secured by condition. TfL notes and supports the commitment in the TP by the UTC to market the TP to prospective students and their families and staff. This supports TfL's view of the importance of giving all necessary encouragement to use walking, cycling and other sustainable modes of transport.

Summary

It is understood that there will be a separate s106 Agreement relating to this proposed development and planning application only. All of the site-wide planning obligations in terms of the off-site highway work improvements still stand and will be unaffected by this proposal.

TfL requires parking levels and the extant parking management plan to be reviewed, it also requires cycle parking quantity and quality to meet the aims of London Plan policy and standards. On-site minibus/coach parking is preferred to proposed on street arrangement. EVCPs and a School Travel Plan plus the latter's 'marketing' should all be secured by appropriate planning conditions and obligations. A DSP, CMP and CLP should be revisited and revised accordingly.

GREATER LONDON AUTHORITY (GLA)

The GLA have produced a lengthy report into the proposals which concludes with the following point London Plan policies on the principle of development, urban and inclusive design, climate change and transport are relevant to this application. The application complies with some of these policies but not with others for the following reasons:

- a) Principle of development: Whilst the proposal represents a departure from local plan policy, the principle of an education facility on the site is supported in strategic terms.
- b) Urban design: The applicant's overall approach to design is acceptable. However, details of how the building's boundary is treated and detailing of the materials used should be secured by the Council.
- c) Inclusive design: Further information should be provided to demonstrate the accessibility of the building and in particular the vocational training areas. Further detail should also be provided to demonstrate that the proposed shared surface will be safe for pedestrians.
- d) Climate change mitigation: The on-site carbon dioxide savings fall short of the London Plan targets. Further revisions and information are required before the proposals can be considered acceptable and the carbon dioxide savings verified.
- e) Climate change adaptation: Further information should be provided on sustainable drainage and the management of surface water run-off.
- f) Transport: Parking levels and the extant parking management plan should be reviewed together with the cumulative impacts of development on bus capacity. Cycle parking quantity and quality should also be reviewed to meet London Plan policy and standards. On-site minibus/coach parking is preferred to a proposed on-street arrangement. EVCPs and a school travel plan should all be secured by appropriate planning conditions and obligations. A DSP, CMP and CLP should be revisited and revised accordingly. Previously secured s106 funding should also be revisited and/or brought forward.

Officer's Comments:

- a) Noted
- b) A condition requiring further details of boundary treatments and materials is recommended to be attached to any consent.
- c) Protective bollards have been introduced to separate pedestrians and vehicles in the proposed

drop off area. The Council's Access Officer has reviewed the proposed scheme and recommended the attachment of an appropriate condition and a number of informatives. No objection was raised.

d) The applicant has produced a revised Energy Strategy following the point made by the GLA. The Council's Sustainability Officer has reviewed the revised Energy Strategy (ES) and raised no objection to the proposals. The revised ES has been submitted to the GLA for consideration prior to their Stage 2 response.

e) A Sustainable Urban Drainage condition is recommended to be attached to any planning consent.

f) Parking levels have been reduced by 4 spaces to 40 (plus 5 disabled parking spaces). Cycle parking quantity has been increased to 120 spaces in line with London Plan requirements. The proposed S106 attached to this consent includes a requirement for the Transport documents to be revised in line with the new proposal.

Internal Consultees

HIGHWAYS

The transport assessment supporting the application has a significant number of matters that have not been satisfactorily considered or resolved. This includes:

a. There has been no resolution regarding the consideration of the 258 car parking spaces for the previous consent for the Cinema. The retention of those parking spaces affects the current transport assessment because the consideration of transport context allowing for TOVF as committed developments and the corresponding future highway improvements may be inappropriate.

b. On-street car parking surveys and assessment of parking stress needs to be considered further.

c. The assessment of public transport capacity (buses) to accommodate the demands generated by the UTC, TOVF and other committed developments needs to be included in the legal agreement.

d. On-street car parking stress on roads in the vicinity of the proposed developments has been assessed but includes residents parking areas (which it should not). This should be considered further and included as part of the s106 agreement.

e. An updated transport study should be secured through a s106 agreement. The full scope of this study to be agreed by the Council and with the applicant remaining responsible for the costs of delivering all required mitigations measures (over those already identified for TOVF).

f. A drop off / pick facility for four cars is proposed, however some minor layout details are pending agreement. The s106 agreement should secure this and also allow for dedication of land for adoption as highway.

g. Junction Assessments: Notwithstanding reservation implied by comment (a) above, the results of traffic modelling reported in the Transport Report Addendum would indicate that further improvements will be required at nearby junctions which should be included in the s106 agreement.

Accident Analysis

An analysis of road accidents undertaken for TOVF was referenced together with the corresponding proposed work to assert that safety will be improved for pedestrian and users of public transport travelling between the site and local bus stops and rail station.

Parking

When considering the car parking provision for the proposed scheme, a total of 40 staff car park spaces and 5 bays suitable for disabled users. This provision will serve a total of 60 staff.

A total of 20% active and 10% passive electric vehicle charging points is required in line with London Plan requirements. A condition should be attached to secure this.

A minimum of 80 cycle spaces were proposed, based on the anticipated mode share of pupil trips. Following TfL comments, the cycle parking provision has been increased to 120 spaces.

There is no motorcycle parking proposed. In line with Hillingdon's Local Plan part 2 motorcycle parking should be provided at the rate of 1 space per 20 car parking spaces. A condition should be attached to secure the required provision for motorcycle parking.

Construction Traffic

A Construction Logistics Plan should be secured by way of a planning condition or s106 agreement.

Travel Plan

A full travel plan to take account of any necessary adjustments following the completion of a comprehensive transport study should be secured and maintained through a planning condition and/or s106 agreement as appropriate.

Conditions and S106 Obligations

The issues above regarding car parking, motorcycle parking, cycle parking, drop-off/pick up facility and transport assessment study should be appropriately covered through planning conditions. The highways/transport obligations listed below should be covered within the S106 agreement.

1. Access works.
2. Part carriageway and footway resurfacing and associated works at the drop off / pick up facility adjacent to Blyth Road.
3. Removing/relocating on-street car parking bays, amending parking restrictions if considered necessary (following the completion of the traffic study) and associated costs.
4. Travel Plan - including details of management, targets and monitoring programme.
5. Highway mitigation measures required - as identified through the comprehensive transport / traffic studies, the scope of which to be agreed by the Council,
6. Car parking allocation and management scheme.
7. Construction Logistics Plan, including details of construction phasing and programme for delivery of mitigation measures.
8. Refuse and delivery management scheme.

Officers Comments:

Negotiations have been held with the Applicant to secure the required details through a S106 agreement or through planning conditions.

TREES AND LANDSCAPING

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- No trees or other landscape features of merit will be affected by the proposal.
- The Design & Access Statement describes the site context, project brief and the evolution of the design proposals.
- The landscape strategy is described in pages 33-44.
- The design concept is to integrate the site within the design framework for the whole campus.
- The proposal is intended to re-inforce the high quality distinctive public realm (hard and soft landscape) which has been established within the masterplan and subsequent detailed phases.
- The landscape features include a continuation of The Groove to the south of the building, a tree-lined boulevard along the frontage, together with a drop off area and soft landscaped areas.

- Structural hedges and other planting will be used to provide secure/defensible amenity space around the south and west of the building for use by the UTC and its students.
- The illustrated palette of hard and soft landscape materials indicates that the character and appearance of the finished landscape will be in accordance with the approved masterplan and adjacent plots.
- This application has been subject of a number of post-application discussions and drawing amendments.
- The current landscape/external works plan by SEW, is indicated on drawing ref. 0505_0453_SEW.UTC_7100 Rev 07.
- One of the remaining issues is the excessive height of the security fencing around the UTC at 1800mm, as recommended by secure by design.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

No objection, subject to the above observations and COM6, COM7, COM9 (parts 1,2,3,4,5, and 6).

ENVIRONMENTAL PROTECTION UNIT (Noise)

My comment on noise issues are given below. I have considered the acoustic planning support report prepared by Applied acoustic design (AAD) (ref: 15005/005/pm) dated 30 April 2015.

The report looked at compliance in terms of BB93 requirement for indoor ambient noise for school accommodation. Table 1 in the report specifies the required indoor ambient noise criteria as required by BB93. Appendix B of the report details specifications for external facade and windows sound insulation requirements to achieve indoor levels in table 1.

I agree that the specifications for noise insulations outlined in Appendix B will achieve the internal ambient noise level for school rooms. I also note from paragraph 4.3 of the report that windows will remain closed and alternative means of ventilation will be provided. In order to ensure the recommendations of the report are complied with, I suggest informing the application as follows:

It is important that the acoustic specification recommendations in appendix B of AAD report ref: 15005/005/pm are implemented in full. Failure to comply with the recommendations could result in a requirement for expensive remedial works.

There is potential for noise disturbance to nearby sensitive receptors from noise breakout from activities at the college. This has not been addressed in detail and I recommend the following 2 conditions:

1. Scheme for site noise control

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason

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

2. Noise affecting residential property

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. 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.

Construction noise

In order to control environmental problems during demolition and construction, I recommend use of the following informative.

Informative - construction

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. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

Provided the conditions and informatives as above are applied, I have no objection to the proposal on noise grounds.

ENVIRONMENTAL PROTECTION UNIT (Contamination)

I refer to your consultation of 3 July 2015 on the above application for the Global Academy UTC, which appears to be on the Picture House area, and contained part of the 'lean to' buildings of the Powerhouse. The above reports have been submitted, some data is historical and there is a new 2015 factual report by esg consultants that has data used in the assessment. This is a small report of 3 window sampling boreholes and two deeper boreholes. It should be sufficient combined with the rest of the information provided in the remedial strategy report by Idom Meerbrook. The 2013 report for the Boilerhouse which is next to the Powerhouse is also used for the assessment. The data has been assessed in the strategy report with the further monitoring and Soilfix site investigation to design the remediation work.

A main part of the report is the work by Soilfix remediation consultants who have also worked and verified the adjacent Gatefold Building. They have not remediated this site, but have carried out a detailed survey of the underground ducts and tunnels on the site as well as excavating some trial pits.

The remediation works proposed are detailed in Section 3 Remediation Strategy. Most soil

contaminants were not elevated above the guidance levels for a commercial use apart from some plant toxins and Arsenic. Asbestos and hydrocarbons appear to be the main issues of concern. This remediation will involve the

1. The removal of hydrocarbons in the ducting,
2. the removal of asbestos in the ground and tunnels and
3. The importation of clean soils for a 300mm cap on the landscaping areas.

The remediation areas will be validated, and the standards to be used for site won and imported soils in Table 2 are acceptable to us on the basis of the commercial end use. The rate of sampling is not high but should be sufficient to validate the remediation areas, and soil capping.

The asbestos and hydrocarbon removal works are significant, and the details are given of the asbestos works are given in Section 7.

It appears that the groundwater, gas and vapour assessment explained by Idom Meerbrook in their letter of 21 March is not indicating a need for the remediation of groundwater or the installation of gas / vapour protection measures. There are solvents present in the water but these are stated to be of low concentrations which can have a vapour impact on human health (including trichloroethane and Cis 1,2 dichloroethene). Idom Meerbrook do not think that a human health effect of vapours is present. No membrane is therefore proposed as at the Gatefold building nearby. The EA's advice on groundwater should be sought.

A verification report is proposed as outlined in Section 8 Verification Report of the Remedial Strategy and Method Statement. There are 10 parts to the report, (i) to (x).

I would advise the standard condition. There is a possibility of unknown contamination on the site and this part of the standard condition can be retained. Given that the site is at the stage of the remediation strategy the pre-commencement parts of the condition ((i) (a), (b) and (c)) will be met. Any reports that have been used to assess the UTC area should be submitted in compliance with condition below, or referenced to other applications on the Vinyl factory where they were previously sent and reviewed in detail.

Contaminated Land Condition

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A 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;

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme

shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan (November 2012).

CONSERVATION AND DESIGN

This application has been subject to extensive discussion with the applicants.

There are no objections to the scheme in design or conservation terms, although the Design and Access Statement is considered to be rather weak on heritage matters. The following elements will need to be conditioned should you recommend approval:

Samples of all external materials to be submitted for agreement. Details of:

high level plant enclosures and vents

rooflights

design of doors and windows, details of colour and finish of frames and glazing colour

signage

lighting scheme

projector screens

PVs

Details of mesh boundary fence and gates, to include density of mesh, colour and finish.

SUSTAINABILITY OFFICER

I have no objections to the proposed development subject to the following:

Energy

The energy strategy is broadly acceptable and provides sufficient details to demonstrate the development can achieve the required 35% reduction in CO2 emissions for this stage of the planning process. However, the strategy lacks the required detail that is necessary for the Council to be fully satisfied and understanding of what is to be delivered. This is generally the case with this stage of the planning process and therefore the subsequent condition is required to ensure the necessary details are supplied to the Council for consideration prior to development works starting:

Condition

Prior to the commencement of development a detailed plan showing how the details of the energy and CO2 reduction measures set out in the Global Academy UTC Energy Strategy Rev 6 (July 2015) will be included within the development shall be submitted to and approved in writing by the Local

Planning Authority. The plan shall include:

- A full baseline of the expected performance of the building in KgCO₂ and KWhr
- Details, specifications and drawings showing how the development will connect to the site wide district heating network (if appropriate) and the impact this has the baseline energy and emissions.
- Signed confirmation from the district heating network operators/owners of the ability and authorisation to connect to the site wide district heating network
- Full details of the renewable energy technologies including plans (such as roof plans for PVs), impact on the baseline emissions and the site operation, maintenance and monitoring.

The development shall proceed in accordance with the approved details.

Reason

To ensure the details of the final energy and carbon reduction measure meet the broad strategy submitted with the full planning application and that the development meets the 35% CO₂ reduction target as described in Policy 5.2 of the London Plan.

NB: I am satisfied that the information meets the GLA concerns for the stage of the planning process the development is at. Some of the information being sought is not necessary for this stage and can be dealt with through the condition (i.e. the connection to the wider network).

Living Walls and Roofs

Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. The following condition is therefore necessary:

Condition

Prior to commencement of development a scheme for the inclusion of living screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

Reason

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

Officer Comments: The recommended condition regarding energy reduction measures is attached. Details of potential green walls are required under Condition No 6. The GLA have confirmed that green roofs would not be expected to be included within the development.

FLOOD AND WATER MANAGEMENT OFFICER

Although they have submitted information relating to drainage, I will still require the following condition as it is not sufficient at this stage.

The condition is as follows:

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

Manages Water - The scheme shall follow the strategy set out in 'Drainage Strategy', produced by Enginuiti dated 1st of May 2015 Revision 1, and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided.

- calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,

- overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
incorporate water saving measures and equipment.

provide details of water collection facilities to capture excess rainwater;

provide details of how rain and grey water will be recycled and reused in the development.

e) Long Term Management and Maintenance of the drainage system.

Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

f) During Construction

How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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

Reason

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (March 2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

ACCESS OFFICER

The proposed UTC would consist of a series of learning space, sports halls and theatre spaces that

surround a large central atrium with bridges and sculptured stairs running between spaces and floors. The top floor would be used by 6th form students during fine weather, but would be semi-covered to allow its potential use all year round.

The architectural design features include 4 floors with interconnecting bridges and a central feature stair. The D&A Statement also refers to 'dynamic lighting' to enliven the space and offers students a way to connect with the space through technology. It is further stated that the proposed atrium bridges could incorporate bespoke lighting to the underside, as well as LED lighting within the balustrades.

In short, the external walls would be of a modern construction, using a translucent type material to allow light into the building. During dusk and hours of darkness, it is envisaged that the building would radiate an array of vivid coloured lighting from all facades. The external space would face Vinyl Square to the west and The Groove the south. The external landscape would continue the design and the agreed accessibility features developed at master plan level. Accessible parking is proposed adjacent to the external area along with a drop off to the north east.

The Design & Access Statement does not express the extent to which accessibility and inclusive design have informed the design and this proposal, and the following observations are therefore provided:

1. The proposed drop-off point should be located no further than 50 metres from the entrance proposed for staff, students and visitors.
2. The external visual lighting effects should be designed to ensure that they do not adversely affect people with epilepsy or those with a visual impairment. Similarly, the internal lighting featured on the staircases and bridges should likewise take into account the effect on such people. Further details should be provided on any studies or consultation with user groups representing the needs of visually impaired persons and those with epilepsy.
3. Notwithstanding the above, it is noted that a changing facility, to support those with complex personal care requirements, appears not to have been incorporated. The principle of inclusion is about all young people, regardless of any special educational needs, being placed in mainstream provision, where there is a commitment to removing all barriers to allow full participation.

The new building presents a good opportunity to create a fully inclusive environment within the field of broadcasting and communications; a line of work that is attractive to many disabled people for whom placements in existing similar facilities elsewhere in the country are extremely limited due to a lack of accessibility. Suitable toilet and changing facilities for students who have complex care support needs should be incorporated into the internal design layout, and to this end, a 'Changing Places' cubicle should be incorporated into the scheme.

4. The plans indicate that only one lift would be provided. Adequate lift provision should be incorporated and no less than two lifts should be provided to ensure accessibility is maintained during times of routine maintenance and periods of lift failure. The technical specifications of the lifts to be installed should be submitted to the LPA.
5. To ensure the lifts are kept available for people who really need to use them and to achieve maximum reliability and avoid incidences of vandalism and inappropriate use, access control should be fitted to the lifts.
6. Hearing enhancement systems should be installed as prescribed in BS8300: 2009, and/or the

building pre-cabled to allow future installation on a needs led basis.

7. An emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs should be submitted and reviewed prior to any grant of planning permission. Provisions could include: a) a stay-put policy within a large fire compartment(e.g. within a classroom at first floor with suitable fire resisting compartmentalisation); b) provisions to allow the lift to be used during a fire emergency (e.g. uninterrupted power supply attached to the lift); c) contingency plans to permit the manual evacuation of disabled people should other methods fail.

Conclusion: Additional details should be submitted.

The following informatives should be attached to any grant of planning permission.

Recommended Informatives

a) The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.

d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

e) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

f) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to encourage the provision of enhanced educational facilities across the borough, stating:

"The Local Planning Authority will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to other policies of this plan."

This is reiterated in the London Plan Policy 3.18 which states:

"Development proposals which enhance education and skills provision will be supported,

including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged."

Furthermore, on 15/08/11 the DCLG published a policy statement on planning for schools development, which is designed to facilitate the delivery and expansion of schools. It states

"The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards."

It goes on to say that:

"It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together pro actively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes."

The statement clearly emphasises that there should be a presumption in favour of the development of schools and that "Local Planning Authorities should make full use of their planning powers to support state-funded schools applications."

Paragraph 72 of the NPPF reiterates the objectives set out in the DCLG Policy Statement on Planning for Schools Development. It clearly confirms that the Government attaches great importance to ensuring that a sufficient choice of school places are available to meet existing and future demand.

It is noted that the NPPF and ministerial statement are strongly supportive of all educational provision, it is not considered that it is necessary to establish a need for educational development under the current policy context. To the contrary the context is quite clear that all enhancements to educational provision are supported.

The Ministerial Statement is clearly an important material planning consideration. The proposal is considered to fully comply with this strong local, regional and national policy support for new, enhanced and expanded educational facilities.

The applicant is committed to extending the use of the college's sports hall to the local community out of school hours, however, the finer details of the proposed measures that will be initiated in this respect will not be known until the school syllabus is set and finalised and the true availability of the sports hall is known. The proposed opening of the college to the community is supported by London Plan Policy 3.16 which encourages developments that maximise the extended or multiple use of educational facilities for community and

recreational use. A community use plan, which demonstrates the extent of the proposed community uses in a form that can be secured by the Council is recommended to be secured under planning condition.

Conclusion:

The proposal is considered to fully comply with current planning policy which seeks to support the improvement, enhancement and expansion of existing school sites and no objections are raised to the principle of the development, subject to the proposals meeting site specific criteria.

7.02 Density of the proposed development

The application proposes the erection of a new school. Residential density is therefore not relevant to the consideration of this application.

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

The impact on the heritage of the borough was considered as part of the originally approved outline application reference 59872/APP/2012/1838, and was considered acceptable. Whilst the development proposed is a standalone full planning application and not a reserved matters application within the outline consent, the proposed building is not considered to impact on this previous assessment.

7.04 Airport safeguarding

The proposed development is within the height parameters approved at outline stage within planning application 59872/APP/2012/1838 for the wider TOVF site and this site in particular (49.58m AOD). BAA and NATS Safeguarding have been consulted on the application and raised no objection to the proposal from an airport safeguarding perspective. As such, it is considered that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

Not applicable. There is no Green Belt land within the vicinity of this site.

7.07 Impact on the character & appearance of the area

The objectives for the wider site included in the masterplan, include amongst other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

The site lies in the Hayes Botwell: Thorn EMI Conservation Area, and forms part of the old EMI factory site, which played an important part in the history of Hayes. It retains a number of large historic industrial buildings from the 19th and 20th centuries, a number of which are Locally Listed. Directly to the north is Enterprise House, an early concrete clad metal framed structure, which dates from the early 20th century and is grade II listed. This building has a very distinct appearance and is considered as a local landmark, it was also part of the original EMI site when first constructed.

The proposed new building has been subject to pre-application discussion with the Council's Conservation and Design Team. The Council's Design Officer has reviewed the proposals and has commented that 'The current scheme is in line with previous and extensive discussions at pre application stage. Overall, this is considered to be a very well designed and carefully detailed large building.'

The proposed building forms part of the regeneration of the wider site and is deemed to make a strong and positive architectural statement about the future of the area. The overall development is considered to be a well designed building which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of

the Hillingdon Local Plan.

7.08 Impact on neighbours

The Council's Environmental Protection Unit have reviewed the details submitted and raised no objection to the development subject to the attachment of conditions requiring the protection of neighbouring residential properties from unacceptable noise disturbance. These conditions are therefore attached in order to protect residential amenity.

7.09 Living conditions for future occupiers

This consideration relates to the quality of residential accommodation and is not applicable to this type of development. However, it is considered that the proposed University Technical College, which has been designed to accord with the Disability Discrimination Act and Department for Education standards, would provide an appropriate environment for the future staff and pupils.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highways Engineer has reviewed the Transport Assessment submitted in support of the application and has commented that a significant number of matters have not been satisfactorily considered or resolved.

The Council's Highways Engineer is confident that with sufficient mitigation measures the impact of the development will be acceptable. However further information is required in order to demonstrate this. It has therefore been agreed with the developer that through the s106 agreement attached to this planning consent an amended Transport Assessment will be provided to the satisfaction of the Council.

A comprehensive transport study is also to be secured through the s106 agreement. The full scope of this study is to be agreed by the Council and with the applicant remaining responsible for the costs of delivering all required mitigations measures (over those already identified for TOVF).

The s106 agreement will also secure a Construction Logistics Plan and the dedication of land for adoption as highway with part carriageway and footway resurfacing and associated works at the drop off/pick up facility adjacent to Blyth Road.

Following TfL comments, the cycle parking provision has been increased to 120 spaces, in line with requirements contained within the London Plan (March 2015).

There is no motorcycle parking proposed. In line with Hillingdon's Local Plan Part 2, motorcycle parking should be provided at the rate of 1 space per 20 car parking spaces. A condition is therefore recommended to secure the required provision for motorcycle parking

7.11 Urban design, access and security

The Greater London Authority have reviewed the development and as part of their Stage 1 response commented that in urban design terms the applicant's overall approach to design is acceptable. However, they request details of how the building's boundary is treated and detailing of the materials used should be secured by the Council. These requirements are covered by Condition No. 5.

The proposed development will be required to conform with Secured By Design principles through the attachment of condition.

7.12 Disabled access

The Greater London Authority have raised a concern in their Stage 1 response requesting

further details regarding how the scheme will be accessible to all. The Council's Access Officer has reviewed the proposed development and recommended the attachment of an appropriate condition and a number of informatives. No objection was raised.

Subject to the inclusion of the appropriate condition the proposed scheme is considered to be acceptable in terms of disabled access and the provision of appropriate facilities.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

The Council's Landscape Architect has reviewed the proposals and raised no objection to the scheme as proposed, subject to the attachment of appropriate conditions to any planning consent.

7.15 Sustainable waste management

The plans indicate that refuse storage facilities would be provided within the proposed main UTC building and accessed via Blyth Road. The proposed facilities are considered to be acceptable in this location and full details would be required by way of conditions should planning permission be granted.

7.16 Renewable energy / Sustainability

The GLA have raised a concern in their Stage 1 response regarding Energy Strategy submitted as part of the application. In response the applicant has re-run the energy assessment so that the baseline emissions are established using a Part L 2013 compliant building and using the Target Emission Rate (TER) as the basis of the carbon reduction target. Where feasible, further passive measures have been introduced to reduce the reliance on mechanical cooling, although it should be noted that the advice of their acoustic consultant is that natural ventilation would compromise the internal noise criterion of the building. The revised assessment shows that the building would achieve a reduction of 46 tonnes of CO₂ per year, which is equivalent to a CO₂ reduction of 40.48% compared to a 2013 Building Regulations compliant development.

The Council's Sustainability Officer has reviewed the revised Energy Strategy and raised no objection to the proposals subject to the attachment of appropriate conditions. The revised Energy Strategy has been submitted to the GLA for consideration prior to their Stage 2 response.

7.17 Flooding or Drainage Issues

Thames Water and the Council's Flood and Water Management Officer have reviewed the details submitted with the application and have raised no objections to the proposals subject to the attachment of conditions, including a Sustainable Urban Drainage Strategy.

The development is therefore considered acceptable in flooding and drainage terms.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit have reviewed the details submitted as part of the application and have raised no objection to the development proposed, subject to the attachment of appropriate conditions to any planning consent.

A requirement for a contribution towards an Air Quality Assessment was included within the S106 Heads of Terms for the wider TOVF site. As the application site sits within that wider site it is not considered reasonable to request a further contribution.

7.19 Comments on Public Consultations

No comments have been received from the public consultation process.

7.20 Planning obligations

Policy R17 of the Local Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open spaces, facilities to support arts, culture and entertainment facilities through planning obligations in conjunction with other development proposals.'

With regards to this development the following Heads of Terms have been negotiated and agreed:

1. Construction Training
2. Travel Plan
3. On site and off site highways works
4. Traffic Impact Studies
5. Parking schemes
6. Deed of Variation to the Section 106 agreement for the wider Old Vinyl Factory site
7. Project Management and Monitoring Sum
8. To pay the Councils reasonable costs in the preparation of the Section 106 Agreement.

Notably, as the development is for educational use it would not necessitate a contribution towards the Mayoral or Hillingdon Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not applicable to this application

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None

10. CONCLUSION

The stand alone application is considered to sit acceptably within the wider outline consent for the development of the Old Vinyl Factory site (TOVF) granted under application reference 59872/APP/2013/3775 dated 18.03.14. The Old Vinyl Factory site is being brought forward in separate phases of development and the current University Technical College proposal will replace a previously proposed cinema and ancillary restaurant 'The Picturehouse' within that outline consent.

For the reasons set out within this report, the proposed University Technical College is considered an acceptable form of development that complies with the policies of the adopted Hillingdon Local Plan (2012) and conforms with other relevant London wide and national policy. As such the application is recommended for approval.

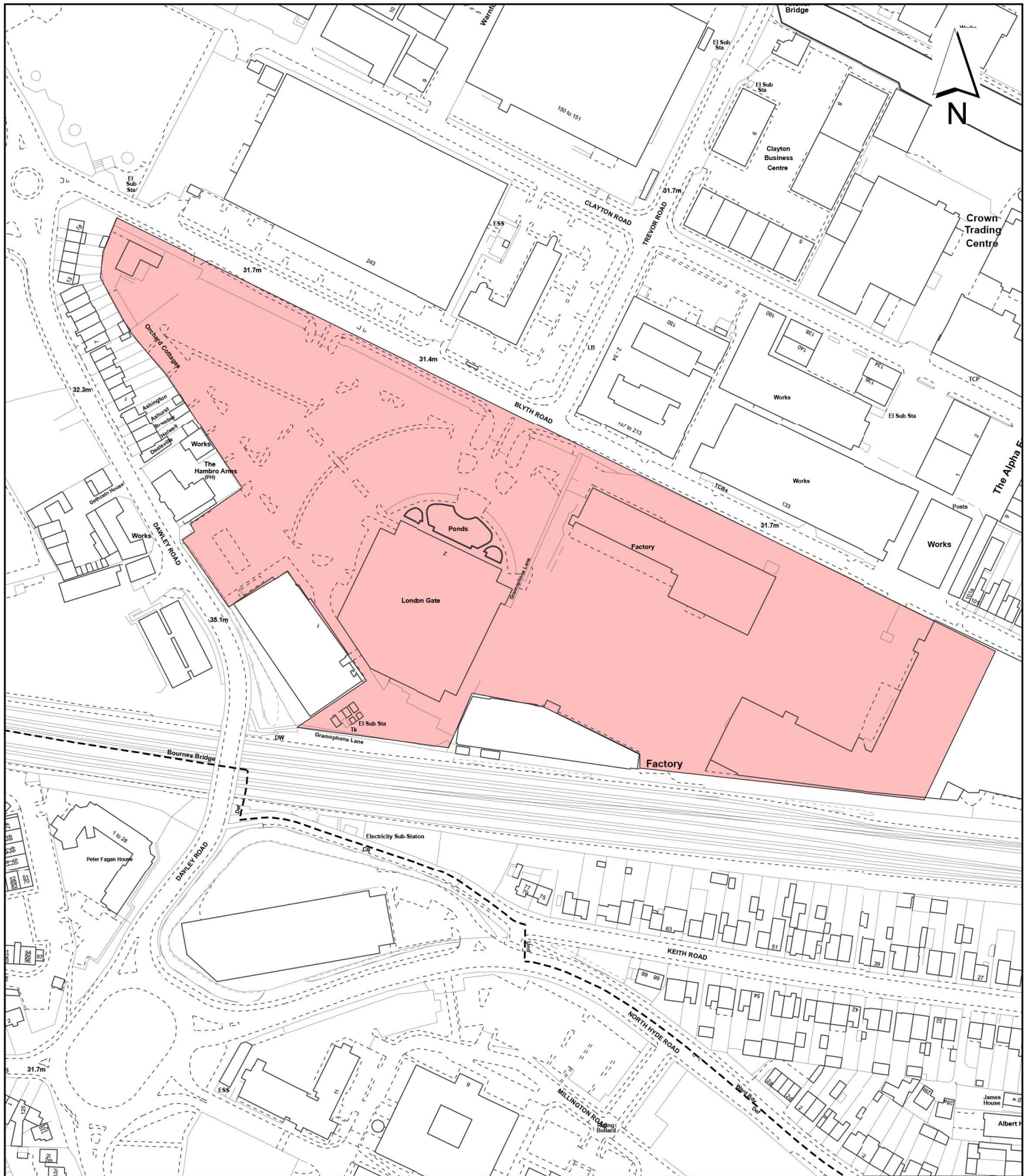
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (March 2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon

Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**The Old Vinyl Factory
 Blyth Road
 Hayes**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
59872/APP/2015/1798

Scale:
1:2,500

Planning Committee:
Major Page 39

Date:
August 2015



HILLINGDON
 LONDON

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Agenda Item 6

Report of the Head of Planning, Sport and Green Spaces

Address FORMER CONTRACTOR'S COMPOUND, SOUTH OF SWINDON ROAD
HEATHROW AIRPORT

Development: Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for "Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application and a perimeter veil structure wrapping around the hotel buildings (in full application detail)". Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors.

LBH Ref Nos: 67622/APP/2015/1851

Drawing Nos: A0000901 - 3D View
A031002 Rev 1 - Elevation Detail
Covering Letter -Swindon Road Hotel - S4 Car Park
P005000 - Level -2
P005001 - Level -1
P005002 - Ground Floor
P005003 - Mezzanine
P005004 - Level 01
P005005 - Level 02
P005006 - Level 03
P005007 - Level 04
P005008 - Level 05
P005009 - Level 06
P005010 - Roof level
P010001 -Site Plan
P010002 Rev 1 - Vehicle Diagram
P031000 Rev 1 - Elevations North and West
P031001 Rev 1 - Elevation East and South
P033002 -Site Sections
Design and Access Addendum - Swindon Road Hotel
Flood Risk Assessment Document 10.1
Bat Survey Document 10.4
Contamination Study Document 10.1
Phase II Geo-Environmental Assessment
Phase I Habitat Survey Document 10.1
Energy Strategy May 2015
Tree Survey Document 10.1
Vehicle Tracking Update
Air Quality Assessment
Archaeological Survey and Report Document 10.1

Date Plans Received: 19/05/2015 **Date(s) of Amendment(s):**
Date Application Valid: 21/05/2015

1. SUMMARY

The planning application is for a 660 bedroom hotel scheme with ancillary cafe and bar facilities and basement car parking. The scheme would involve the loss from the site of an existing Heathrow Airport operational car park, used by airline crew.

The application is an amendment to planning application 67622/APP/2013/2532, which granted outline consent with all matters reserved for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements, and full planning consent for a perimeter veil structure wrapping around the hotel buildings.

The scheme has been amended to remove the veil structure that was proposed around the building and amend the conditions relating to this and internal layout of the building. The consent sought is therefore still an outline permission with all matters reserved.

These reserved matters are Appearance, Means of Access (for all routes to and within the site as well as the scheme links up to other roads and pathways outside the site), Landscaping, Layout (including routes and open spaces within the development and the way they are laid out in relation to buildings), and Scale (height, width and length of each proposed building and spaces outside the development).

The principle of a hotel use on the site is considered consistent with Policy A4 (New Development Directly Related to Heathrow Airport) of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), in light of the airport operational car parking no longer being required by Heathrow and the practical constraints of the site for future use by other airport direct aviation related uses.

The outline application scheme is not considered to raise any amenity issues or environmental issues and is compatible with radar and airport flight safeguarding.

The car parking provision is considered acceptable given its very proximity to Terminal 4, that will serve as the source of most guests arriving/departing by air/public transport. The exact details of how the hotel will deal with drop off/pick up of hotel guests by coach, taxi and car is at this stage unclear from the indicative only site plan. However given layout and accessibility are alongside other aspects of the scheme a reserved matters it is considered these details can be resolved at reserved matter stage, informed by the fact the hotel is accessed from a series of roads not under the jurisdiction of the local highway authority or Transport for London but rather by the applicant who acts on these roads as highway authority.

The existing link/pedestrian access (contained within the red line of the development site) is poor, unsuitable to serve a new hotel, does not incorporate the principles of inclusive design and provides a generally hostile pedestrian environment and as such, is of major concern in consideration of the scheme as a whole. In light of this and following discussions, the applicant agreed within the previous approval a comprehensive public realm improvement scheme to this link between the hotel and the terminal building, in addition to proposing an elevated walkway from hotel to T4 (application 67622/APP/2015/1854).

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to

grant planning permission, subject to the following:

a) The completion of a Deed of Variation pursuant to Section 106A 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 vary the terms of the S106 Agreement dated 30th July 2014 so as to reference the S73 application.

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

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

D) If the Legal Agreement/s have not been finalised by the 20th August 2015, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to deliver necessary off site coach waiting area, public realm works, off-site ecological enhancements mitigation measures and provided contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of construction and employment training and air quality). The proposal therefore conflicts with Policy OE6 and AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPG.'

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

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

1 COM1 Outline Time Limit

The development hereby permitted shall be begun either before the 30th July 2019, 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, unless consent to any variation is first obtained in writing from the Planning Authority.

REASON

To comply with Sections 73 and 92 of the Town and Country Planning Act 1990 (as amended) and the terms and conditions of planning application 2385/APP/2013/2532.

2 COM2 Outline Reserved Matters

Unless otherwise agreed in writing by the Local Planning Authority, applications for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of 30th July 2017:

a) Appearance

- b) Landscaping
- c) Layout
- d) Scale
- e) Access

REASON

To comply with Sections 73 and 92 of the Town and Country Planning Act 1990 (As Amended) and the terms and conditions of planning application 2385/APP/2013/2532.

3 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers P005000; P005001; P005002; P005003; P005004; P005005; P005006; P005007; P005008; P005009; P005010; P010001; P010002 REV 1; P033002; A031000 REV 1; A031001 REV 1; A031002 REV 1; A0000901 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

4 NONSC Screen Structure

Prior to the commencement of the development, details of the materials to be used in the external surfaces of the building, shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include:

- a) Full detailed elevations and/or sections (including samples where relevant) indicating the types of materials, finishes and colours for the building;
- b) Full details of the external lighting scheme.

Thereafter the development shall be constructed in accordance with these approved details and retained as such for as long as the development remains in existence.

REASON

To ensure the building complies with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.16 of the London Plan (March 2015).

5 NONSC Lighting Near Aerodromes

Prior to the commencement of the development, an overall lighting scheme shall be submitted to and approved in writing by the local planning authority. The lighting scheme shall confirm compliant with the Civil Aviation Authority Advice Note 2 'Lighting Near Aerodromes'. The details shall be implemented in full prior to the occupation of the development and retained in full thereafter.

REASON

To ensure the development does not prejudice airport operational safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 NONSC Archaeological Investigation

A) Unless otherwise agreed in writing by the Local Planning Authority in written agreement with English Heritage's London archaeological unit (GLAAS), no development shall commence until the applicant has completed a field evaluation to assess the archaeological significance of the site.

B) Should the field study reveal under Part (A) archaeological findings of such significance as to merit preservation in-situ then measures to protect the physical remains will be incorporated in the design

C) Should the field study reveal under Part (A) archaeological findings of sufficient significance to merit further investigation then prior to commencement of any development on site or clearance of the site a Written Scheme of Investigation shall be submitted by the applicant and approved by the local planning authority.

D) Should the scheme trigger a Written Scheme of Investigation under Part (C) the development shall not be occupied until the site investigation and post investigation assessment for that phase has been completed in accordance with the Written Scheme of Investigation approved under Part (C), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest may exist on this site. The planning authority wishes to secure appropriate protection or archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the guidance contained within the National Planning Policy Framework and in accordance with Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy PT1.HE1 of the Local Plan Part 1 (November 2012).

7 NONSC Land contamination

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A 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;

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the

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

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 COM15 Sustainable Water Management

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

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

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (March 2015).

9 NONSC Details of design and design parameters

The relevant reserved matters applications shall provide the following details prior to their approval:

- a) The reserved matter known as scale shall provide details of the maximum building height that will be no more than 47.6 metre above ordnance datum (AOD) (excluding plant, lift overruns etc) and the minimum height shall be no less than 44.6 metres AOD.
- b) The plant and lift runs shall raise the maximum height of the building as set out in section (a) above by no greater than 2 metres.

c) The reserved matter known as appearance shall provide full details of the glazing at ground level including the transparent and opaque sections as well as further plans and details (including materials, colours and specifications) of all elevations (including 'back of house' spaces).

(d) Above ground floor the floor area shall be confined to use as hotel guests rooms and associated circulation space and not for ancillary uses (e.g. meeting rooms, cafes, bars, restaurants, conference faculties) with exception of up to a maximum 564sq.m of floor area on the top floor for use as an ancillary bar/lounge and 97sqm of floor area on the top (6th) floor for use as a small club lounge.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (March 2015).

10 COM27 Traffic Arrangements - submission of details

No individual phase of the outline development shall commence until details of all traffic arrangements (including directional signage as well as where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. Details shall also include:

(i) Plans of the basement car parking layout including the gradient of the car parking that shall be no greater than 1:20 and with minimum 2.6m height vehicle clearance within the basement and ramp.

(ii) Details of 5% of the car parking places marked out and allocated for blue badge holders. 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.

(iii) Details of 5% of the car parking places marked out and allocated for brown badge holders.

(iv) Details of at minimum 2 drop off bays to serve coaches/hopper buses and 2 separate drop off/pick up points for taxis/cars (unless agreed otherwise in writing by the Council's Highway Engineers Team).

(v) 20% of the parking bays served by electrical charging points (10% active and 10% passive)

(vi) 2 fast electrical charging points located to serve electric powered taxis.

(vii) Details of the shared surface treatment for the Swindon Road service road/pedestrian link to the Terminal 4 building;

(viii) Secure cycle storage provided at 1 space per 10 (FTE) members of staff.

The approved 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.

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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (March 2015).

11 RES17 Sound Insulation from aircraft noise

No individual phase of the outline development shall commence until a scheme for protecting the proposed development from air traffic noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.15 of the London Plan (March 2015).

12 NONSC Living Walls

No individual phase of the outline development shall commence until a scheme for the inclusion of living walls, roofs and screens has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

REASON:

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and policies EM1 and EM8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Materials

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

Details should include information relating to make, product/type, colour and photographs/images and physical samples where appropriate

REASON

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

14 COM9 Landscaping (car parking & refuse/cycle storage)

No individual phase of the outline development shall commence until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

- 2.b Cycle Storage
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts for a maximum of 110 cars (including demonstration that 20% of the parking bays served by electrical charging points (10% active and 10% passive) and there are provided at minimum 2 fast electrical charging points for convenient use by electric powered taxis.
- 2.f Details of the replacement provision of motor cycle parking spaces within the vicinity of Terminal 4 if as a result of the development any motorcycle spaces are displaced
- 2.g Hard Surfacing Materials
- 2.f External Lighting
- 2.g Street furniture

- 3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

- 4. Schedule for Implementation

- 5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

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

REASON

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

15 NONSC Air Pollution

No individual phase of the outline development shall commence until a scheme for protecting the proposed accommodation from external air pollution has been submitted to and approved by the LPA. Any works which form part of such a scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

REASON

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

Note: In areas where there the air pollution levels are above, or close to, the national and European limits, this is designed to safeguard the future residents/users of the site from the ingress of the poor outdoor air quality. The design must take into account climate change pollutants and ensure there are no trade-offs between local and global pollutant emissions. Suitable ventilation systems will need to: take air from a clean location or treat the air and remove pollutants; designed to minimise energy usage; be sufficient to prevent summer overheating; have robust arrangements for maintenance.

16 NONSC Ecological Enhancement

No individual phase of the outline development shall commence until an ecological enhancement scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the building. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.28 of the London Plan (March 2015).

17 NONSC Energy Assessment

No individual phase of the outline development shall commence until a detailed energy assessment has been submitted to and approved in writing by the Local Planning Authority, showing how the development will reduce carbon emissions by 25% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- 1) The baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses.
- 2) The methods to improve the energy efficiency of the development and how this impacts on the baseline emissions:
- 3) The inclusion of CHP and the specification of the technology to be used, the inputs and outputs of the CHP unit and the impacts on the baseline emissions
- 4) How renewable energy will be incorporated into the development, including plans and drawings showing the use of technology (e.g. roof plans and elevations showing PVs) and how the chosen technology impacts on the baseline emissions.
- 5) How the technology will be maintained and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 of the London Plan (March 2015).

18 NONSC Details of any plant, machinery or fuel burnt

No individual phase of the outline development shall commence until details of any plant, machinery or fuel burnt, as part of the energy provision for the development have been submitted to the LPA for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012 (September 2007). Details to limit and/or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation and thereafter implemented and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

19 NONSC Inclusive Design

No individual phase of the outline development shall commence until a detailed access strategy has been submitted to and approved in writing by the local planning authority. The details shall include:

a) Plans of accessible car-parking bays sited within 50m of the entrance and a minimum of 4.8m x 2.4m, marked and signed in accordance with BS 8300:2009. One parking space shall be allocated to every accessible bedroom, with an additional 10% of spaces allocated to other hotel guests.

b) Details of a suitable access route between the building and the car parking area. Paths forming access routes to be 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths will also include suitably dropped kerbs at key crossing points.

c) Plans submitted showing the provision of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) will be at minimum:

i. 5% without a fixed tracked-hoist system;

ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;

iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails).

(iv) 50% of en suite bathrooms within the 60 required accessible rooms to have level access shower.

d) Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided including the type of system(s) that shall be suitable for different areas of the hotel

e) Details of two in number fire rated lifts to both hotel buildings, with details provided to demonstrate that the lifts shall be designed and integrated to support Horizontal Evacuation.

f) Details of the fire evacuation refuge areas that are sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Fire refuge areas shall be adequately signed and accessible communication points shall be provided in the refuge area.

g) Details of fire exits that shall incorporate a suitably level threshold and should open onto a suitably level area.

h) Floor plans provided of the hotel rooms including to the en suite bathrooms to demonstrate that bath and shower rooms will accord with the design guidance in BS8300:2009.

i) Details demonstrating the internal doors, across circulation routes, shall be held open using fire alarm activated magnetic closers.

j) Details that the alarm system shall be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.

Thereafter, the development shall be implemented in accordance with the approved details and the accessible measures retained and adequately maintained for the life of the development.

REASON

To ensure that people with disabilities have adequate access to the development and the development is built in accordance with the best practice principles of inclusive design and to comply with policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's design guidance as laid out in 'Accessible Hillingdon Supplementary Planning Document' (May 2013) and policies 7.1 and 7.2 London Plan (March 2015).

20 NONSC BREEAM

Prior to:

(i) Commencement of development on site, a statement demonstrating that development will achieve at minimum a BREEAM 'very good' rating shall be submitted for approval in writing by the Local Planning Authority unless otherwise agreed in writing by the local planning authority.

(ii) Occupation and completion of development, a report demonstrating the scheme has achieved a BREEAM 'very good' rating shall be submitted for approval in writing by the Local Planning Authority unless otherwise agreed in writing by the local planning authority.

Thereafter the relevant approved details shall be maintained for the life of the development.

REASON

To ensure that the non-residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 5.7 of the London Plan.

21 COM31 Secured by Design

The Development hereby approved shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The development shall not be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (March 2015) Policies 7.1 and 7.3.

22 NONSC Gates

Prior to the commencement of the development, details of the operation of the any

vehicular access way gates proposed within the development by disabled persons, and manual operation of any gates in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the secure access arrangements shall be installed in accordance with the approved details and maintained so long as the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (March 2015).

23 A20 Clean Soils

All site derived soils and imported soils shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24 NONSC Car Parking for guest and staff only

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

REASON

The use of the site for long or short stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (March 2015).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

A4	New development directly related to Heathrow Airport
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
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.17	(2011) Waste capacity
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 6.6	(2011) Aviation
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF	
OE1	Protection of the character and amenities of surrounding properties and the local area
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
T1	New tourism facilities
T2	Location of tourist accommodation and conference facilities

3 I28 Food Hygiene

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

4 I23 **Works affecting the Public Highway - Vehicle Crossover**

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

5 I23A **Re-instatement of a Vehicle Access.**

You are advised by London Borough of Hillingdon, Highways Management, that any works on the Highway, in relation to the reinstatement of any existing vehicle access, must be carried out with approval from the Highway Authority. Failure to reinstate an existing vehicle access will result in the Highway Authority completing the works, and the developer may be responsible for the costs incurred. Enquiries should be addressed to: Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

6 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

7 I47 **Damage to Verge**

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

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).

8 I60 **Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

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The client for the building work should ensure that the contractor complies with the Duty of

Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

3. CONSIDERATIONS

3.1 Site and Locality

The main area of the site is located less than 180 metres from the main terminal building at Terminal 4 Heathrow and less than 90 metres to the south west of the multi-storey public car park serving the Terminal. The site is known as the S4 car park and it utilised by airline staff that are located at Terminal 4.

The site is bounded to the north by Swindon Road and to the east by the Southern Perimeter Road. The site is bounded to the south by a roundabout and to the west by Stratford Road, with the latter serving as the vehicle exit route from Terminal 4 and links via the roundabout onto the South Perimeter Road and to the A30 (known as the Great West Road), that is located further to the west of the site.

The Hilton Hotel lies to the west of the site immediately beyond the Southern Perimeter Road and before (i.e. to the east) of the Great West Road.

Swindon Road exists only as a airport operational staff service road for the southern runway and is controlled by a barrier along its length and experiences very low traffic volumes (estimated at peak of less than 3 movement per individual hour). In contrast the Southern Perimeter Road is a route for airport traffic, linking the facilities of Hatton Cross to the east with the World Cargo Centre to the west, via Terminal 4 in between.

The surrounding area is dominated by airport related buildings and engineering structures including a high perimeter wall to the runway (to the north), the architecturally unedifying Terminal 4 multi-storey car park (to the west), and an enclosed aerial walkway (to the north of the site) linking the Hilton Hotel to Terminal 4. The south west and western boundary of the site is a landscaped embankment primarily grassed and topped by several small trees. The link from the existing Swindon Road temporary car park to the Terminal 4 building is via a hostile in quality environment that suffers from level changes, general street furniture clutter, and a general lack of any intuitive way finding.

3.2 Proposed Scheme

The proposed scheme is for amendments to the previously approved outline application (67622/APP/2013/2532), which granted consent for a hotel development will all matters reserved. The scheme would involve the loss on an existing car park used by cabin crew that has temporary consent. The previously approved plans were in outline form but did include full details of the veil structure. The plans submitted do now include full details of all matters but these will be subject to a subsequent reserved matters application as this application being considered is an amendment to an existing outline consent and therefore any new permission will remain outline, such that the detailed drawings submitted with this application are to be treated as illustrative only.

Heathrow Airport limited (HAL) obtained planning permission in July 2014 for a major new hotel (or 2 hotels) at this site prior to marketing it to hotel developers. The Arora Group was the successful purchaser and intends to construct and operate a dual branded hotel comprising a 5* Crowne Plaza and a 3* Holiday Inn.

This is a Section 73 application to make amendments to the outline planning permission (with full details of the veil), that was granted consent on 30th July 2014. This application seeks to amend conditions:

- 3 (approved drawings),
- 4 (veil details), and;
- 9 (reserved matters details).

The proposal remains for a 660 guest bedrooms with 39,763sqm of floor space as opposed to 29,973sqm previously proposed. There is an increase in the floor space proposed from the previous application given that two basement levels are now proposed, which together comprise 10,185sqm compared with 6,283sqm proposed previously.

It is further proposed to amend the approved drawings originally submitted with the application to remove the veil structure that was originally proposed around the building. The proposed operator of the hotel advises that the veil is not a viable option for the hotel as it would obstruct views from the windows, and maintenance would have also been awkward as it would have required regular and extensive cleaning.

The proposed alternative design, removes this veil from the elevations, and proposes to clad the building in grey metal with integrated horizontal LED light strips. Given that the veil is no longer proposed, much of the contents of condition 4 is irrelevant to the application and it is therefore proposed to amend this to seek solely the details of the elevations of the building. Further, 7 floor levels are now proposed as opposed to 6 envisaged by the outline planning permission, however the maximum height of the building remains at 47.6m. The roof top plant that was previously proposed, will now be accommodated in the basement.

In relation to Condition 9 (reserved matters details), amendments are sought to the amount of glazing that is proposed for the building. This condition included a requirement for 50% glazing to the building facades above ground level, conflicts with the International Hotel Groups brand standard, which is for a maximum of 40% glazing in the window wall. This is also linked in part to sustainability criteria as larger windows have implications for noise attenuation, building insulation and solar gain.

A further amendment is sought to change the open courtyard required as part of the condition, and remove the open courtyard that was proposed within the site replacing this with public areas within the hotel at ground and first floor level. A restaurant is no longer proposed and an amendment is sought to part (f) of condition 9 to reduce the size of the atrium to be used as an ancillary bar/lounge.

3.3 Relevant Planning History

67622/APP/2011/1518 Former Contractor'S Compound, South Of Swindon Road Heathrow A
Alterations to access and parking layout as well as changes to the design of the multi storey car park approved in 67622/APP/2011/405
(Creation of 180 space, temporary staff car park (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

Decision: 18-10-2011 Approved

67622/APP/2011/2153 Former Contractor'S Compound, South Of Swindon Road Heathrow A
Application for approval of details in compliance with considerations 1(materials), 4 (site survey)

6 (tree protection), 7 (landscaping), 9 (landscape maintenance), 10 (construction management), 11 (traffic arrangements), 12 (electric vehicle charging points), 13 (directional signage), 14 (energy) and 15 (land contamination) of consultation response 67622/APP/2011/405 dated 13/04/2011.

Decision: 18-10-2011 Approved

67622/APP/2011/405 Former Contractor'S Compound, South Of Swindon Road Heathrow A
Creation of 180 space, temporary staff car park (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

Decision: 29-03-2011 Approved

67622/APP/2013/2532 Former Contractor'S Compound, South Of Swindon Road Heathrow A
Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail).

Decision: 06-12-2013 Approved

67622/APP/2015/1854 Former Contractor'S Compound, South Of Swindon Road Heathrow A
ERECTION OF ELEVATED PEDESTRIAN WALKWAY

Decision:

Comment on Relevant Planning History

The most relevant planning history is summarised above.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.HE1 (2012) Heritage

PT1.T1 (2012) Accessible Local Destinations

PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

A4 New development directly related to Heathrow Airport

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

AM7 Consideration of traffic generated by proposed developments.

AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes

BE13 New development must harmonise with the existing street scene.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

LPP 4.5 (2011) London's Visitor Infrastructure

LPP 5.1 (2011) Climate Change Mitigation

LPP 5.10 (2011) Urban Greening

LPP 5.12 (2011) Flood risk management

LPP 5.13 (2011) Sustainable drainage

LPP 5.17 (2011) Waste capacity

LPP 5.2 (2011) Minimising Carbon Dioxide Emissions

LPP 5.21 (2011) Contaminated land

LPP 5.3 (2011) Sustainable design and construction

LPP 5.7 (2011) Renewable energy

LPP 6.10 (2011) Walking

LPP 6.13 (2011) Parking

LPP 6.6 (2011) Aviation

LPP 7.13 (2011) Safety, security and resilience to emergency

LPP 7.14 (2011) Improving air quality

LPP 7.15 (2011) Reducing noise and enhancing soundscapes

LPP 7.5 (2011) Public realm

LPP 7.6 (2011) Architecture

LPP 8.2 (2011) Planning obligations

LPP 8.3	(2011) Community infrastructure levy
NPPF	
OE1	Protection of the character and amenities of surrounding properties and the local area
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
T1	New tourism facilities
T2	Location of tourist accommodation and conference facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **24th June 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A site notice was displayed. The application was advertised in the local newspaper and adjoining owner occupiers were consulted. No neighbour consults were received.

NATIONAL AIR TRAFFIC SAFEGUARDING:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS has no safeguarding objection to the proposal.

GREATER LONDON AUTHORITY:

I have assessed the details of the current application and have concluded that the proposal for the variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532, which granted consent on 30/7/14 for "Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sqm) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access, including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail)" - variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors, does not raise any new strategic planning issues. It is noted that the above consented scheme was supported by the Mayor (D&P/3254).

Therefore under article 5(2) of the above Order, the Mayor of London does not need to be consulted further on this application. Your Council may therefore proceed to determine the application without further reference to the GLA.

TfL

Thank you for consulting TfL this proposal; having reviewed the submitted documents, TfL offers the following observations:

1.The applicant shall clarify whether there will be an increase in number of rooms on site; also the level of proposed parking at the basement level would need to be confirmed.

2.The original planning consent requires that condition 10 (v) 20% of the parking bays served by electrical charging points (10% active and 10% passive); this should be retained. This is contrast to para 6.11 of the newly submitted planning statement which stated that only 5% active and 5% passive EVCP would only be required.

3.Cycle parking provision should be provided fully accordance to the latest 2015 London Plan standards; which 1 long stay spaces should be provided for every 20 bedrooms, with 1 short-stay space for 50 bedrooms. Assuming that a total of 660 bedrooms will be provided, a minimum of 46 cycle spaces should be included, along with shower and changing facilities for staff. As such, Condition 10 (viii) in the original planning consent should be updated accordingly.

4.All other planning conditions and transport obligations secured in the original consent should be retained in the new consent.

The applicant shall therefore address the above issues satisfactorily ensuring the revised proposal would be fully acceptable in transport planning and highway terms.

OFFICER COMMENTS: The applicant has confirmed that the number of spaces and rooms has not altered from the previously consented scheme, and has agreed to a condition to ensure that the 20% of the parking bays are served by electrical charging points. All relevant conditions from the previous consent will be imposed on any new consent.

LONDON BOROUGH OF HOUNSLOW
No objection.

Internal Consultees

TREES & LANDSCAPING OFFICER:

The Terminal 4 Hotel Design & Access Statement Addendum explains the proposed amendments to the design concept and details. There is no reference to change to, or loss of landscape details - which formed a relatively insignificant part of the approved proposal.

No objection.

HIGHWAYS

I do not believe the variation of conditions 3, 4 and 9 have any transport implications.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Since the previous application was granted consent, a consolidated version of the London Plan has been adopted (March 2015) and the Council has adopted its Community Infrastructure Levy (CIL) Charging scheme (July 2014). The 2015 version of the London Plan consolidates all of the changes made to the London Plan since 2011, with the main change being to the residential parking standards.

The implications of the CIL charging scheme will be addressed in section 7.2 of this report. In respect of the London Plan update, the previous application was considered against the 2011 London Plan and its Revised Early Minor Alterations (REMA). This application has been considered against the most recent update and it is considered that the principle of the development remains acceptable.

The proposed site falls within the Heathrow Airport boundary. Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) 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. Whilst not specifically listed in this policy as an acceptable use, the supporting text to this Policy, in paragraph 11.18, states that "hotels and conference facilities may be appropriate if suitable land is available inside the airport boundary." The existing temporary use of the site as an operational car park is now surplus to Heathrow's operational requirements, and the site is too small for air cargo transit sheds, car hire facilities, flight catering, freight forwarding and airport industry and warehousing. As such the only alternative operational use practical for the site would appear to be airport related B1 office use.

London Plan Policy 4.5 states the Mayor supports London's visitor economy and stimulates its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision especially in outer London. Given policy 4.5 of the London Plan and the proposed hotel providing an opportunity to improve the prestige and public realm/visual setting of Terminal 4 it is considered the benefits of the proposed development outweigh any harm it may cause to any of defined range of airport related uses, as set out in Policy A4 of the Hillingdon Local Plan and Policy 3 of Part 1 of the Local Plan. Accordingly the principle of the development is acceptable.

7.02 Density of the proposed development

Residential density is not applicable, as the scheme relates to a hotel.

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

The scheme is not located in or within close proximity of a conservation area or an Area of Special Local Character. The application site does lie within the proposed Heathrow Archaeological Priority Zone, an area with demonstrated archaeological interest, especially for prehistoric periods.

The desk-based study submitted with the application recognises that the site itself has medium potential for significant undesignated remains of Neolithic to Roman date, although their preservation across the site is likely to be variable. Whilst comments have not been received from English Heritage in relation to this application, it is considered that their previous comments are relevant to the consideration of this scheme. Within the previously consented application, in order to adequately record and safeguard any potential archaeological findings and a condition was recommended to be attached to any approval in respect to the necessary undertaking of a field based archaeological evaluation of the site.

With the benefit of such a condition the scheme is considered to comply with Policy PT1.HE1 of Part One of the Hillingdon Local Plan, National Planning Policy Framework (Section 12) and the London Plan policy 7.8.

7.04 Airport safeguarding

Central to the design parameters set for the scheme was a necessary regard to the height of the development to avoid it interfering in the operation of airport radar. The scheme complies with this requirement and the relevant authorities have confirmed that the scheme presents no issues in terms of aviation safety.

7.05 Impact on the green belt

Not applicable as the scheme is not located in or within close proximity to designated Green Belt land.

7.07 Impact on the character & appearance of the area

Policies BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development will complement and improve the character and

amenity of the area.

London Plan Policy 7.5 require public spaces to be secure, accessible, inclusive, connected easy to understand and incorporate the highest quality of design, landscaping., planting, street furniture and surface.

London Plan Policy 7.6 requires new development to be of the highest architectural quality, enhance, activate and appropriately define the public realm, meet the principles of inclusive design and incorporate best practice in resource management and climate change mitigatic

The proposal would have a major and beneficial impact on the character and appearance of the site itself. It would also help announce to a wider public the entrance to the Terminal 4 complex, as the Terminal building suffers from a series of visual obstructions, including from the public multi-storey car park, from over head roadways and from the large structural wall adjacent to the southern runway.

Further details of the design to the hotel are required as reserved matters. However details of the bulk, scale and siting of the hotel are in accordance with the outline planning permission and it is therefore just the buildings details that are different from the full external details approved at outline stage. The approved details comprised the veil feature surrounding the building. It was decided by the proposed operator of the hotel that the veil was not a viable option for the hotel as it would have obstructed views from the windows, and maintenance would have also been awkward as it would have required regular and extensive cleaning. This feature is therefore removed from the proposals, and the proposed elevations are much more akin to a conventional hotel with the use of stone coloured grey aluminium facing panels. These are similar in appearance to the existing airport buildings and structures. The design also includes provision of LED strip lighting to add interest after dark, and replicates the previous design of the veil.

Overall, it is considered that the amendments to the external appearance of the scheme will provide a major improvement to the visual amenity of the area. The elevations are considered to be in keeping with the general character, appearance and design of the surrounding built environment. In view of these considerations and subject to the necessary conditions and deed of variation, the scheme is considered to comply with Policy BE13 of the Policies 7.5 and 7.6 of the London Plan.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

Given the site's location set over 250 metres away from the nearest residential property and separated from these residential properties by 3 roads including 1 dual carriageway there are no overlooking/privacy or other residential amenity issues arising from the proposed hotel development.

7.09 Living conditions for future occupiers

The proposal is for a hotel, accordingly there will be no future residential occupiers. Issues related to disabled access requirements are discussed elsewhere in this report

7.10 Traffic impact, car/cycle parking, pedestrian safety

CAR AND COACH PARKING/LOADING:

The scheme proposes to provide car parking within the site at a ratio of 1 parking space per 6 bedrooms, located within a basement car parks, with provision of 10% blue/brown badge car parking bays, electric charging points, and secure cycle stands in accordance with the minimum standards set out in the London Plan.

HIGHWAYS:

At this stage the plans show a single coach/bus bay located within the red line site adjacent to the Swindon Road service road plus detail has been provided for additional capacity for coaches serving the hotel to wait off-site, in pre-existing coach bays serving the wider airport site and the scheme utilizing a Heathrow wide coach call forwarding system. The previous scheme raised concerns with regards to the drop off points proposed for the site. It was considered that since access and layout are not being determined at this stage, there being opportunities to provide for more drop off points on the site for coaches and other vehicles on the site, and with neither the local authority or Transport for London being the Highway Authority but rather Heathrow Airport Limited, it was not considered that these issues were irresolvable or provided a reason of refusal. As such, no objection to the scheme is raised from the Highway Engineer subject to further details being provided at reserved matters, by planning condition and through the legal agreement.

7.11 Urban design, access and security

URBAN DESIGN:

It is considered that the alterations to the elevations are acceptable in the context of the site and the final success of the scheme in architectural terms will depend on the degree of craftsmanship shown in the final architectural detailing, on good landscaping, in the choice and quality of the materials used and to the lighting of the building. The final success of the scheme is also dependent on the quality of the public realm features both within the hotel atrium but more critically still to the new walkway back to the terminal building including a premium placed on the high quality treatment of the shared surface, to imaginative and robust design street furniture and the success of the 'feature wall' in way finding the route to the hotel. All these matters are controlled by means of the reserved matters and by the legal agreement.

ACCESS:

Addressed in Section 7.12 of the report.

7.12 Disabled access

Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that developments of this type incorporate inclusive design, as do Policies 7.1 and 7.2 of the London Plan. Further detailed guidance is provided within the Accessible Hillingdon SPD.

The scheme is an amendment to an outline application with all matters reserved, and accordingly the details provided of the access arrangements are necessarily limited at this stage as shown on plan. However a series of points raised by the Access Officer in relation to the previous approval in terms of incorporating the principles of inclusive design into the final design of the two hotel buildings, to the vehicle drop off/collection area and to the proposed basement car park have been addressed through a series of commitments made in respect of the future developments that are contained in an amended Design and Access Statement. These requirements that are committed to within the amended Design and Access Statement will be secured by planning condition with greater detail provided at Reserved Matter stage.

With regard to the existing pedestrian route to and from the hotel site proper and the Terminal 4 building the existing access arrangements are wholly unsatisfactory for all future users of the hotel, including that of disabled persons. This stems from a lack of any intuitive way finding, numerous site obstructions, the degree of street furniture clutter, level changes, an array of different surface treatments, poor lighting and a more general poor quality/hostile pedestrian environment. In view of this and to avoid a refusal in respect of layout/access, it was considered within application 67622/APP/2013/2532 that robust guarantees be provided to demonstrate the existing link arrangements to the Terminal building will not prevail at a future date. To this end the applicant provided relatively detailed illustrations of the public realm/site layout improvements proposed to the link. The improvements to the public realm and links to the Terminal building were secured in the legal agreement associated with the extant consent and will be carried through to this application also, via the deed of variation. In addition to the public realm improvements, a separate application has been submitted by the applicants for the addition of an elevated walkway between the Hotel and Terminal 4 (67622/APP/2015/1854). Overall, these proposals provide the basis of a scheme capable of being an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

7.13 Provision of affordable & special needs housing

Not applicable for a scheme of this type.

7.14 Trees, Landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The scheme will involve the loss of some grassed areas and semi mature trees notably on the perimeter towards the exit road from the Terminal to the T4 roundabout. The trees are not considered a significant loss by the Council's Landscape scheme in the context of the scheme bringing forward at reserved matter stage a strategic landscape master-plan for the whole of the red line site.

The scheme would bring forward a landscaped green buffer to the Southern Perimeter Road that will provide opportunities to improve the site when viewed from the public realm. Other significant landscaping improvements will be achieved in the hard landscaping approach taken to the section of the development site that will serve as a pedestrian link back to the Terminal building. By condition and legal agreement there will be a requirement for the scheme to enhance the ecology and carbon reduction provision of the site and the surrounding operational land by provision of green roofs on the hotel buildings and off site through provision of green walls to supplement existing green walls that surround the runways. The central hotel courtyard will provide opportunities for greening including the provision of new trees contained within planters. Subject to the necessary conditions and legal agreement the schema is considered to comply with Policy BE38.

7.15 Sustainable waste management

A condition will be attached to any approval requiring details of waste management in accordance with OE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.16 Renewable energy / Sustainability

A revised energy strategy accompanies this application to take account of the updated carbon reduction targets. In addition to the design of the building fabric, a range of energy efficiency measures are proposed including a combination of gas fired CHP and air source

heat pumps. The CO2 saving will be 35% beyond the Part L 2013 building regulations.

Subject to further details that can be addressed by planning condition for details of the renewable technologies proposed, the scheme is considered to comply with Policy 5.2, 5.5 and 5.7 of the London Plan.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1.

London Plan policies 5.12 and 5.13 requires that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding. A condition will be attached requiring the provision of grey water and rainwater harvesting including the provision of a ground storage tank and permeable paving.

Subject to conditions, the proposal is considered to comply with the intentions of the Hillingdon Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan policies 5.12 and 5.13.

The Council's Flood Risk/Drainage Officer raises no objection to the scheme, subject to the application of the relevant SUDS and sustainable water management planning condition.

7.18 Noise or Air Quality Issues

NOISE:

Noise impact on hotel occupants would not normally be of concern with regard to hotel uses in respect of the development plan. However, given the very close proximity of this site to airport activity, a condition is attached to ensure the hotel is built to insulate from aircraft on noise.

AIR QUALITY:

The site falls within an Air Quality Management Area and, as such, an Air Quality Assessment has been submitted. As with the previous consent, a S106 contribution towards air quality management in the area will remain.

7.19 Comments on Public Consultations

No consults were received from the general public.

7.20 Planning Obligations

Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These policies are supported by more specific supplementary planning guidance.

Application 67622/APP/2013/2532 was granted subject the completion of a S106 agreement to secure contributions towards transportation, air quality, training and employment and public realm improvements.

The Council adopted its Community Infrastructure Levy (CIL) charging schedule on the 10th July 2014 and the heads of term included in the original legal agreement are still considered relevant to the development. A Deed of Variation to this legal agreement has been drafted.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any

equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None

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 amendments to the development to remove the veil and alter its design would enhance the visual amenities and public realm in this part of the airport.

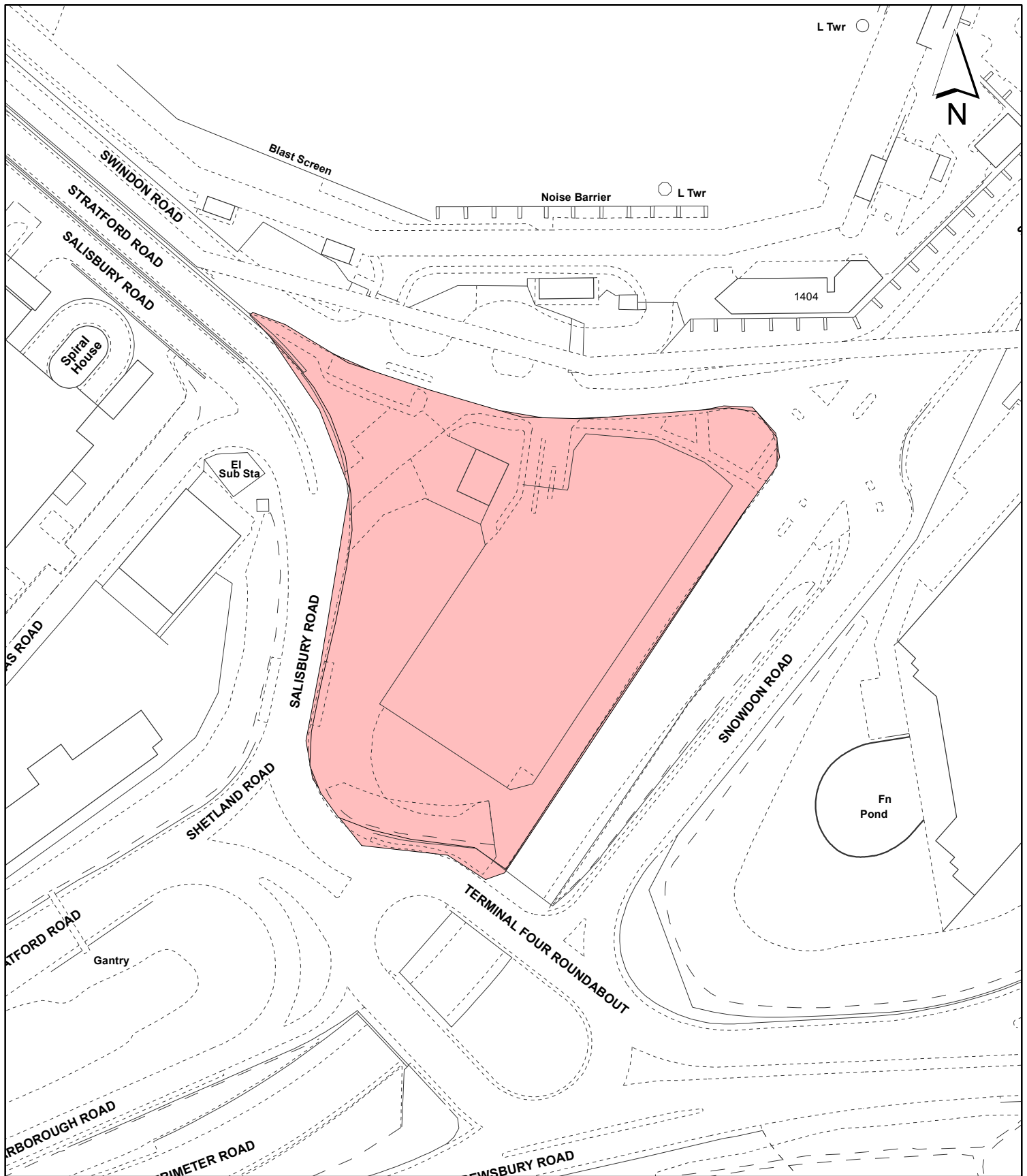
The parking is considered to be acceptable in this location and the impacts of the proposed development on the Hillingdon road network would be negligible. The proposal complies with relevant planning policy and, accordingly, approval is recommended.

11. Reference Documents

- Hillingdon's Land Contamination Supplementary Planning Guidance (SPG)
- Hillingdon Local Plan: Part One (November 2012)
- Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
- London Borough of Hillingdon's Noise Supplementary Planning Document (adopted April 2006)
- London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)
- London Borough of Hillingdon's Planning Obligations Supplementary Planning Document (July 2014)
- London Plan (March 2015)
- National Planning Policy Framework (March 2012)

Contact Officer: Charlotte Bath

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Former Contractor's Compound
 South of Swindon Road
 Heathrow Airport**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

67622/APP/2015/1851

Scale:

1:1,250

Planning Committee:

Major Page 69

Date:

August 2015



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address FORMER CONTRACTOR'S COMPOUND, SOUTH OF SWINDON ROAD
HEATHROW AIRPORT

Development: ERECTION OF ELEVATED PEDESTRIAN WALKWAY

LBH Ref Nos: 67622/APP/2015/1854

Drawing Nos: A000904
Plans and Elevations
Elevated Walkway - S4 Car Park
Design and Access Statemen

Date Plans Received: 19/05/2015

Date(s) of Amendment(s):

Date Application Valid: 21/05/2015

1. **SUMMARY**

This proposal seeks to erect an elevated pedestrian walkway approximately 5 metres above the existing ground level. The walkway extends from the Hotel building proposed at the Former Contractors Compound located between Swindon Road and the Southern Perimeter Road (67622/APP/2015/1851). The structure extends across the Southern Perimeter Road, joining onto the existing Hilton Hotel walkway through to Terminal 4.

The proposed elevated walkway, by reason of its acceptable design, scale, siting, massing, bulk and form, is not considered to have a detrimental impact on the overall character and appearance of the surrounding area. Further, the walkway is considered acceptable in terms of its accessibility for all users and overall the scheme is considered to comply with the Councils adopted policies and guidance.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 HH-T8 **Time Limit - full planning application 3 years**

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

REASON

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

2 COM7 **Materials (Submission)**

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

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

REASON

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

3 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers A000906 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
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.
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 6.10	(2011) Walking
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
NPPF7	NPPF - Requiring good design

OE1 Protection of the character and amenities of surrounding properties and the local area

3 I60 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

3. CONSIDERATIONS

3.1 Site and Locality

The main area of the site is located less than 180 metres from the main terminal building at Terminal 4 Heathrow and less than 90 metres to the south west of the multi-storey public car park serving the Terminal. The site is known as the S4 car park and it utilised by airline staff that are located at Terminal 4.

The site is bounded to the north by Swindon Road and to the east by the Southern Perimeter Road. The site is bounded to the south by a roundabout and to the west by Stratford Road, with the latter serving as the vehicle exit route from Terminal 4 and links via the roundabout onto the South Perimeter Road and to the A30 (known as the Great West Road), that is located further to the west of the site.

The Hilton Hotel lies to the west of the site immediately beyond the Southern Perimeter Road and before (i.e. to the east) of the Great West Road.

Swindon Road exists only as a airport operational staff service road for the southern runway and is controlled by a barrier along its length and experiences very low traffic volumes (estimated at peak of less than 3 movement per individual hour). In contrast the Southern Perimeter Road is a route for airport traffic, linking the facilities of Hatton Cross to the east with the World Cargo Centre to the west, via Terminal 4 in between.

The surrounding area is dominated by airport related buildings and engineering structures including a high perimeter wall to the runway (to the north), the architecturally unedifying Terminal 4 multi-storey car park (to the west), and an enclosed aerial walkway (to the north of the site) linking the Hilton Hotel to Terminal 4. The south west and western boundary of the site is a landscaped embankment primarily grassed and topped by several small trees. The link from the existing Swindon Road temporary car park to the Terminal 4 building is via a hostile in quality environment that suffers from level changes, general street furniture clutter, and a general lack of any intuitive way finding.

3.2 Proposed Scheme

This application seeks consent for the extension of an existing pedestrian bridge connecting Heathrow Terminal 4 to the Hilton Hotel. The proposed extension will connect the existing bridge to the proposed Terminal 4 hotel being considered under application 67622/APP/2015/1851.

The proposed walkway will connect approximately half way between Terminal 4 and the Hilton Hotel and extend to the south of the current bridge, across the Swindon Road. It will extend from Level One of the proposed hotel. The bridge will be approximately 5 metres above the ground level and 19.7 metres in length.

3.3 Relevant Planning History

67622/APP/2011/1518 Former Contractor'S Compound, South Of Swindon Road Heathrow A
Alterations to access and parking layout as well as changes to the design of the multi storey car park approved in 67622/APP/2011/405
(Creation of 180 space, temporary staff car park (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

Decision: 18-10-2011 Approved

67622/APP/2011/2153 Former Contractor'S Compound, South Of Swindon Road Heathrow A
Application for approval of details in compliance with considerations 1(materials), 4 (site survey) 6 (tree protection), 7 (landscaping), 9 (landscape maintenance), 10 (construction management), 11 (traffic arrangements), 12 (electric vehicle charging points), 13 (directional signage), 14 (energy) and 15 (land contamination) of consultation response 67622/APP/2011/405 dated 13/04/2011.

Decision: 18-10-2011 Approved

67622/APP/2011/405 Former Contractor'S Compound, South Of Swindon Road Heathrow A
Creation of 180 space, temporary staff car park (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

Decision: 29-03-2011 Approved

67622/APP/2013/2532 Former Contractor'S Compound, South Of Swindon Road Heathrow A
Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structural wrapping around the hotel buildings (in full application detail).

Decision: 06-12-2013 Approved

67622/APP/2015/1851 Former Contractor'S Compound, South Of Swindon Road Heathrow A
Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for "Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structural wrapping around the hotel buildings (in full application detail)". Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors.

Decision:

Comment on Relevant Planning History

The most relevant planning history for the site is summarised above.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- 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.
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LPP 6.10 (2011) Walking
- LPP 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.5 (2011) Public realm
- LPP 7.6 (2011) Architecture
- NPPF7 NPPF - Requiring good design
- OE1 Protection of the character and amenities of surrounding properties and the local area

5. Advertisement and Site Notice

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

6. Consultations

External Consultees

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Internal Consultees

HIGHWAYS

- a. London Borough of Hillingdon is not the Highway Authority for the road below the proposed Pedestrian bridge link. Heathrow Airport Ltd owns the infrastructure.
- b. The applicant should be advised to liaise with Heathrow Airport Ltd to agree the appropriate Structures Approval procedures, design and the responsibilities for ongoing maintenance.
- c. Subject to applicant confirming the above, there are no highway objections to these proposals.

OFFICER COMMENTS: The applicant has discussed the proposals with Heathrow Airport Ltd and will ensure that they liaise with them during any construction.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Given the presence of existing walkway connecting the Hilton Hotel to T4, and this being a modest extension of this walkway, the principle of the development is considered acceptable, subject to compliance with all other relevant policies within the local plan.

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

Not applicable to the consideration of this application.

7.04 Airport safeguarding

There are not considered to be any airport safeguarding issues associated with the development.

7.05 Impact on the green belt

Not applicable to the consideration of this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development complements and improves the character and amenity of the area.

London Plan Policy 7.5 requires public spaces to be secure, accessible, inclusive, connected, easy to understand and to incorporate the highest quality of design, landscaping, planting, street furniture and surfaces. Policy 7.6 further requires new development to be of the highest architectural quality, enhance, activate and appropriately define the public realm, meet the principles of inclusive design and incorporate best practice in resource management and climate change mitigation

The elevated walkway is proposed to be constructed in silver/grey cladding panels interspersed with glazing to match the proposed hotel.

Although the pedestrian link would be elevated and cross above the Perimeter Road, it would not be dissimilar to the existing elevated walkway which also crosses the Perimeter Road. Such enclosed walkways are also found in many areas of the airport such as the Terminal 5 Sofitel Hotel - linking into Terminal 5 and the numerous air bridge connections to departure gates at the Terminals, and the elevated personal rapid transit pod system. The principal of an elevated pedestrian link is not considered to be out of character with the airport environment in this airport location

The design and finish of the elevated link is considered typical of the style and design of many of the other airport buildings, and reflects also the colour, finish and style of the existing Hilton pedestrian walkway and proposed hotel to which it will serve. By reason of such, the overall design and finish is not considered to appear out of character with the surrounding buildings and structures.

The siting of the walkway adjacent to the airport boundary is considered most appropriate for this setting and to not bisect the road to an unacceptable degree, or detract from the character and appearance of the surrounding area. Further the massing and scale of the walkway responds to that of the existing Hilton pedestrian link and would not be considered to dominate the site or surrounding area. Given such, the proposal overall is considered appropriate for the site and to not have a detrimental impact on the surrounding street scene.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

There are no residential properties within the area surrounding the site, only airport related business premises. As such, there is not considered to be any impacts on any residential properties.

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

With regard to the existing pedestrian route to and from the hotel site proper and the Terminal 4 building, the existing access arrangements are wholly unsatisfactory for all future users of the hotel, including that of disabled persons. This stems from a lack of any intuitive way finding, numerous site obstructions, the degree of street furniture clutter, level changes, an array of different surface treatments, poor lighting and a more general poor quality/hostile pedestrian environment.

In view of this the applicant sought to improve the layout/access through the proposed link to the Terminal building. With the benefit of these plans secured by planning condition and a phasing plan secured by legal agreement it is considered the pedestrian link to the development is acceptable, provides the basis of a scheme capable of being an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

7.11 Urban design, access and security

These issues have been addressed within section 7.07

7.12 Disabled access

See section 7.10

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

Not applicable to the consideration of this application.

7.15 Sustainable waste management

Not applicable to the consideration of this application.

7.16 Renewable energy / Sustainability

Not applicable to the consideration of this application.

7.17 Flooding or Drainage Issues

Not applicable to the consideration of this application.

7.18 Noise or Air Quality Issues

Not applicable to the consideration of this application.

7.19 Comments on Public Consultations

These have been addressed within the main body of the report.

7.20 Planning obligations

Not applicable to the consideration of this application.

7.21 Expediency of enforcement action

Not applicable to the consideration of this application.

7.22 Other Issues

There are no other issues for consideration with this application.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable to the consideration of this application.

10. CONCLUSION

The proposed elevated walkway, by reason of its acceptable design, scale, siting, massing, bulk and form, is not considered to have a detrimental impact on the overall character and appearance of the surrounding area. Further, the walkway is considered acceptable in terms of its accessibility for all users and overall the scheme is considered to comply with the Councils adopted policies and guidance.

11. Reference Documents

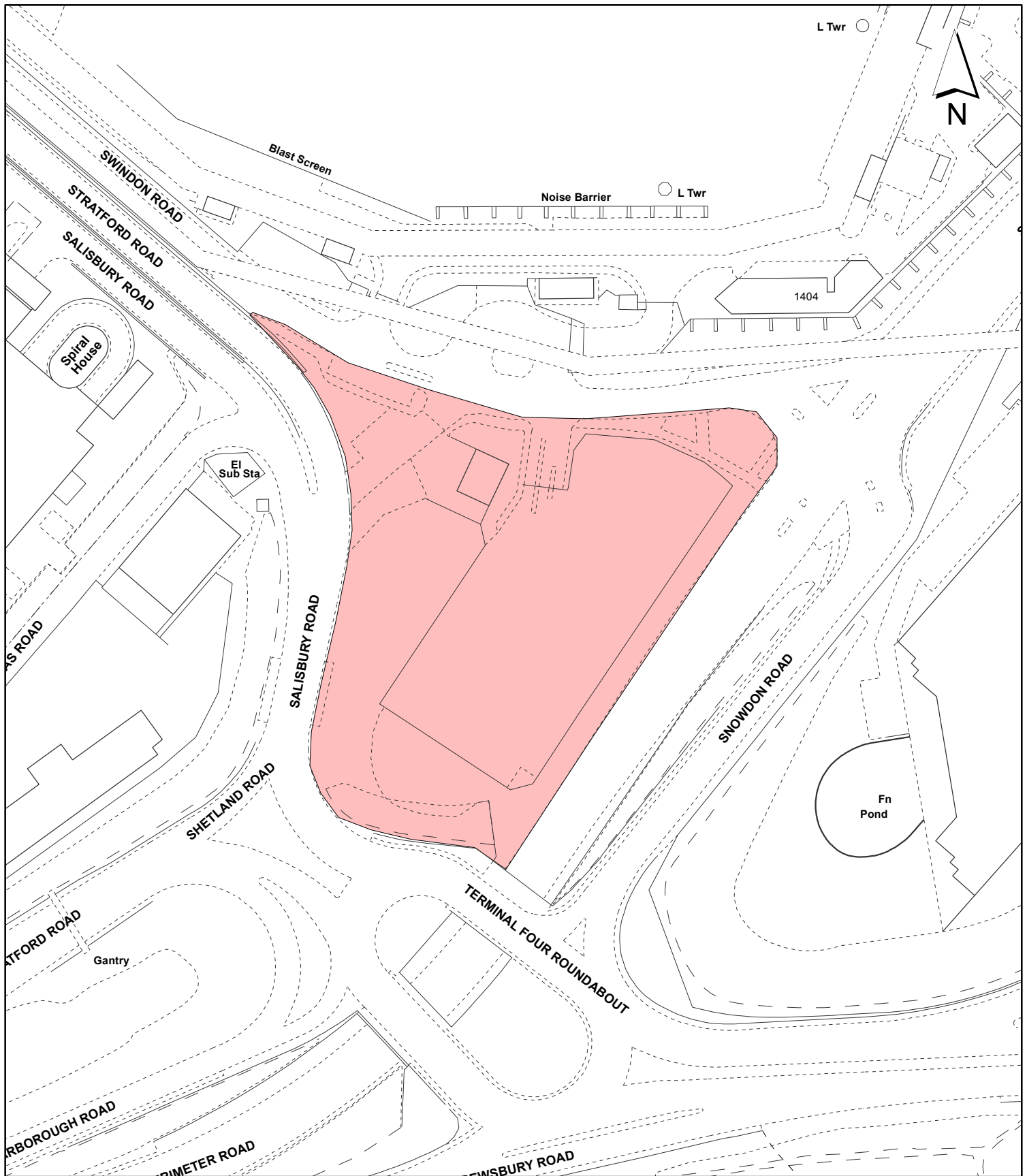
Hillingdon Local Plan: Part One (November 2012)

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

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (January 2010)
National Planning Policy Framework (March 2012)
London Plan (March 2015)

Contact Officer: Charlotte Bath

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:
**Former Contractor's Compound
 South of Swindon Road
 Heathrow Airport**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
67622/APP/2015/1854

Scale:
1:1,250

Planning Committee:
Major Page 81

Date:
August 2015



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address SITE OF FORMER UNITAIR CENTRE & WAYFARER HOUSE GREAT SOUTH WEST ROAD FELTHAM

Development: Reserved matters application for circa 14,306 sq.m commercial development (B1c, B2, B8 use classes) pursuant to planning permission reference 49559/APP/2014/334.

LBH Ref Nos: 49559/APP/2015/1991

Drawing Nos: 30461-PL-131 Rev A
30461-PL-132 Rev A
30461-PL-133 Rev A
30461-PL-121 Rev D
30461-PL-126 Rev A
30461-PL-134
672.12.01 Rev A
Skyline TS 15.06.26 v1.2
Skyline TP 15.06.26 v1.2
30461-PL-122 Rev D
30461-PL-123 Rev D
30461-PL-124 Rev C
30461-PL-125 Rev B
Delivery and Servicing Plan V1.1 (02/06/15
null
070808-CA-0-G00-DSP-SE-001-P0'
null
30461-PL-127_A
30461-PL-128
30461-PL-129_A
30461-PL-130
3806-PV-100 PV Layout-A'

Date Plans Received:	29/05/2015	Date(s) of Amendment(s):	29/05/2015
Date Application Valid:	29/05/2015		19/06/2015
			23/07/2015
			26/06/2015

1. SUMMARY

Outline Planning Consent (reference 49559/APP/2014/334) was granted on the 27/05/14 for 'Outline application (all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.'

This application is a Reserved matters application for circa 14,306 sq.m commercial development (B1c, B2, B8 use classes) pursuant to the above outline planning permission

It is worth noting that the site is identified as an Industrial and Business Area (IBA) within the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also in close proximity to Heathrow Airport, and is adjoined by industrial buildings to the west and south. There are

residential properties on the opposite side of the Great South West Road (A30) to the east. There are two rivers to the north of the site (the Longford and Duke of Northumberland rivers), which are culverted. Access to the site is from the Great South West Road.

For the reasons provided throughout this report, this application for the Reserved Matters of Appearance, Landscaping, Scale, Layout and Access is considered to conform with the outline planning consent and to be appropriate and acceptable, complying with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

30461-PL-121 Rev D

3806-PV-100 PV Layout-A1

30461-PL-123 Rev C

30461-PL-124 Rev C

30461-PL-131 Rev A

30461-PL-132 Rev A

30461-PL-133 Rev A

672.12.01 Rev A

30461-PL-122 Rev D

30461-PL-130

30461-PL-129A

30461-PL-128

30461-PL-127A

30461-PL-126A

30461-PL-125B

30461-PL-134

070808-CA-0-G00-DSP-SE-001-P01; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

2 COM5 General compliance with supporting documentation

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

Design and Access Statement

Skyline Drainage Strategy (22 May 2015)

Energy Strategy (May 2015)

Bird Hazard Management Plan (29 May 2015)

Ecological Assessment (26 May 2015)

External Lighting and CCTV Assessment (May 2015)

Landscape Management Schedule

Delivery and Servicing Plan V1.1 (June 2015)

Travel Plan Rev V1.2 (26 June 2015)

Transport Statement Rev V1.2 (26 June 2015)

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

REASON

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

3 COM21 Sound insulation /mitigation

The development shall not begin until an amended Noise Impact Assessment with associated noise mitigation measures, for the control of noise transmission to the neighbouring dwellings, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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

INFORMATIVES

1

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policysafeguarding.htm>)

2

You are advised that the scheme is required to abide by the conditions and the S106 Legal Agreement of the Planning Permission Reference Number 49559/APP/2014/334.

3 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).

4 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) 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 |

A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
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.
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
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
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.13	(2015) Sustainable drainage
LPP 5.17	(2015) Waste capacity
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 7.6	(2015) Architecture
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood

OE8 protection measures
Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

5 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

6

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located in the very south of the borough beyond Heathrow Airport and adjacent to the border with the London Borough of Hounslow. The site is roughly rectangular in shape except for the northern boundary which follows the course of a bend in the adjacent rivers. The site is bounded to the west by industrial uses and large scale industrial buildings associated with Heathrow Airport. To the south are further industrial/commercial uses. To the east is the Great South West Road (A30) which is part of the Transport for London Road Network (TLRN) and also provides access to the site. At present the site currently has two vehicular and pedestrian access points onto the Great South West Road. The closest residential properties to the application site are located beyond the Great South West Road, with the closest dwelling approximately 40m from the sites eastern boundary. Located to the north are the Longford and Duke of Northumberland Rivers which curve around the site boundary. 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 that is in the ownership of the Department of Culture, Media and Sport (Central Government).

The site is approximately 2.79 Ha in area and previously accommodated DB Schenker (the former Unitair Centre) and Wayfarer House. These independent sites had separate access points to the A30 which are still in situ. The applicant has stated that both buildings did not meet modern business needs and were vacant prior to their demolition.

The current site is essentially flat having little variation in ground level across its extent. There is existing landscaping along the sites borders with the rivers to the north and the Great South West Road to the east (consisting of mature trees, shrubs and grass verges). There is no landscaping within the site which is generally covered with hardstanding and

rubble debris from the demolition of the previous buildings.

The site is located in Flood Zone 1 and is identified as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also located within an Industrial and Business Area and within a developed area as designated by the Policies contained within the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application submission is pursuant to Outline Planning Permission reference 49559/APP/2014/334 and relates to the site of the Former Unitair Centre and Wayfarer House on the Great South West Road.

Reserved matters approval is sought for the access, appearance, landscaping, layout and scale in compliance with Condition 2 of planning permission ref. 49559/APP/2014/334. Condition 7 of this approval outlines what details the Council requires to be assessed at this stage:

- (i) A full travel plan should be provided that includes a full mode split disaggregating public transport trips from private vehicle use plus details of how the developers of the site will ensure that any occupiers complete a travel plan (such as through a lease agreement). Details of carriageways, footways, turning space, safety strips, at road junctions and kerb radii, plus traffic, car parking (including 10% of spaces to disabled standards) and any access control arrangements, including barrier arms, gates, electric vehicle charging points ensuring that 20% of spaces have active charging points and a further 10% have passive charging points, the means of ingress and egress, the closure of existing access, visibility splays and sight lines, means of surfacing, 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, including planting plans, refuse storage, boundary treatments, lighting and levels or contours plus a scheme of landscape maintenance for a minimum of five years. The maintenance scheme shall include details of the arrangements for its implementation. Also a scheme for the inclusion of living wall, roofs and screens.
- (vi) Plans of the site showing the existing and proposed ground levels and the proposed floor levels and 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) Details of security measures, including CCTV, plus 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) 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. A fire strategy document that provides sufficient detail to ensure the safety of disabled people in the event of a fire and emergency. Such detail should include provisions for evacuating disabled people, and/or details of a stay-put procedure.

- (xi) Plans and details of proposed renewable energy measures and associated technology including any Photovoltaic panels, CHP systems and the like.
- (xii) Bird Hazard Management Plan.

The parameters plan approved as part of the outline application sets out the following:

Maximum floor area: 14,750sqm of B1c/B2/B8/Sui Generis

Maximum Sui Generis (Car Showroom): 1,700 sqm

Maximum Height: 42.5m AOD

Maximum Access Points: Two HGV/Light Vehicle Access/Egress points to be located within the southern half of the eastern boundary.

The application proposes to provide 14,306 sq m (Gross External Area) of commercial floorspace (B1c/B2/B8 Use Classes) across two buildings. Unit 1 would comprise of 7,474 sq m and Unit 2 comprising of 6,832 sq m (Gross External Area). These quantum adhere to the principles within the maximum and minimum extents of the approved parameters plan for the site.

The heights of the buildings follow the principles within the maximum height of the approved parameters. The dimensions for Unit 1 are 93.5m x 68.5m x 17.5m (height) and Unit 2 are 93.5m x 61.9m x 16.5m (height).

140 car parking spaces will be provided across the two units, with 81 allocated to Unit 1 and 59 allocated to Unit 2. This is a parking ratio of 1:102m². Unit 1 will provide 8 disabled parking spaces and Unit 2 will provide 6 disabled parking spaces. The development will also provide a total of 46 secure and covered cycle parking spaces, with 24 provided for Unit 1 and 22 for Unit 2.

The use of high quality materials, selective colours and architectural articulation on the elevations for the proposed units provides a modern design that continues the benchmark set by the existing industrial units to the west of the site.

Footpaths within the plot boundaries will be constructed from concrete block paving of a contrasting colour to adjacent roads. Car park areas will be formed using tarmac and block paviors constructed to adoptable highway standards. Service yard areas will be constructed from reinforced concrete slabs to appropriate British Standards.

The service yards to the units will be enclosed by 2.4m high weld mesh fencing and access/egress will via 2.4m high swing gates. The site frontage has an avenue of trees along the Great South West Road providing soft screening to the buildings and an open perception.

The proposed means access for HGVs and other vehicles to and from the buildings will be via the A30. Each unit has its own designated entrance. Pedestrian access will be via the footpath along the Great South West Road.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site has a varied planning history, however most relevant to the current application is Outline Planning consent (all matters reserved) ref. 49559/APP/2014/334 dated 27/05/14.

In conjunction with this reserved matters application, the applicant has also submitted a number of applications in order to discharge conditions attached to the outline consent. These are:

Application ref. 49559/APP/2015/1992 for Condition 6 plus Condition 7 parts vi, vii and x.

Application ref. 49559/APP/2015/1994 Condition 7 parts i, ii, iii, ix

Application ref. 49559/APP/2015/1995 Condition 16 - Approved 26/06/15.

Application ref. 49559/APP/2015/1997 Condition 7 part viii

Application ref. 49559/APP/2015/1999 Condition 7 part xi plus Condition 17 - Approved 13/07/15

Application ref. 49559/APP/2015/2001 Condition 10 plus Condition 7 parts iv, v ,xii

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: 49559/APP/2013/703). The demolition and the proposed demolition method were acceptable and as such no objection was raised. A visit to the site by the case officer confirms that the previous buildings have been demolished.

4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies
London Plan (March 2015)

Council's Supplementary Planning Guidance - Noise

Council's Supplementary Planning Guidance - Air Quality

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.BE1 (2012) Built Environment

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

A5 New development at airports - incorporation of ancillary retail and leisure facilities and other services

A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports

AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services

- (ii) Shopmobility schemes
- (iii) Convenient parking spaces
- (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE25 Modernisation and improvement of industrial and business areas
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- 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.
- EC2 Nature conservation considerations and ecological assessments
- EC3 Potential effects of development on sites of nature conservation importance
- 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
- LPP 4.4 (2015) Managing Industrial Land & Premises
- LPP 5.11 (2015) Green roofs and development site environs
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.17 (2015) Waste capacity
- LPP 5.7 (2015) Renewable energy
- LPP 6.13 (2015) Parking
- LPP 7.6 (2015) Architecture
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd July 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Circa 50 neighbouring residential units were consulted by letter on 09/06/15 and site notices were displayed. No comments or objections to the proposal have been received.

TRANSPORT FOR LONDON (TfL)

I have now reviewed the latest transport statement and travel plan submission. I therefore consider that the issues raised previously are addressed subject to appropriate conditions/ obligations in relations to car, disabled, electric vehicle charging point and cycle parking provision; submission and implementation of DSP, CLP and travel plan.

Officer's Comments:

- a. Both the submitted Travel Plan and Delivery and Servicing Plan include a commitment that Tenant specific TP's and DSP's will subsequently be developed in partnership between the occupiers and the London Borough of Hillingdon (LBH) and in accordance with Transport for London (TfL) travel planning guidance.
- b. The original outline consent (ref. 49559/APP/2014/334) included a condition for the applicant to provide a Construction Logistics Plan.
- c. The Council's Highways Engineers have reviewed the submitted plans and documents and have raised no objection to the proposals.

Internal Consultees

TRANSPORT AND AVIATION

No objection to the proposal.

HIGHWAYS

There are no highways objections regarding the proposed parking provision on site.

ENVIRONMENTAL PROTECTION UNIT

The noise report that was submitted at the outline stage predicted that the impact from HGV noise could be as much as 10dBA above background at night and that this was an unacceptable impact. The report recommends mitigation measures and suggests a noise barrier the exact details to be determined at the detailed design stage.

The report also details design criteria for plant noise and details will need to be provided as to how this is to be met.

Please could you ask the applicants to provide further noise data as requested.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within a Business and Industrial Area (IBA) as identified by the Policies of the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies.

The Hillingdon Local Plan (November 2012) states that IBAs are allocated locations for new industrial and warehousing development, and are deemed the most appropriate for accommodating employment generating uses in terms of access, layout and where there is a need on amenity grounds to separate development from residential and other sensitive uses. The LPA considers that offices and other B1 Use Class activities are acceptable in principle in IBAs. Other employment uses may also be acceptable when there is no realistic prospect of an industrial or warehousing use or such a use would be undesirable, particularly on residential amenity grounds.

Policy LE2 of the Hillingdon Local Plan states that Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui Generis Uses appropriate in an industrial area. The proposed use therefore adheres to IBA policy and will replace previous IBA uses on the site.

The Hillingdon Local Plan: Part 1 Strategic Policy E2 designates Locally Significant Industrial Sites as locations where industrial and warehousing activities can operate and 'locations of employment growth' with a commitment to provide 9,000 jobs throughout the plan period.

The principle of the development has been established under outline planning permission ref.49559/APP/2014/334 granted on 27/05/14. Accordingly, there is no objection to the principle of the proposal.

7.02 Density of the proposed development

The application seeks reserved matters approval for the siting, access, design, external appearance and landscaping of two industrial units. Density is not therefore considered to be a relevant consideration.

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

English Heritage/GLAAS were consulted as part of outline application reference 49559/APP/2014/334 and whilst the site lies within the Council's proposed Heathrow Archaeological Priority Zone, there is clear evidence for multiple phases of modern ground disturbance including extensive truncation of historic ground levels such that survival of archaeological remains would be at best very fragmentary. They therefore raised no objection to the scheme nor recommended any conditions be attached to any approval.

7.04 Airport safeguarding

Heathrow Airport Safeguarding and the National Air Traffic Services (NATS) were consulted as part of the outline application and responded with no objection to the proposals subject to appropriately worded conditions. A condition was attached to the outline consent requiring a Bird Hazard Management Plan (BHMP) to be provided to the Council and Heathrow Airport Limited. The BHMP was submitted as part of application ref. 49559/APP/2015/2001 to discharge the relevant condition. Heathrow Airport Limited have reviewed the BHMP and raised no objection.

7.05 Impact on the green belt

The site is not within or close to the Green Belt and is not therefore considered to be a relevant consideration.

7.07 Impact on the character & appearance of the area

Saved policy BE25 of the Local Plan: Part Two seeks to ensure the modernisation and improvement of Industrial and Business Areas through careful attention to the design and landscaping of buildings and external spaces. Where appropriate, the policy seeks to improve vehicular and pedestrian access and circulation routes through the area and

environmental improvements.

As part of the Outline planning permission, the supporting information included a Design and Access Statement. Illustrative building elevation drawings were provided as a suggestion of the future detailed design of buildings. The outline proposals were for a scheme with all matters reserved and as such acceptable parameters for future development were established:

Maximum floor area: 14,750sqm of B1c/B2/B8/Sui Generis

Maximum Sui Generis (Car Showroom): 1,700 sqm

Maximum Height: 42.5m AOD

Maximum Access Points: Two HGV/Light Vehicle Access/Egress points to be located within the southern half of the eastern boundary.

The two proposed building's dimensions create a total area of 14,306 sq m (Gross External Area) of commercial floorspace (B1c/B2/B8 Use Classes). These quantum adhere to the principles within the maximum and minimum extents of the approved parameters plan for the site.

Along with details of buildings, comprehensive information pertaining to landscaping was considered at the outline stage by a range of consultees including the Council's Landscape Architect.

The subject application for reserved matters provides supporting information pertaining to 'appearance', 'layout', 'scale', 'access' and 'landscaping' including in particular, building elevations and sections, as well as plans of the hard and soft landscaping arrangements.

In terms of the proposed building, the use of high quality materials, selective colours and architectural articulation on the elevations provide a modern design that continues the design principles established in the wider area.

In terms of the appearance of the parts of the site not occupied by buildings, footpaths within the plot boundaries will be constructed from concrete block paving of a contrasting colour to adjacent roads. Car park areas will be formed using tarmac and block paviors constructed to adoptable highway standards. Service yard areas will be constructed from reinforced concrete slabs to appropriate British Standards.

The reserved matters are consistent with the details and principles considered at the outline stage. The scheme is considered to be wholly appropriate within the context of the locality. It integrates with and poses no harmful impact to the character and appearance of the area, particularly in its relationship to residential properties which are a significant distance from the site. In addition, a sufficiently high standard of design has been achieved for the building and landscaping of the site noting the extensive pre-application negotiations held with Council's officers. The scheme is considered acceptable and accords with London Plan Policies and Hillingdon's UDP Saved Policies OE1, OE3 and BE13 in considering and posing no significant adverse impact upon the character and appearance of the surrounding area.

7.08 Impact on neighbours

The nearest residential units to the site are situated approximately 40m to the east of the site, on the opposite side of Great South Western Road (A30). The Hilton London Heathrow

Airport Hotel is located approximately 500m to the northeast of the site.

Access to the site is only from the Great South West Road at present and this will remain the case. It is considered that residential amenity would not be unacceptably affected by traffic associated with the proposed use as the Great South West Road already carries high vehicle numbers.

A Noise Impact Assessment was submitted and approved as part of the outline planning consent. The Council's Environmental Protection Unit has reviewed this document and the current proposed layout and requested further details to be provided. A condition is therefore recommended that an amended Noise Impact Assessment with associated noise mitigation measures, for the control of noise transmission to the neighbouring dwellings, be submitted to and approved in writing by the Local Planning Authority.

7.09 Living conditions for future occupiers

The application is not for residential accommodation; accordingly this consideration is not relevant.

The scheme will accord with relevant health and safety and disabled access requirements.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Great South West Road (A30) is part of the Transport for London Road Network (TLRN) and also provides two access points to the site at present which remain from the previous developments on the site. As the adjacent highway network is under the control of the London Borough of Hounslow and Transport for London, there would be no impact on local highway under the control of the London Borough of Hillingdon.

The Council's Highway Engineer has reviewed the proposals layout and raised no objection to the development. The Council's Transport and Aviation Team have reviewed the submitted Travel Plan and likewise raised no objections.

Transport for London were consulted as part of the application and requested amendments to the submitted documents. The documents were altered in line with TfL's comments and following a further review TfL have raised no objections to the proposals.

Taking all of the above into consideration the proposal is deemed acceptable in transport terms and in accordance with policies AM2, AM7, AM9, AM13, AM14 and AM15 of the Hillingdon Local Plan (November 2012).

7.11 Urban design, access and security

Details of security measures, including CCTV, plus plans and elevations of all boundary treatment and incorporation of full details of height and materials are required by Condition No. 7 attached to the outline consent. These details have been submitted under application reference 49559/APP/2015/1997 and are being considered by the Council and the Metropolitan Police.

7.12 Disabled access

The development will be laid out to achieve accessibility for disabled occupants. Disabled spaces will be located as close as possible to the entrances to buildings and facilities, to reduce travel distances. Level access to the main entrance and reception will be provided. The approach route from the designated spaces to the entrance is level with dropped kerbs

Details relating to disabled access are required under Condition Nos. 6 and 7 of the outline

consent. These details have been provided under application reference 49559/APP/2015/1992. The Council's Access Officer has reviewed the submitted details and raised no objection to the development proposed.

The proposed scheme is therefore deemed acceptable from an accessibility perspective and is deemed to accord with policies AM13 and AM15 of the Hillingdon Local Plan (November 2012).

7.13 Provision of affordable & special needs housing

The application is not for residential accommodation, accordingly this consideration is not relevant.

7.14 Trees, landscaping and Ecology

There are no TPO's or Conservation Area designations affecting the site and the site itself is devoid of vegetation. However, there is a footpath within a grass verge, with occasional trees, along the boundary with the Great South West Road.

Details relating to landscaping were required by Condition no. 7 of the outline consent. These details have been provided as part of the supporting discharge of conditions applications and the Council's Trees and Landscape Officer has raised no objection to the proposals.

7.15 Sustainable waste management

In relation to waste management, Policy 5.17 of the London Plan requires that new developments provide adequate facilities for the storage of waste and recycling.

There is sufficient room within the unit and proposed service yards to accommodate appropriate waste and recycling facilities.

7.16 Renewable energy / Sustainability

Condition 7 part xi plus Condition 17 of the outline consent required further details in relation to renewable energy and sustainability. These details have been submitted under application reference 49559/APP/2015/1999. The Council's Sustainability Officer has raised no objections to the proposed development based on the submitted energy strategy and the application to discharge these conditions was approved on 13/07/15.

The proposal is therefore deemed to be in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

7.17 Flooding or Drainage Issues

The Council's Water and Flood Management Officer has assessed the proposals and details regarding the risk to the site from the nearby watercourse as part of the outline consent. The applicant proposes to control surface water generated by the site and have demonstrated how they can do this to appropriate standards.

Condition 16 of the outline consent required details to be provided to the Council for Sustainable Urban Drainage on the site. These details have been submitted under application reference 49559/APP/2015/1995 which was approved on 26/06/15.

7.18 Noise or Air Quality Issues

Issues relating to air quality were considered under the grant of the outline planning permission, with a requirement for a contribution towards Air Quality Assessment included within the s106. Accordingly the proposal does not give rise to any concerns relating to air quality. The Council's Environmental Protection Unit has reviewed the proposal and raised no objection subject to appropriate noise mitigation.

7.19 Comments on Public Consultations

No neighbour comments were received.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan (November 2012) 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 application seeks approval of reserved matters for an industrial development. Matters relating to planning obligations were considered under the outline planning permission.

The application seeks approval of reserved matters for an outline permission which was granted after the adoption of Mayoral CIL. Accordingly, the proposed floorspace will be liable to pay Mayoral CIL at a rate of £35 per square metre.

7.21 Expediency of enforcement action

None relevant.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations

must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None.

10. CONCLUSION

The site is identified as an Industrial and Business Area (IBA) within the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also in close proximity to Heathrow Airport, and is adjoined by industrial buildings to the west and south.

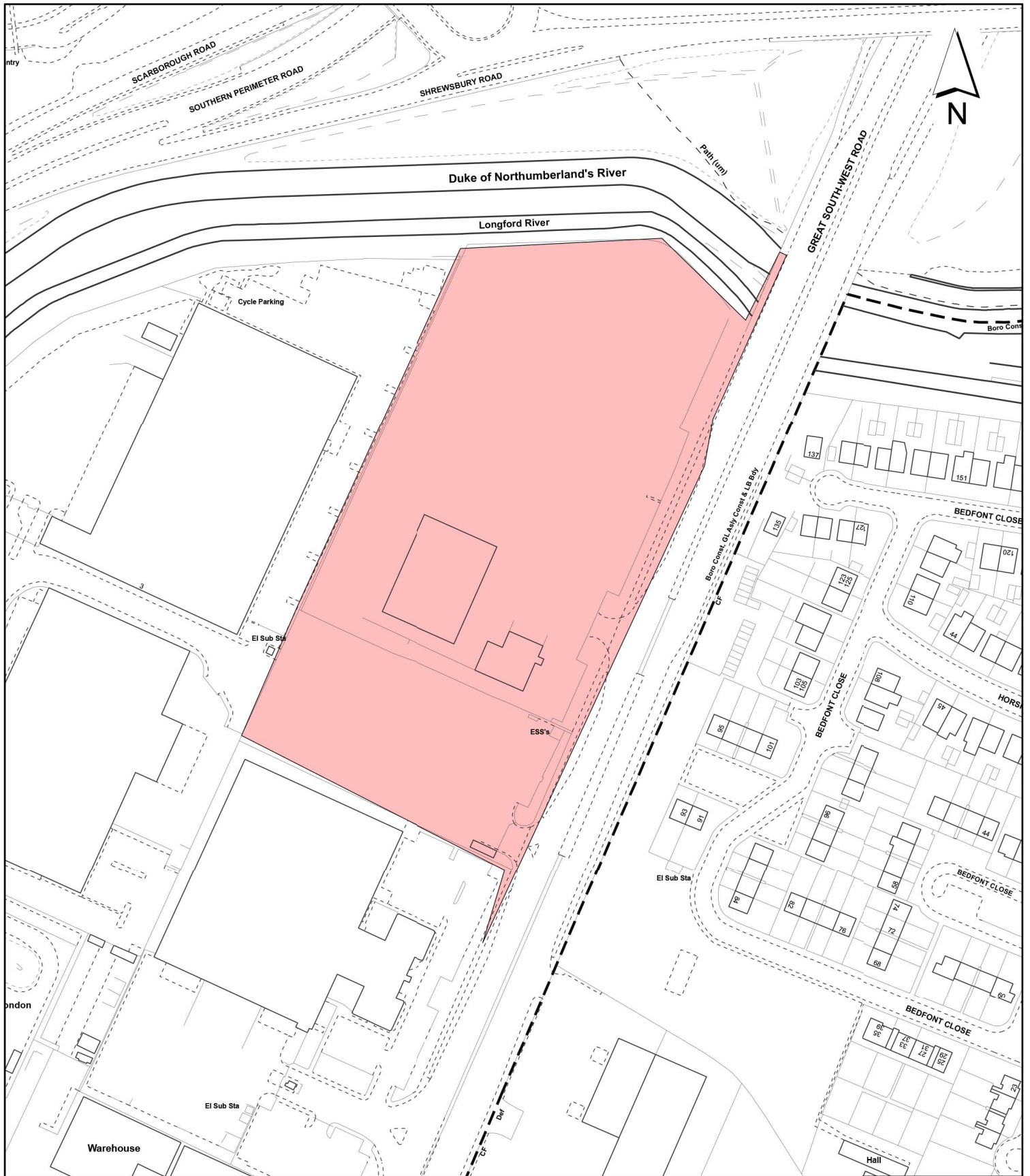
For the reasons provided throughout this report, the application for the Reserved Matters of Appearance, Landscaping, Scale, Layout and Access is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies
London Plan (March 2015)
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Document - Accessible Hillingdon

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

Site boundary

For identification purposes only.
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Site Address:

**Site of former Unitair Centre
 & Wayfarer House
 Great South West Road
 Feltham**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
49559/APP/2015/1991

Scale:
1:2,000

Planning Committee:
Major Page 99

Date:
August 2015



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Report of the Head of Planning, Sport and Green Spaces

Address UNIT C, PROLOGIS PARK STOCKLEY ROAD WEST DRAYTON

Development: Change of use of Unit C to a flexible use consisting of Light Industrial (Use Class B1(c)) and/or Storage and Distribution (Use Class B8) from Storage and Distribution (Use Class B8) only.

LBH Ref Nos: 18399/APP/2015/1087

Drawing Nos: Transport Statement
30793-PL-400 Site Location Plan
Air Quality and Odour Assessment Report
Letter from Agent dated 29-06-15
Supporting Transport Information
TRICS Output - B1c
TRICS Output - B8

Date Plans Received: 24/03/2015 **Date(s) of Amendment(s):**

Date Application Valid: 30/04/2015

2. **RECOMMENDATION**

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

A. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

1. Travel Plan

B. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.

C. That the officers be authorised to negotiate the terms of the proposed agreement.

D. That, if the S106 agreement has not been finalised before 10/08/2015, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

"The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of a Travel Plan). The proposal therefore conflicts with Policies AM7 and R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)".

E. That if the application is approved, the following conditions be attached:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan, 30793-PL-400 Site Location Plan, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the London Plan (March 2015).

3 COM5 General compliance with supporting documentation

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

Air Quality and Odour Assessment Report
Transport Statement
Supporting Transport Information
Letter from Agent dated 29-06-15

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the London Plan (March 2015).

4 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (March 2015).

5 NONSC Imported Soils

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

6 NONSC Crossrail - works below ground

No works below ground level comprised within the development hereby permitted shall be undertaken at any time when Crossrail are undertaking tunnelling or shaft works within 100 metres of the land on which the development hereby permitted is situated, unless specifically agreed to in advance, and in writing, by Crossrail Limited.

REASON

To ensure the development does not prejudice the development of Crossrail, in accordance with Policies 6.1, 6.2 and 6.5 of the London Plan (March 2015).

7 NONSC Car Parking

The warehouses buildings approved shall not be used for provision for additional vehicular parking on site without the prior approval of the Council.

REASON

To assess parking provision against LBH maximum standards and mitigate the traffic impacts of additional traffic movements, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

8 NONSC Refuse Storage

Prior to occupation of the development hereby approved, details of refuse storage shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development provides adequate refuse facilities in compliance with Policy 5.17 (refuse storage) of the London Plan (2015).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.

AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
NPPF	National Planning Policy Framework

3 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 or Bank/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.

4

The applicant is encouraged to discuss with Council officers in conjunction with the Metropolitan Police Crime Prevention Officer whether on site CCTV cameras can be linked to the Council's central CCTV system.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises Unit C located in the northern part of Prologis Park Heathrow, which is located on the eastern side of Stockley Road. Unit D is located to the east whilst Units A, B, E and F are located to the south. Prologis Park is designated as a Locally Significant Industrial Site (LSIS) as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). Prologis Park is also within an Air Quality Management Area and within the Low Emission Zone.

3.2 Proposed Scheme

Planning permission is sought for the change of use of Unit C to a flexible use consisting of Light Industrial (Use Class B1(c)) and/or Storage and Distribution (Use Class B8) from Storage and Distribution (Use Class B8) only.

3.3 Relevant Planning History

18399/APP/2004/2284 Former M O D Records Office Stockley Road Hayes Middx

REDEVELOPMENT OF THE SITE FOR A MIXED- USE COMPRISING (CLASSES B1(a) & (c) B2 AND B8) EMPLOYMENT USES AND (CLASS C3) RESIDENTIAL (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING (OUTLINE APPLICATION)

Decision: 19-08-2005 Approved

18399/APP/2005/3415 Former M O D Records Office Stockley Road West Drayton

VARIATION OF CONDITIONS 2,3,7,8,10,11,13,20, 21,22,26,29 & 30 (TO ALLOW SEPARATE PHASED SUBMISSIONS OF DETAILS RELATING TO RESIDENTIAL AND EMPLOYMENT COMPONENTS OF THE DEVELOPMENT) OF OUTLINE PLANNING PERMISSION REF.1839 APP/2004/2284 DATED 19/08/2005: REDEVELOPMENT OF THE SITE FOR A MIXED-USE DEVELOPMENT COMPRISING USE CLASSES B1(a) & (c), B2 AND B8 EMPLOYMENT USES AND C3 RESIDENTIAL USE (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING

Decision: 02-03-2006 Approved

18399/APP/2010/545 Former Mod Document Record Office Bourne Avenue Hayes

Reserved matters (details of access, appearance, landscaping, layout and scale for two units with ancillary offices and associated car parking including an overflow car park) in compliance with condition 3 of planning permission ref:18399/APP/ 2005/3415 dated 02/03/2006 (Variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 and 30 (to allow separate phased submission of details relating to residential and employment components of the development) of outline planning permission ref:18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for mixed-use development.)

Decision: 25-06-2010 Approved

18399/APP/2013/1019 Former M O D Document Record Office Bourne Avenue Hayes

Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works within the existing Prologis Park development.

Decision: 18-07-2013 Approved

18399/APP/2013/2298 Former M O D Records Office Stockley Road West Drayton

Non Material Amendment (to alter the size of unit C, and amendments to loading dock doors and service yard) to permission 18399/APP/2013/1019 (Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works

Decision: 08-10-2013 Approved

18399/APP/2013/3449 Former Mod Document Record Office Bourne Avenue Hayes

Details pursuant to conditions 5 (suds), 6 (contamination), 7 (air quality), 10 (Travel Plan), 12 (energy), 13 (Cross rail), 15 (surface water drainage) of permission 18399/APP/2013/1019 (Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works within the existing Prologis Park development)

Decision: 01-08-2014 Approved

18399/APP/2015/1829 Former M O D Record Office Bourne Avenue Hayes

Details pursuant to condition 8 (Fleet Management Plan) of planning application 18399/APP/2013/1019 (Erection of distribution warehouse units (Use Class B8) with ancillary offices, associated car parking, access and associated landscape works within the existing Prologis Park development.)

Decision: 15-07-2015 Approved

18399/APP/2015/931 Prologis Park Heathrow Stockley Road West Drayton

Non Material Amendment (s96a) to planning permission Ref: 18399/APP/2013/1019 dated 23/7/13 (Erection of distribution warehouse units (Use Class B8) with ancillary offices, associate car parking, access and associated landscape works within the existing Prologis Park development) to allow the increase in the number of loading bays from 6 (as originally approved 12 bays

Decision: 10-04-2015 Approved

Comment on Planning History

There is an extensive planning history for Unit C and the wider Prologis Park.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.E1 (2012) Managing the Supply of Employment Land

PT1.26 To encourage economic and urban regeneration in the Hayes/West Drayton Corridor, designated Industrial and Business Areas (IBA's) and other appropriate locations.

Part 2 Policies:

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7 Consideration of traffic generated by proposed developments.

AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd June 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 7 local owners/occupiers. No responses were received.

TfL:

The application is not close to the Transport for London Road Network (TLRN) or the Strategic Road Network (SRN) and it will not have a direct impact on TfL operations or infrastructure so TfL has no comment to make on the proposals.

Internal Consultees

Environmental Protection Unit:
Please attach the following condition:

Air extraction system noise and odour

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

REASON: To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two.

Officer comments:

Unit C is a commercial unit located within Prologis Park and is situated over 100m away from any residential units; it is therefore considered that the above condition is not required for this proposal.

Highways:

Unit C has a floor area of 3346sqm and associated provision for 43 car park spaces. It is one of consented units on Prologis (total gross floor area of 40,838sqm). The site has a PTAL rating of 1a (very poor). The site is accessed via a junction with Stockley Road, a designated Borough Main

Distributor (A408).

Stockley Road often experiences traffic congestion particularly during evening peak period on the southbound direction between the Prologis Park access and Stockley Park Roundabout.

Traffic Impact

When considering the vehicular traffic generation and the impacts of this proposal, the Transport Assessment (TA) suggests the net (incremental) traffic impact would not be materially different from the approved scheme due to the estimated baseline vehicle trips.

However the transport assessment should be generic and has not considered the cumulative traffic impact of current proposals together with the potential traffic generation from B8 use of the consented, but currently vacant Unit D, having a floor area of 9562sqm and other committed/unoccupied developments in the area.

The table below sets out details of the peak period traffic generation (two way) for relevant scenarios based on generic am/pm peak trip rates per 100sqm of 0.524 and 0.610 for B8 use and 0.740 and 0.586 for the B1c use:

Traffic Generation scenario.	AM Peak (Vehs/hour)	PM Peak (Vehs/hour)
- Existing observed (Four units occupied)	85	121
- Existing lawful Prologis Park (baseline)	274	242
- Prologis Park excluding Units C & D (Existing lawful)	207	164
- Proposed Unit C (B1c use) 3346sqm	25	20
- Proposed Unit D (B8 use) 9562sqm	50	58
- Proposed Prologis Park (all units)	282	242
- Difference: Existing Observed & Proposed	197	121
- Difference: Lawful Baseline & Proposed	8	0

This assessment indicates that potential demand of an additional 197 and 121 vehicle movements during the am and pm peak hours respectively could potentially arise from the Prologis Park development site. It has not been demonstrated that such an increase in demand can be satisfactorily accommodated on the highway network.

Notwithstanding this it is acknowledged that further studies of the wider highway network are being agreed in relation to a separate application relating to Phase 3 of Stockley Park.

Parking

The existing Unit C has 43 car park spaces. This exceeds the maximum provision of 33 spaces permitted by LBH parking standards. The maximum car parking provision should comply with LBH standards. When considering the car parking provision for the proposed scheme, an assessment based on data corresponding to that used to derive traffic generation is required. This should be undertaken as part of the required comprehensive transport study.

A condition should be attached to prevent car parking within the warehousing unit.

Travel Plan

A Travel Plan should be secured via a s106 agreement.

Officer comments:

The comments of the highways officer are noted, however it does need to be borne in mind that the scenario addressed is a worst case, which would not arise unless the four existing occupied units at Prologis were all vacated and re-occupied by more traffic intensive uses. The robustness of the figures utilised by the highways officer is demonstrated by the fact that the actual traffic arising from

the four occupied units is 122 vehicle movements lower in the am peak and 43 units lower in the pm peak, than the predicated levels which were assessed and considered acceptable when permission for Prologis Park was originally granted.

The actual impact of the proposed development as on the basis of the trip rate data is an additional 8 vehicles in the am peak and no change to the pm peak. Which still leaves the site, in reality, generating less traffic than the permitted baseline.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site comprises an industrial unit located within the Prologis Park, a Locally Significant Industrial Site (LSIS). Policy E2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies LE1 and LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) establishes the principle of providing a business, industrial and/or warehouse unit on the site for B1(c), B2 or B8 purposes, provided that site specific issues can be satisfactorily addressed.

The principle of a mixed B1(c) and B8 use within Prologis Park was established in 2005 following the approval of an outline planning application (ref: 18399/APP/2004/2284) for 57,403sqm of B1/B2/B8 floor space. Unit C was granted planning permission for B1(c), B2 and B8 use in 2010 as part of reserved matters application ref: 18399/APP/2010/545. In 2013 Unit C was granted planning permission for B8 use under application ref: 18399/APP/2013/1019.

As such, the proposed change of use from Storage and Distribution (Use Class B8) to a flexible mixed use of Light Industrial (Use Class B1(c)) and/or Storage and Distribution (Use Class B8) for Unit C is considered to be acceptable in principle, subject to compliance with other relevant Hillingdon Local Plan Policies.

It is therefore considered that the proposal would comply with Policy E2 of the Hillingdon Local Plan: Part One - Strategic Policies and Policies LE1 and LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.02 Density of the proposed development

Not applicable for this application.

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

Not applicable for this application.

7.04 Airport safeguarding

Not applicable for this application.

7.05 Impact on the green belt

Not applicable for this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene.

The proposed change of use would not result in any external changes to the industrial unit and so would not impact on the character and appearance of the street scene and the surrounding areas, thereby complying with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

There are no residential properties located close to the application site and so there would

be no impact on residential amenity.

7.09 Living conditions for future occupiers

Not applicable for this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Unit C is a consented unit within Prologis Park, which is accessed via a junction with Stockley Road, a designated Borough Main Distributor (A408). The site has a PTAL rating of 1a (very poor). Stockley Road often experiences traffic congestion particularly during evening peak period on the southbound direction between the Prologis Park access and Stockley Park Roundabout.

The applicant has submitted a Transport Statement and additional transport information as part of this application; the change of use of Unit C from B8 Use to a mixed B1(c) and B8 use would result in seven additional two-way movements in the AM peak hour, and no additional movements in the PM peak hour.

This application relates to Unit C only; it is important to note that Unit C forms part of the wider Prologis Park site and would impact on traffic generation. However, the change in traffic generation at peak hours arising from this proposal is minimum.

In order to fully assess the traffic impact, the cumulative traffic impact of current proposals together with the potential traffic generation from B8 use of the consented, but currently vacant, Unit D (floor area of 9562 sq.m) and other committed/unoccupied developments in the area needs to be considered.

An assessment of the peak period traffic generation (two way), for relevant scenarios based on generic am/pm peak trip rates per 100sq.m of 0.524 and 0.610 for B8 use and 0.740 and 0.586 for the B1(c) use, indicates that the predicted change in vehicle movements above the lawful use would be 8 and 0. While the submitted traffic assessment has not fully demonstrated that such an increase in demand can be satisfactorily accommodated on the highway network, it is not considered that an increase of 8 vehicles in the am peak would be sufficient to warrant refusal of the application; particularly when weighed against the planning benefits which would arise from securing the occupation and use of the employment floor space.

There would be no change to the parking provision or parking layout as a result of this application. The current car parking provision, as approved under planning permission ref: 18399/APP/2013/1019, exceeds the Council's parking standards set out in Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). In order to ensure the parking provision for the proposed B1(c) and B8 use accords with the Council's parking standards, a condition to prevent car parking within the warehousing unit shall be added to any consent granted.

The proposed change of use of Unit C from B8 to a flexible B1(c) and B8 use is considered to comply with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Urban Design:

The proposed change of use would not result in any changes to the appearance of the building.

Access & Security:

The proposal would not result in any changes to the access and security arrangements of the site.

7.12 Disabled access

There would be no change to the accessibility of the site.

7.13 Provision of affordable & special needs housing

Not applicable for this application.

7.14 Trees, landscaping and Ecology

Not applicable for this application.

7.15 Sustainable waste management

In order to ensure adequate waste management, details of sustainable waste management for the unit can be dealt with by way of a suitable condition.

7.16 Renewable energy / Sustainability

Not applicable for this application.

7.17 Flooding or Drainage Issues

Not applicable for this application.

7.18 Noise or Air Quality Issues

Prologis Park is located within an Air Quality Management Area and within the Low Emission Zone, which encourages the use of low emission vehicles. There would not be an issue of noise disturbance to residential amenity as Unit C is located over 100m away from residential properties. It is considered that the change of use of Unit C from B8 to a mixed B1(c)/B8 use is acceptable in regards to noise and air quality.

7.19 Comments on Public Consultations

No responses were received during the public consultation.

7.20 Planning obligations

A travel plan would be secured by way of a S106 legal agreement. The proposal would not require any further obligations or attract any contributions under the Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not applicable for this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the

application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable for this application.

10. CONCLUSION

Planning permission is sought for the change of use of Unit C to a flexible use consisting of Light Industrial (Use Class B1(c)) and/or Storage and Distribution (Use Class B8) from Storage and Distribution (Use Class B8) only.

The proposed change of use from B8 use to B1(c) and B8 use is considered to be acceptable in principle. The proposal would not impact on the character and appearance of the street scene and the surrounding areas. The proposed change of use of Unit C would result in a minimal increase in traffic generation and is considered acceptable; whilst there would be follow-on impacts to the overall traffic generation of the wider Prologis Park, further studies of the wider highway network are being agreed in relation to a separate application relating to Phase 3 of Stockley Park.

The proposal complies with Policies AM7, BE13, BE25 and LE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application is therefore recommended for approval.

11. Reference Documents

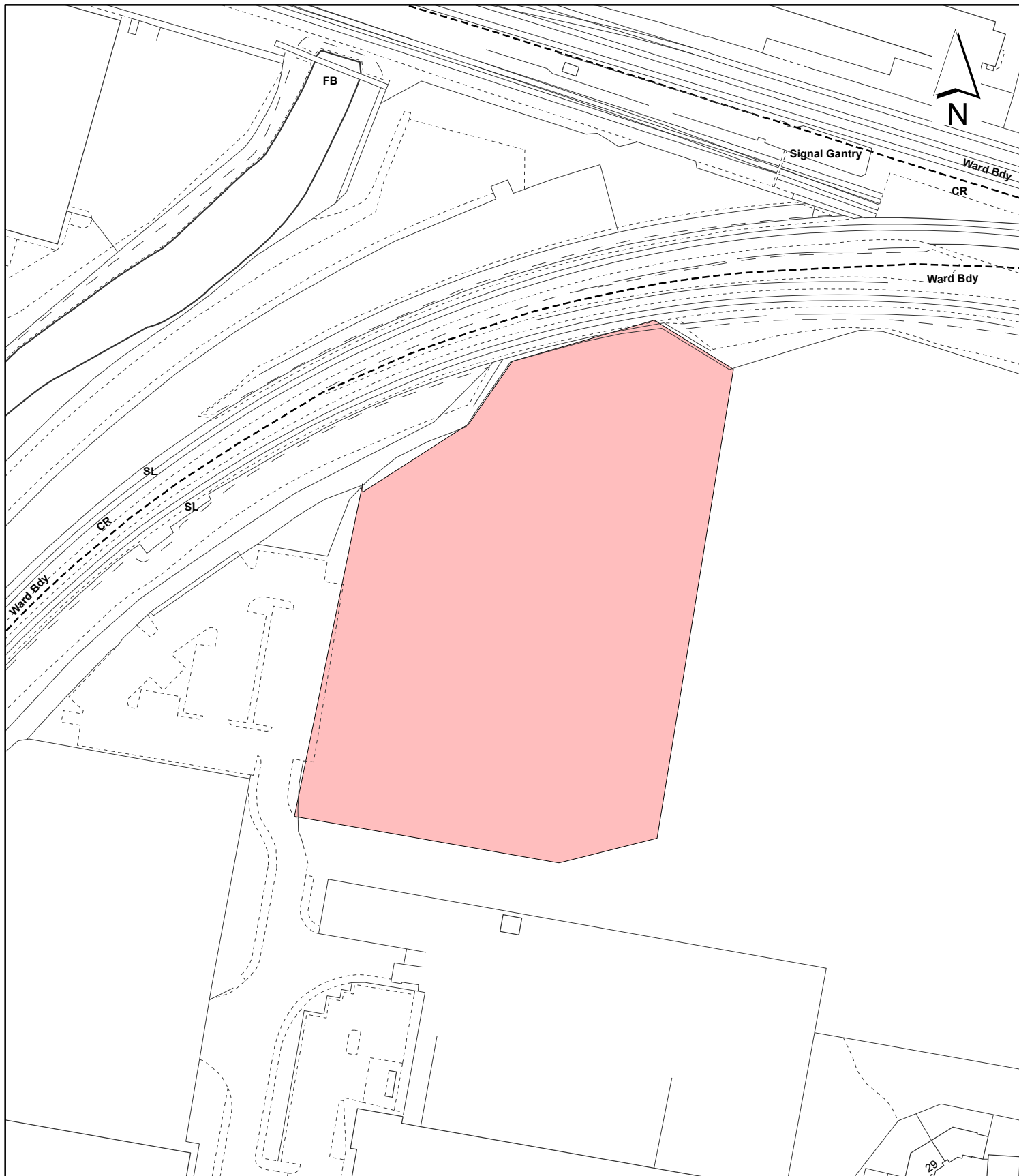
Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

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

National Planning Policy Framework (March 2012)

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Unit C
 Prologis Park
 Stockley Road
 West Drayton**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

18399/APP/2015/1087

Scale:

1:1,250

Planning Committee:

Major Page 114

Date:

August 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

- Address** SENATOR COURT BELMONT ROAD UXBRIDGE
- Development:** Variation of condition 5 (Approved plans) of the Planning Inspector's decision letter dated 26/3/14 (LPA Ref. 68385/APP/2012/2398) to allow internal and external alterations to include an additional roof terrace, stair tower revisions, fenestration alterations, introduction of blade columns, amendment of external materials, removal of brise-soleil, creation of amenity space and screen on existing terrace, removal of two existing staircases to create large central stairs, small third floor infill extension, re-location of cycle facilities, additional electric charging spaces and re-configuration of landscaping
- LBH Ref Nos:** 68385/APP/2015/1218
- Drawing Nos:** Covering letter dated 1/4/15
A10150/D/1/2000 Rev. P2 (North Elevation has been superseded by A10150/G/0/201 Rev. T4)
A10150/D/1/2010 Rev. P2 (West Elevation has been superseded by A10150/G/0/202 Rev. T4)
A10150/G/0/098 Rev. T3
A10150/G/0/099 Rev. T3
A10150/G/0/100 Rev. T3
A10150/G/0/101 Rev. T3
A10150/G/0/102 Rev. T3
A10150/G/0/104 Rev. T3
A10150/G/0/105 Rev. T3
A10150/J/0/400 Rev. T1
Highway Appeal Statement prepared by Stuart Magowan BEng (Hons) dated 13/8/13
Transport Statement dated April 2013
Baseline Tree Survey & Preliminary Tree Retention/ Removal Advice F 10001 Rev. P1
RG-L-04
A10150/G/0/103 Rev. T4
A10150/G/0/201 Rev. T4
A10150/G/0/202 Rev. T4
A10150/J/0/700 Rev. T2
F 10050 Rev. P1
D 11060 Rev. P1
D 12110 Rev. P1
D 12120 Rev. P1
D 12310 Rev. P1
D 13000 Rev. P1
D 13010 Rev. P1
F 10980 Rev. P1
F 10990 Rev. P1
F 11000 Rev. P1
Energy Statement, May 2012
Arboricultural Implications Assessment, May 2012
ST12890-101
Acoustic Planning Report

Agent's letter dated 1/10/12
Agent's covering email dated 27/11/12
Response to London Borough of Hillingdon Comments on Transport Statement
Response to TfL Comments on Transport Statement
F 11010 Rev. P1
F 11020 Rev. P1
F 11030 Rev. P1
F 11040 Rev. P1
F 11050 Rev. P1
F 12000 Rev. P1
F 12010 Rev. P1
F 13000 Rev. P1
F 13010 Rev. P1
Design and Access Statement, September 2012

Date Plans Received:	02/04/2015	Date(s) of Amendment(s):	06/07/2015
Date Application Valid:	02/04/2015		27/11/2012
			02/04/2015
			02/10/2012
			06/05/2015

1. SUMMARY

This application proposes revisions to a scheme for the refurbishment, alteration and extension of Senator Court (also known as Belmont House), a Class B1 office building with basement parking located within the Uxbridge Town Centre which was initially approved at appeal on 26/3/14. The revisions include an additional roof terrace, stair tower revisions, fenestration alterations, introduction of blade columns, amendment of external materials, removal of brise-soleil, creation of amenity space and screen on existing terrace, removal of two existing staircases to create large central stairs, a small third floor infill extension, re-location of cycle facilities, additional electric charging spaces and re-configuration of the landscaping.

The changes are considered acceptable and the scheme is recommended for approval, subject to a Deed of Variation of the S106 Agreement.

2. RECOMMENDATION

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

a) That the Council enter into a legal agreement with the applicants under Section 106/Unilateral Undertaking of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:

1. That the requirement of the previous s52 Agreement to make available part of the car park to the public on Saturdays be omitted.

2. Highways:

1(a) Carry out a PERS Audit and implement the measures identified by the Audit as being necessary.

1(b) Undertake any and all off site highways required by the Council's Highways Engineer, not limited to but including:

- reinstating existing access as a footway;
- alter existing on street parking bays, as per approved plans.

3. 10 Year Green Travel Plan in accordance with TfL guidance.

4. Public Realm: a contribution of £25,000 for the Uxbridge Town Centre to improve the town centre environment and accessibility to and from the development site.

5. Construction Training: An in-kind training scheme or a financial contribution secured equal to £2,500 for every £1m build cost incurred. In either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost + $6,244m^2/7, 500m^2 \times £71,675 =$ total contribution.

b) That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement 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.

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 by the 14th August 2015, or any other period deemed appropriate by the Head of Planning and Enforcement then delegated authority be granted to the Head of Planning and Enforcement to refuse the application for the following reason:

'The development has failed to secure obligations relating to transport, public realm enhancements and construction and employment training. Accordingly, the proposal is contrary to policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policy EM6 of the Hillingdon Local Plan: Part 1- Strategic Policies (November 2012) and Policy 5.12 of the London Plan (March 2015) and the NPPF.

e) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

The development hereby permitted shall begin not later than 25th March 2017.

REASON

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

2 COM7 Materials (Submission)

No development shall take place until details and/or samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be

carried out in accordance with the approved details.

REASON

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

3 NONSC Building Entrance Access

No development shall take place until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the local planning authority. The approved facilities shall be provided prior to the occupation of the development and retained thereafter.

REASON

To ensure that an appropriate building access is provided to meet the needs of disabled and elderly people in accordance with Policies 3.1 and 7.2 of the London Plan (March 2015).

4 NONSC Delivery/ Collection Hours

Deliveries and collections, including waste collections, shall not take place outside of the hours of 0800 to 1900 hours Monday to Saturday and not at all on Sundays or bank holidays.

REASON

To safeguard the amenities of surrounding residential occupiers in accordance with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following approved plans:

F 10001 Rev. P1, F 10050 Rev. P1, D 11060 Rev. P1, D 12110 Rev. P1, D 12120 Rev. P1, D 12310 Rev. P1, D 13000 Rev. P1, D 13010 Rev. P1, F 10980 Rev. P1, F 10990 Rev. P1, F 11000 Rev. P1, F 11010 Rev. P1, F 11020 Rev. P1, F 11030 Rev. P1, F 11040 Rev. P1, F 11050 Rev. P1, F 12000 Rev. P1, F 12010 Rev. P1, F 13000 Rev. P1 and F 13010 Rev. P1, all received 2/10/12, and A10150/D/1/2000 Rev. P2, A10150/D/1/2010 Rev. P2, A10150/G/0/098 Rev. T3, A10150/G/0/099 Rev. T3, A10150/G/0/100 Rev. T3, A10150/G/0/101 Rev. T3, A10150/G/0/102 Rev. T3, A10150/G/0/103 Rev. T3, A10150/G/0/104 Rev. T3, A10150/G/0/105 Rev. T3, A10150/J/0/400 Rev. T1 and A10150/J/0/700 Rev. T1 all received 2/4/15,

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

6 NONSC Privacy Screen Details

Prior to the new fourth floor amenity area being brought into use, details of privacy screens shall be submitted to and approved in writing by the Local Planning Authority. The approved screens shall be permanently retained for so long as the amenity area remains in

use.

REASON

To safeguard the privacy of existing and proposed residential units on the opposite side of Belmont Road in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7 NONSC Scheme of replacement tree planting

Prior to the commencement of development details of at least 3 replacement trees along the Belmont Road frontage shall be submitted to and approved in writing by the Local Planning Authority.

REASON

In order to ensure replacement tree planting is provided, in accordance with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

3 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section

61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

4

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

5

Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

6

Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

7

Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

3. CONSIDERATIONS

3.1 Site and Locality

Belmont House (also known as Senator Court) is located towards the northern end of the Uxbridge town centre and forms a corner plot on the south east side of Belmont Road, to the north east of its junction with Bakers Road which provides access to the Uxbridge Bus and Underground Stations. The site comprises a predominantly four storey office building on a 0.4ha, L-shaped site. The building essentially comprises two buildings either side of a central entrance on Belmont Road and has previously been occupied by two main users, the north eastern wing of the building was previously in use by the Allied Irish Bank and the south eastern wing was occupied by Herbalife on the upper floors and an employment centre on the lower ground floor. The building also provides basement parking with two vehicular accesses, one within the centre of the building on Belmont Road and the other on the south western side elevation of the building, accessed from Bakers Road. The site slopes from north east to south west. There are raised planters containing trees in front of the building on Belmont Road and within the southern corner of the site is a protected Walnut Tree which forms a prominent feature in this part of the town centre.

Immediately adjoining part of the site to the north east is a footpath, beyond which is the Grade II listed Society of Friends Meeting House and a small landscaped garden area. Separating these is Friends Walk, which continues the footpath through to York Road to the north. On the south eastern frontage, the site is also adjoined by a footpath. Beyond this at the eastern end of the site are offices of the Bus Station, while at the western end is an access road, beyond which is a three storey building known as Norwich Union House, which is currently vacant, although previously in use as retail on the ground floor and

offices above.

The primary retail area of the town centre adjoins the site to the south west, on the south western side of Bakers Road and the south eastern side of Belmont Road. Secondary retail frontage is located on the opposite side of Belmont Road, to the south west of Redford Way. The edge of the secondary area also corresponds to the eastern edge of the Old Uxbridge/Windsor Street Conservation Area. The site also forms part of an Archaeological Priority Area and the north western part of the site is covered by TPO 189. The site has a PTAL score of 6a.

3.2 Proposed Scheme

This application seeks to make a material amendment to the scheme allowed at appeal on 26/3/14 (App. No. 68385/APP/2012/2398 refers) for the part demolition, part extension and part refurbishment of the existing building to provide 13,150sq.m GIA of office accommodation (Use Class B1(a)); 516sq.m GIA to be used interchangeably for Class A1, A2, A3, and B1(a), together with a basement car park, plant areas and associated works in order to allow internal and external alterations. The main alterations involve:-

1. A 120sqm roof terrace amenity area would be added on the northern side of the roof adjoining Belmont Road at fourth floor level, replacing a brown roof area.
2. Lift overruns have been amended.
3. The stair tower on the east elevation has been revised to include the existing sheer wall resulting in a solid vertical element and adjacent vertical slot window(s).
4. Creation of a large central stair has allowed building's fire escape strategy to be reviewed and refined which has allowed the two stairs in the central core to be combined and re-sited and the existing fire escape stair on the south elevation to be removed replaced by a vertical riser volume and adjacent slot window(s).
5. The wrap around windows on the north-west corner of the building have been removed due to the detection of the presence of an existing concrete sheer wall which supports the stair core.
6. External Blade columns have been introduced to the north elevation on the third floor due to the constraints revealed by the existing structure at the detail design stage as the columns have to sit on the existing structural grid below.
7. The stone window splays are to be replaced by metal window splays due to weight constraints which will produce a more lightweight solution.
8. The brise-soleil has been omitted as it is no longer required.
9. Creation of ground floor screened amenity space on the existing terrace.
10. Shower and cycle storage facilities moved from basement to lower-ground floor to avoid cyclists having to enter the building via a car park ramp.
11. Additional toilet accommodation has been added at lower-ground floor level to comply with Building regulations.

12. Car parking spaces within the basement have reduced by 2 from 173 to 171 spaces due to need for additional plant facilities.

13. 12 additional electric vehicle charging spaces have been added.

14. The external landscaping to the north-west corner of the site has been re-configured to create a low-level stone bench/plinth that provides privacy to building occupants and a place for the public to use.

15. A small, approximately 11sqm third floor infill extension to the building on the south east corner.

3.3 Relevant Planning History

Comment on Relevant Planning History

The original planning proposal (App. No. 68385/APP/2012/2398 refers) for the part demolition, part extension and refurbishment of the existing building was initially refused by the LPA on 7/12/12 on highway grounds and due to the lack of an appropriate S106 contribution, before being allowed at appeal on 26/3/14.

A similar application for an identical scheme was subsequently approved by the LPA on 11/11/13 (App. No. 68385/APP/2012/902 refers).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **22nd May 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

60 neighbouring commercial and residential properties were consulted on 29/4/15, the application was advertised in the local press on 13/5/15 and a site notice was displayed on site on 7/5/15. No responses have been received.

Internal Consultees

HIGHWAY ENGINEER:

No objections on highways grounds to highway related matters.

CONSERVATION/ URBAN DESIGN OFFICER:

Background: The site lies adjacent to the Old Uxbridge/ Windsor Street Conservation Area. The

building as existing is situated in a prominent location next to the Grade II listed Friends Meeting House and forms part of one of the gateways into the conservation area. Built in the 1980s, the existing building's facade varies in materials with a mix of glazed panelling, granite stone panels and red brick. Any changes will have an impact on the surrounding area.

Comments: There are in principle no objections to the fenestration alterations, introduction of blade columns, removal of brise-soleil and the various internal alterations.

Whilst there are in principle no objections to the creation of an amenity space through the roof terrace, the proposed plan submitted does not clearly depict where this will be. Therefore further information is required.

Conclusion: Further information required.

FURTHER COMMENTS:

No objections are raised to the proposed third floor infill from an urban design and conservation perspective.

TREES/ LANDSCAPE OFFICER:

- Drawing No. RG-L-04 indicates that two of the roof areas will be green (Sedum) roof which add limited ecological value but provide some other environmental benefit.
- Two small areas of roof garden will be accessible to people. These will be surfaced with a mix of hard paving and artificial turf.
- The line of four trees along Belmont Road will be removed. Contrary to the approved plan, these will not be replaced. - There will be a net loss of trees across the site.
- The TPO'd Walnut at the south-west end of the site is dead and may be removed and replaced, as proposed. The drawing indicates that this will again be within an area of paving but with enhanced volume of topsoil underneath the paving, supported by a tree cell system. - This should maximize the opportunity for successful establishment.
- One additional tree will be provided at the north end of the site, on the Belmont Road frontage.
- The specification of plants and hard materials is briefly described on the drawing, together with basic management and maintenance notes.

Subject to a condition, requiring replacement tree planting, no objection.

ACCESS OFFICER:

I have considered the detail of this planning application and have no comments to make on the proposed amendments.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This scheme seeks material amendments to a scheme for the part demolition, part refurbishment and part extension of an existing office building which has already been approved. There has been no change in site circumstances to suggest that an approval of the scheme is no longer appropriate. Further, the only change to policy has been the revision in March 2015 of the London Plan, but this has not altered the policy context for considering the proposals, with much of the wording of the relevant policies being unaltered. As such, there are no in principle objections to a further permission being granted.

7.02 Density of the proposed development

Not applicable to the proposed development.

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

The proposed revisions do not have any implications for the Archaeological Priority Area within which the site is located (no objections were raised by GLAAS on the original scheme approved by the Planning Inspectorate).

The site is located close to the Old Uxbridge Conservation Area which adjoins the site on the opposite side of Belmont Road, diagonally opposite its junction with Bakers Yard and it does adjoin the statutory Grade II listed Society of Friends Meeting House building located on the north eastern side of the site. The Conservation / Urban Design Officer has reviewed the proposed changes and advises that there are no in principle objections to the fenestration alterations, introduction of blade columns, removal of brise-soleil, the various internal alterations and the very small infill extension on the third floor. Revised plans have also now been submitted which shown the siting of the new roof top amenity area.

On this basis, the officer raises no further objections and the revised scheme is acceptable.

7.04 Airport safeguarding

No airport safeguarding objections are raised by this application.

7.05 Impact on the green belt

The application site does not lie within nor is it sited close to the Green Belt boundary.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The proposed amendments are not extensive and there would be little change to the overall external appearance of the building so that there would be minimal impact on the character and appearance of this town centre site.

The revised proposal complies with Policies BE13 and BE15 of the Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012).

7.08 Impact on neighbours

The proposed infill extension at third floor level would not bring the building any closer to any surrounding property so that their amenities would be adversely affected.

The fourth floor amenity area would be sited above the main entrance on the Belmont Road frontage and its use, given its exposed nature and being sited some 19m from the opposite parade, could impact upon the existing and perceived privacy of the existing and proposed residential units above the shops on the opposite side of the road. A condition is therefore recommended to ensure that details of appropriate privacy screening is submitted and installed before the new amenity area is brought into use.

7.09 Living conditions for future occupiers

Not applicable to the proposed development.

7.10 Traffic impact, car/cycle parking, pedestrian safety

As compared to the previously approved scheme (App. No. 68385/APP/2012/2398 refers), the shower and cycle storage facilities have been moved from the lower basement to the upper basement/ lower ground floor level to avoid cyclists having to enter the building via a segregated cycle route on the main car park ramp and would now use the staff entrance at the rear of the building; car parking spaces within the basement have reduced by 2 from 173 to 171 spaces due to the need to accommodate additional plant facilities and 12

additional electric vehicle charging spaces have been added.

The use by cyclists of the main staff entrance at the rear of the building instead of having to share the use of the main car park ramp is seen as an improvement in terms of safety. No objections are raised to the reduction of 2 from the previously approved 173 car parking spaces in this town centre location, close to Uxbridge Underground and Bus Stations and the 12 additional electric charging spaces are supported. On this basis, the Council's Highway Engineer advises that there are no objections to these changes.

7.11 Urban design, access and security

Relevant planning considerations have been dealt with elsewhere in this report.

7.12 Disabled access

The proposed amendments would not fundamentally alter the access arrangements previously approved which include a new split level main lobby/ reception area with a lower level lobby area providing level access through revolving doors from Belmont Road with a raised lobby area behind which would be level with the ground floor of the offices, with both levels served by 4 dual entry lifts, replacing the external stepped and ramped access from the existing Belmont Road facade. Nine accessible parking bays are shown in the basement levels, which was previously considered to be acceptable given the use class of the building. All floors, with the exception of the fourth, which feature toilet facilities accessible to wheelchair users.

The Council's Access Officer previously advised that the proposal represented a significantly improved accessibility and was acceptable and does not raise any objection to the amendments.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, Landscaping and Ecology

Policy BE38 of the adopted Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012) seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The Council's Tree/Landscape Officer advises that Drawing No. RG-L-04 indicates that two of the roof areas will be green (Sedum) roof which add limited ecological value and provide some environmental benefit. Two small areas of roof garden will be accessible to people (as opposed to the area on the south eastern side of the building previously approved). These will be surfaced with a mix of hard paving and artificial turf.

The officer confirms that the TPO'd Walnut at the south-west end of the site is dead and may be removed and replaced, as proposed. The drawing indicates that this will again be within an area of paving but with enhanced volume of topsoil underneath the paving, supported by a tree cell system which should maximize the opportunity for successful establishment.

The line of four trees along Belmont Road will be removed which is contrary to the plan previously approved by the Inspector, which as currently proposed, will not be replaced. With only one additional tree being provided at the north end of the site, on the Belmont Road frontage, there will be a net loss of trees across the site. It is therefore recommended that a condition is attached to ensure that replacement tree planting is provided.

The officer also advises that the specification of plants and hard materials is briefly

described on the submitted drawing, together with basic management and maintenance notes. Subject to the condition, the revised scheme is acceptable and accords with Policy BE38 of the adopted Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012).

7.15 Sustainable waste management

The proposed internal alterations involve an increase in the size of the refuse and recycling store sited on the lower ground floor level to the rear of the A1/A2/A3/B1 floor space from 15sqm to some 24sqm. No objections are raised to the additional capacity of 2 eurobins. Collection arrangements would remain unaltered with level access being provided from the adjoining rear staff entrance and bins would be placed at the pavement edge on collection days. No specific objections were previously raised to this arrangement.

7.16 Renewable energy / Sustainability

The proposed revisions make no alterations to the previous submitted energy efficiency measures cited in the previously submitted energy assessment other than to show the siting of the solar panels on the roof. No objections are raised.

7.17 Flooding or Drainage Issues

No flooding or drainage issues are raised by the proposed revisions.

7.18 Noise or Air Quality Issues

The proposed revisions raise no noise or air quality issues.

7.19 Comments on Public Consultations

No comments have been received.

7.20 Planning Obligations

A Deed of variation would be need to align the legal agreement with the new permission.

Mayoral and Council CIL will be payable on any additional floorspace.

7.21 Expediency of enforcement action

No enforcement issues are raised by this application.

7.22 Other Issues

No other issues are raised by the proposed revisions.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent

should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

10. CONCLUSION

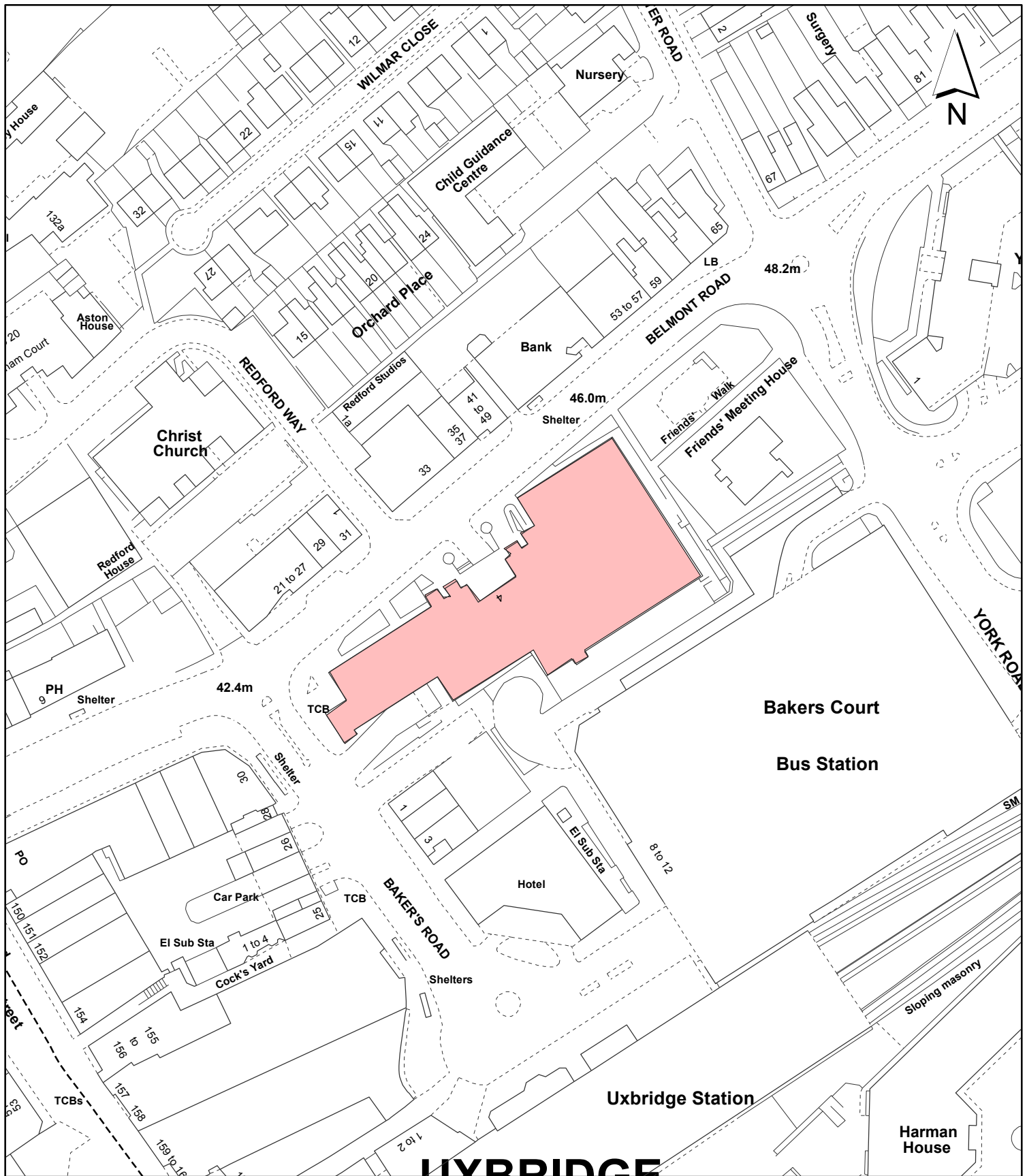
Subject to conditions requiring privacy screening to the new roof top amenity area and replacement tree planting, together with a deed of variation, the revisions are acceptable.

11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)
Planning Obligations Supplementary Planning Document (July 2014)
London Plan (March 2015)
National Planning Policy Framework (March 2012)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



UXBRIDGE

Notes:

 Site boundary

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Site Address:

**Senator Court
 Belmont Road
 Uxbridge**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
68385/APP/2015/1218

Scale:
1:1,250

Planning Committee:
Major Page 129

Date:
August 2015



HILLINGDON
 LONDON

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Plans for Major Applications Planning Committee

5th August 2015



HILLINGDON
LONDON



INVESTOR IN PEOPLE

Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Construction of a 4-storey University Technical College (UTC) on 'The Picturehouse' development plot together with associated improvements, including car and cycle parking, vehicular drop-off/pick-up zone formed off Blyth Road, landscaping and the provision of an electricity substation enclosure to the front.

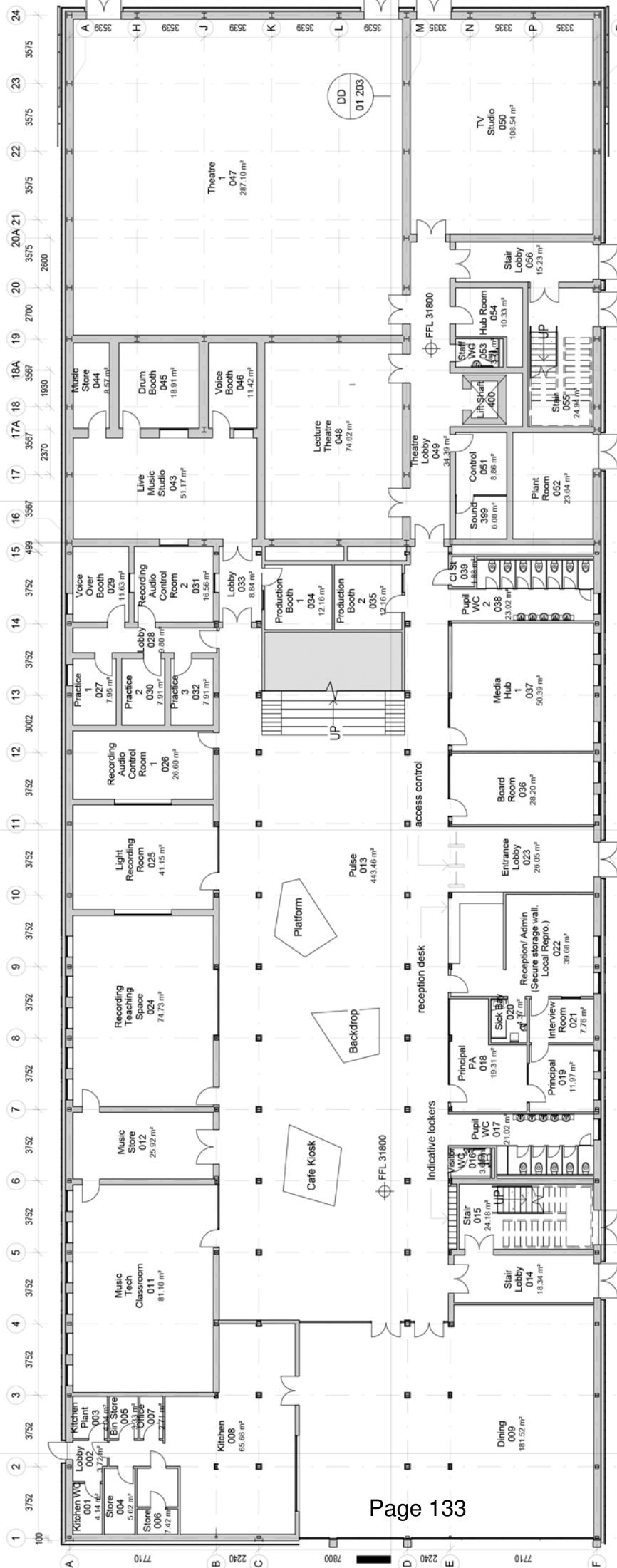
LBH Ref Nos: 59872/APP/2015/1798

Date Plans Received:	15/05/2015	Date(s) of Amendment(s):	13/07/2015
Date Application Valid:	20/05/2015		02/07/2015
			19/06/2015
			15/05/2015
			17/07/2015

AA
01 200

BB
01 201

CC
01 202



General Notes
 1. Drawing indicates design intent only.
 2. Do not scale or make assumptions for timing and scheduling all dimensions on site.
 3. Do not scale or make assumptions for timing and scheduling all dimensions on site.
 4. Report all discrepancies to the architect before proceeding.

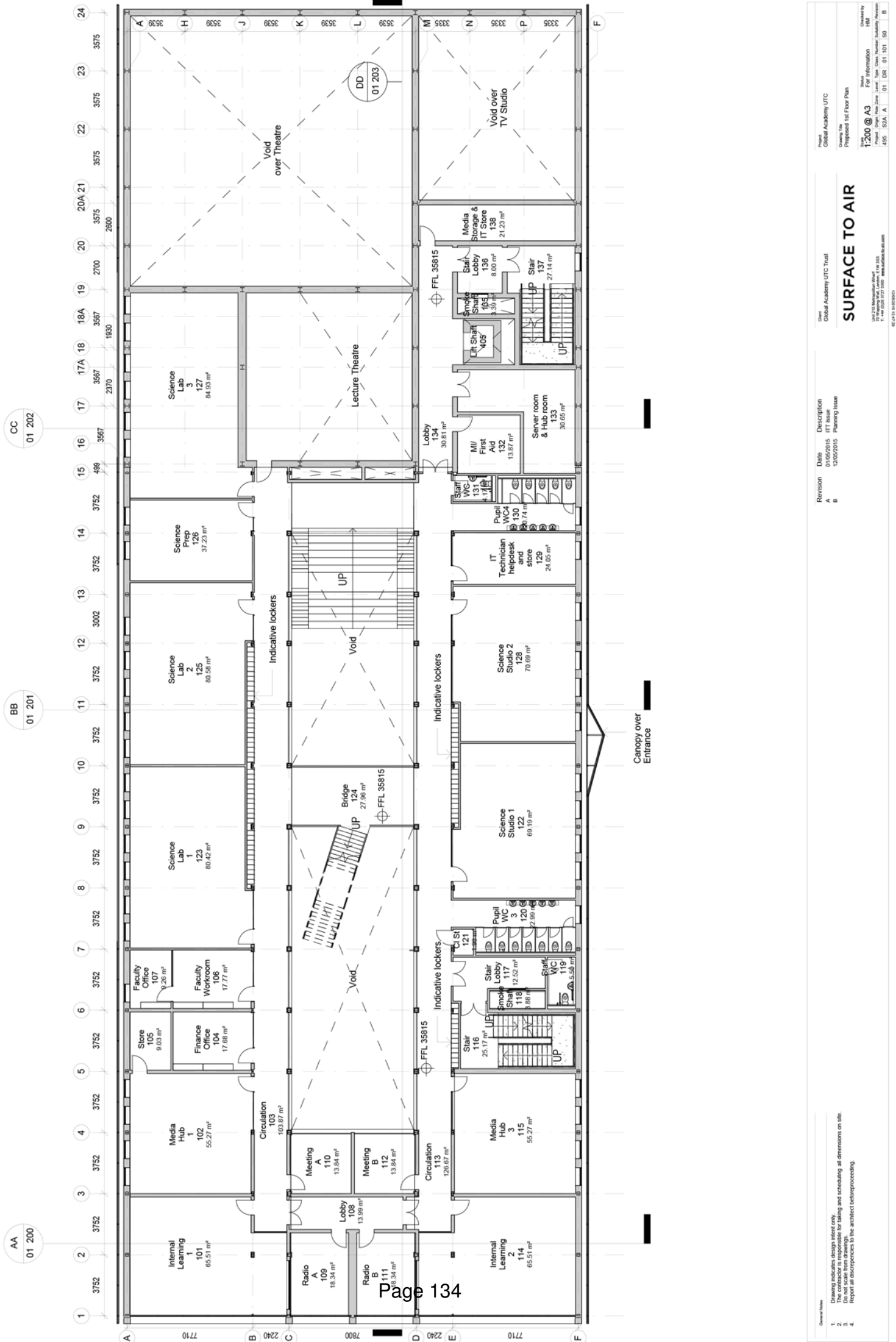
Revision	Date	Description
A	05/05/2015	Internal Layout Amendments
B	12/05/2015	Planning Issue
C		

Client: Global Academy UTC Trust
 Drawing Title: Proposed Ground Floor Plan
 Scale: 1:200 @ A3
 Date: 05/05/2015
 Drawing No: 405_SCA_A

Drawn By: [Name]
 Checked By: [Name]
 Scale: 1:200 @ A3
 Date: 05/05/2015
 Drawing No: 405_SCA_A

SURFACE TO AIR

Unit 2750 Marguerite Street
 Phone: +61 (0)7 3371 3300
 Fax: +61 (0)7 3371 3300
 Website: www.surface-to-air.com.au

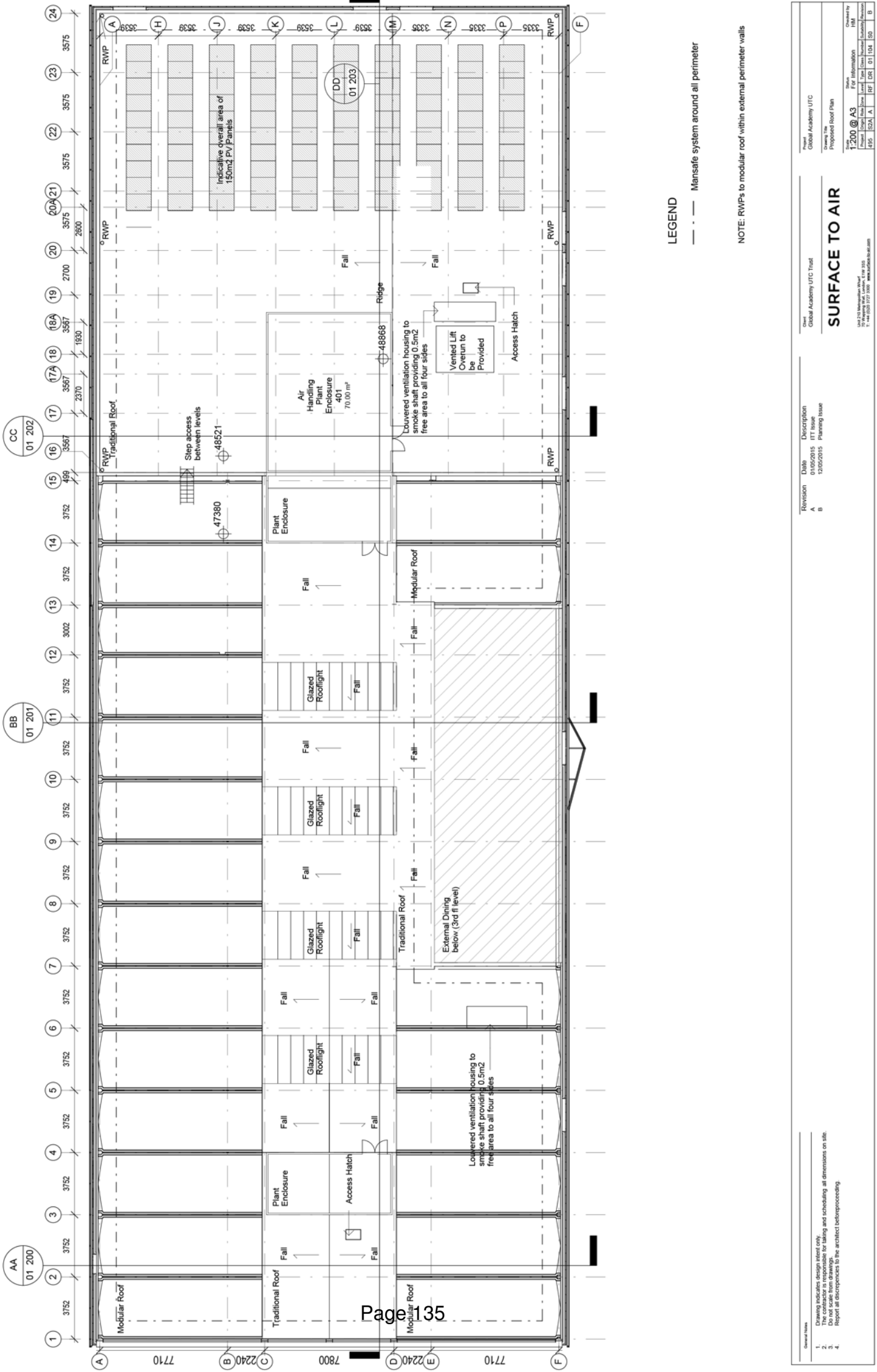


Global Academy UTC Trust
 Drawing Title: Proposed 1st Floor Plan
 Drawing No: 1:200 @ A3
 Date: 12/05/2015
 Project: Global Academy UTC Trust
 Location: 405, SCA, A, 01, DR, 01, 101, 50, B
 Scale: 1:200 @ A3
 Drawing No: 1:200 @ A3
 Date: 12/05/2015
 Project: Global Academy UTC Trust
 Location: 405, SCA, A, 01, DR, 01, 101, 50, B
 Scale: 1:200 @ A3

Revision	Date	Description
A	12/05/2015	Planning Issue
B		

General Notes:
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 2. Design is for information only. Design team is responsible for timing and scheduling all dimensions on site.
 3. Do not scale dimensions from this drawing.
 4. Report all discrepancies to the architect before proceeding.

Surface To Air



LEGEND

--- Mansafe system around all perimeter

NOTE: RWPs to modular roof within external perimeter walls

Global Academy UTC Trust
 Drawing Title: Proposed Roof Plan
 Drawing No: 200 @ A3
 Scale: 1:100
 Date: 12/05/2015
 Project: Global Academy UTC Trust
 Location: Unit 270, Marston Way, Lutterworth, Leicestershire, LE17 4JQ
 Tel: +44 (0)1532 377 300
 Fax: +44 (0)1532 377 301
 Email: info@global.academy-utc.co.uk

Revision: B
 Date: 12/05/2015
 Description: Planning Issue

SURFACE TO AIR

General Notes:
 1. Drawing indicates design intent only.
 2. Design team is responsible for timing and scheduling all dimensions on site.
 3. Do not scale for dimensions.
 4. Report all discrepancies to the architect before proceeding.



POWERHOUSE LANE

BLYTH ROAD

General Notes

We warrant these notes. This drawing should not be used to calculate areas for the purposes of valuation. Do not make the plans. All dimensions to be taken from the drawings. All work must comply with relevant British Standards and Building Regulations. Measurements. Drawings and contracts to be referred to in response to the architect.

Notes

Rev	Date	For Planning	SEW
01	10.05.15	For Planning	SEW
		Reason for issue	Chk

Keyplan

Scale Bar



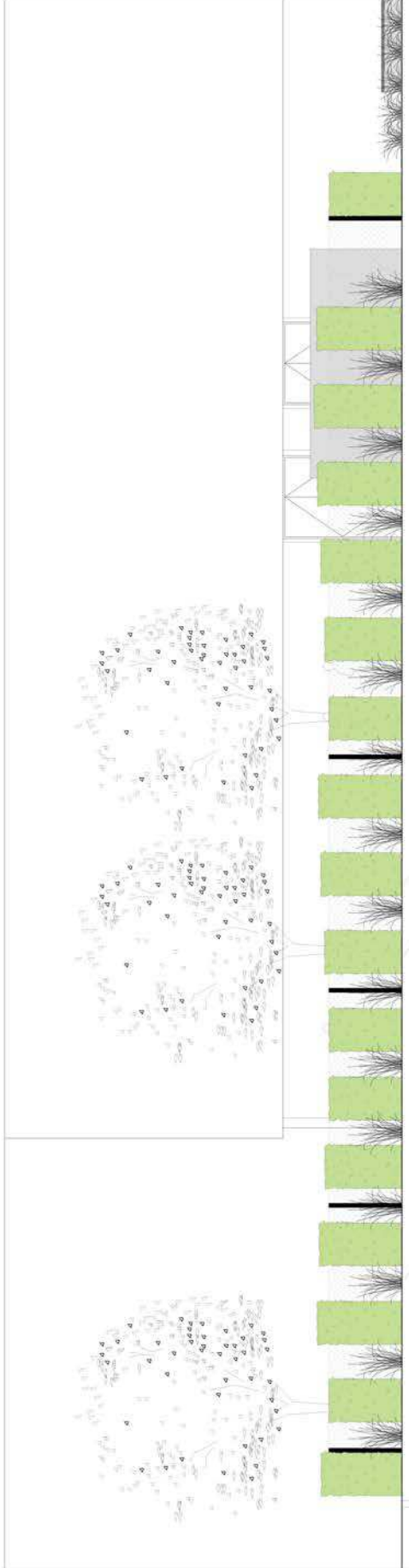
No. 1, Compton Court Rainesborough Way
 40, Compton Court Rainesborough Way
 London EC1V 0AP Rainesborough Way
 0207 548 1736 Rainesborough Way
 Rainesborough Way Rainesborough Way

Client
GLOBAL ACADEMY UTC TRUST

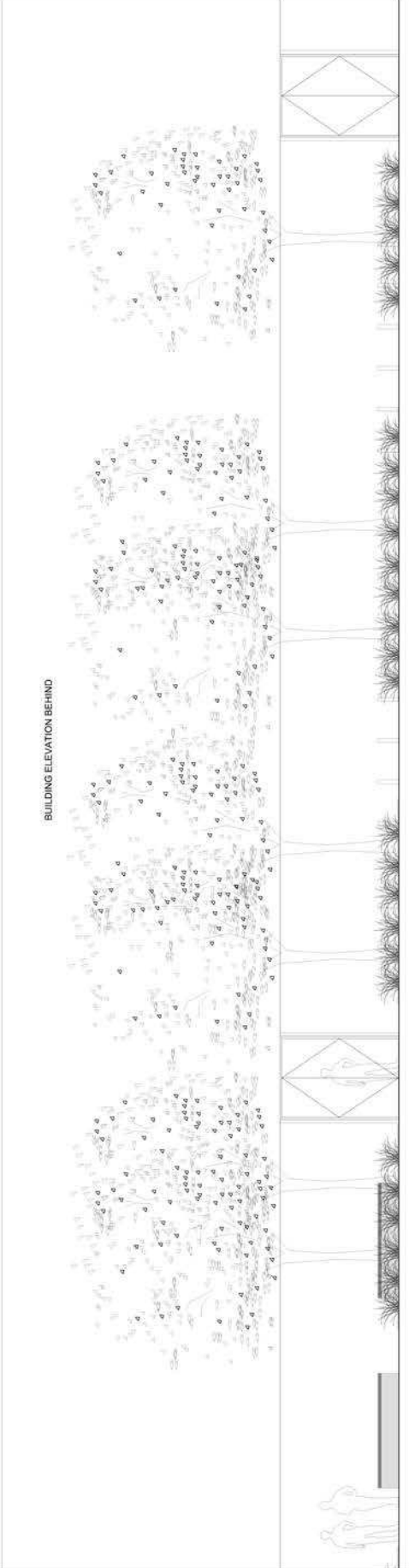
Project
UTC LANDSCAPE

Drawing Title
EXTERNAL WORKS
SOUTHERN ELEVATION

Project Number	0050_0453	Status	PLANNING.
Scale at A3	1:100	Date	12.05.15
Drawn by	TC	Checked by	SEW
Drawing Number	0050_0453_SEW.UTC.7205	Revision	01



7205 SOUTHERN ELEVATION PART 1
1:100 SCALE



7205 SOUTHERN ELEVATION PART 2
1:100 SCALE



General Notes

1. Drawing indicates design intent only.
2. The contractor is responsible for taking and scheduling all dimensions on site.
3. Report all discrepancies to the architect before proceeding.
- 4.

Notes:
 Graphic and branding / logos are indicative.
 Please refer to drawings for area / extent / locations etc.
 Final design to be developed.

Revision	Date	Description

Global
 Global Academy UTC

SURFACE TO AIR

1300 21st Millennium Blvd
 Toronto, Ontario M2M 3L7
 Tel: 416-223-3777 Fax: 416-223-3778
 www.surface-to-air.com

19-06-1102-04-02

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3. All dimensions are to be confirmed by the contractor.
4. Report all discrepancies to the architect before proceeding.

Note:
 Graphic and branding / logos are indicative.
 Please refer to drawings for area / extent / locations etc.
 Final design to be developed.

Revision Date Description

Global

Global Academy UTC

SURFACE TO AIR

1000 North Main Street
 Suite 200
 Fort Worth, TX 76102-3777
 www.surface-to-air.com
 817.632.6400

Drawn by
 Proposed Coloured Elevation - South

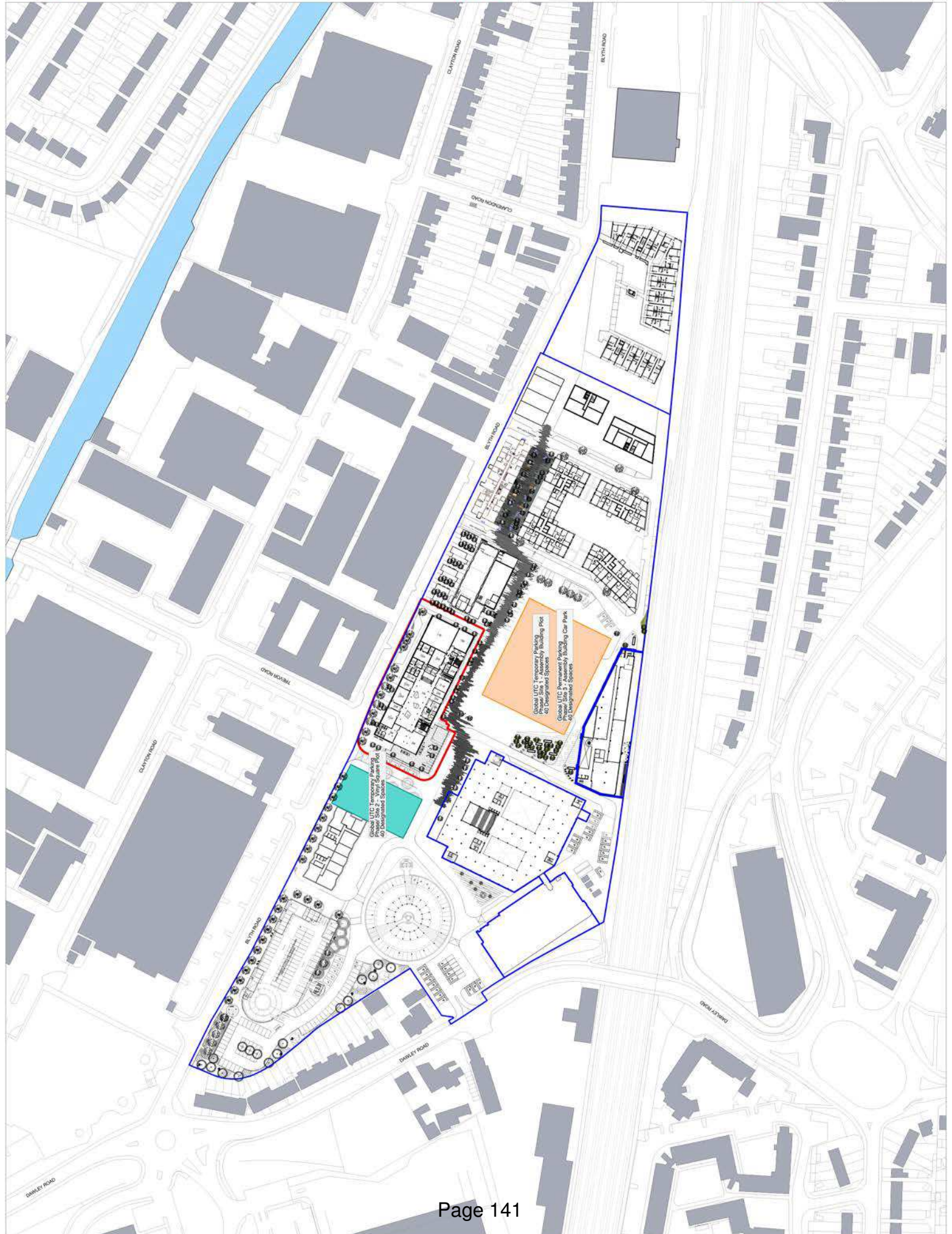
Scale
 @ A3
 For Information
 Date
 10/11/2024
 Drawn by
 JIM



- General Notes
1. Drawing indicates design intent only.
 2. The contractor is responsible for taking and scheduling all dimensions on site.
 3. Report all discrepancies to the architect before proceeding.
 - 4.

Note:
 Graphic and branding / logos are indicative.
 Please refer to drawings for area / extent / locations etc.
 Final design to be developed.

Global UTC Planning
 Boundary
 The Old Vinyl
 Factory Application
 Boundary



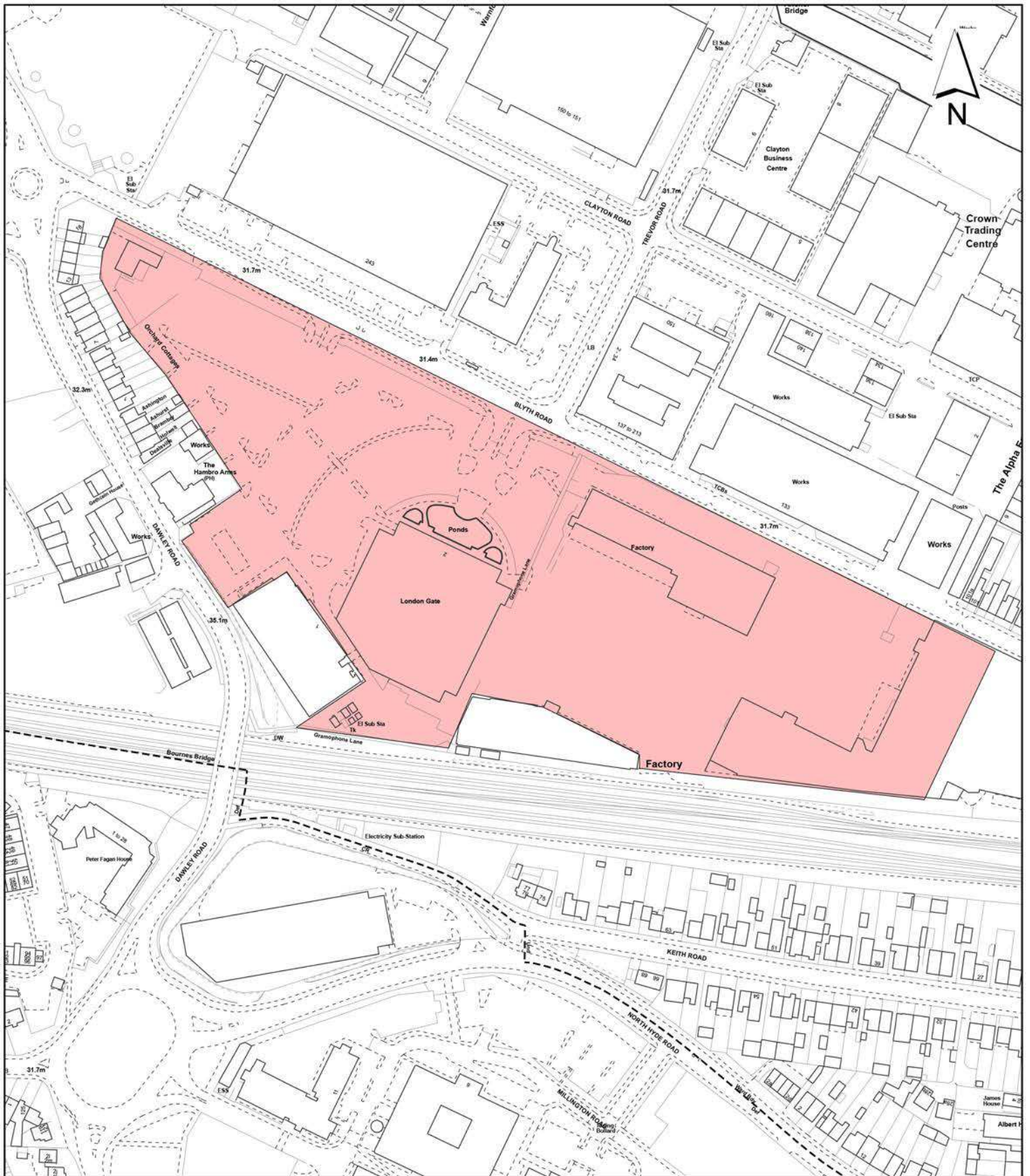
Global UTC Planning
 Boundary
 The Old Vinyl
 Factory Application
 Boundary

Code	Description	Area (sqm)
01	Site Area	10000
02	Building Area	5000
03	Parking Area	2000
04	Other	1000
05	Total	18000

Scale Bar
 North Arrow

sew
 GLOBAL ACADEMY UTC TRUST
 Project: UTC LANDSCAPE
 Drawing Title: INDICATIVE PARKING STRATEGY

Project Number: 0050_0453
 Date: 12/05/15
 Scale: A1
 Drawing Number: 1C
 Revision: 00



Notes:

 Site boundary

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Site Address:

**The Old Vinyl Factory
 Blyth Road
 Hayes**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
59872/APP/2015/1798

Scale:
1:2,500

Planning Committee:
Major Page 142

Date:
August 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER CONTRACTOR'S COMPOUND, SOUTH OF SWINDON ROAD
HEATHROW AIRPORT

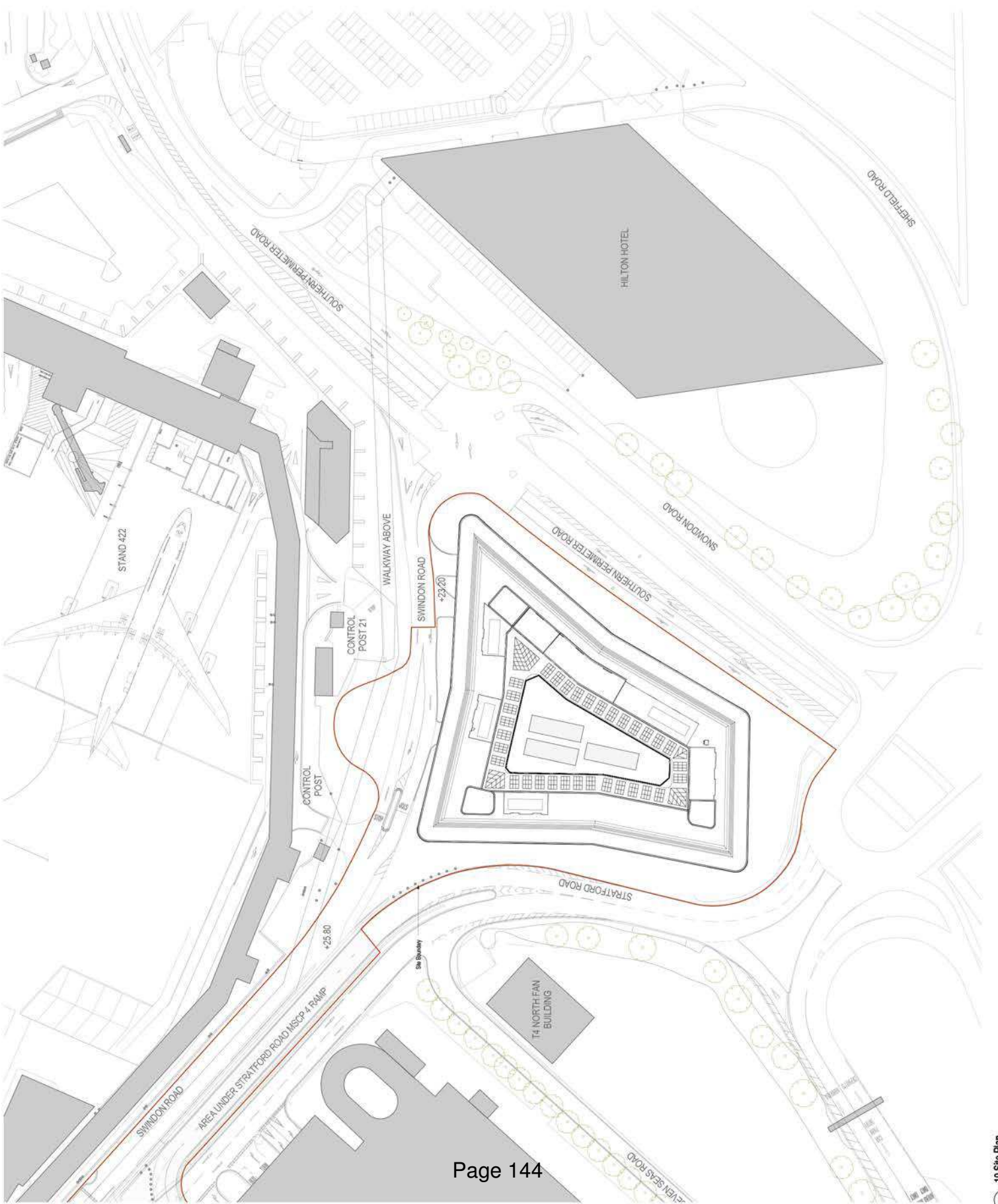
Development: Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for "Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application and a perimeter veil structure wrapping around the hotel buildings (in full application detail)". Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors.

LBH Ref Nos: 67622/APP/2015/1851

Date Plans Received: 19/05/2015

Date(s) of Amendment(s):

Date Application Valid: 21/05/2015



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REV NO.	DATE	DESCRIPTION
1	30.03.2015	Planning Drawings

KEY PLAN

PROJECT: **T4 Hotel**

CLIENT: **GROVE DEVELOPMENTS**
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY
 202 Farnborough Road, 10th Floor
 Farnborough, Hampshire, UK
 T: +44(0)1489 739694

SHEET IDENTIFICATION:
 TITLE: **Site Plan**

STATUS: **Concept**

DATE DRAWN	04/03/2015
PROJECT NUMBER	06-146227
SCALE (A1)	1:500
DATE CHECKED BY	04/03/2015
DRAWING NUMBER	P010001
REVISION	1

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REV NO.	DATE	DESCRIPTION

KEY PLAN

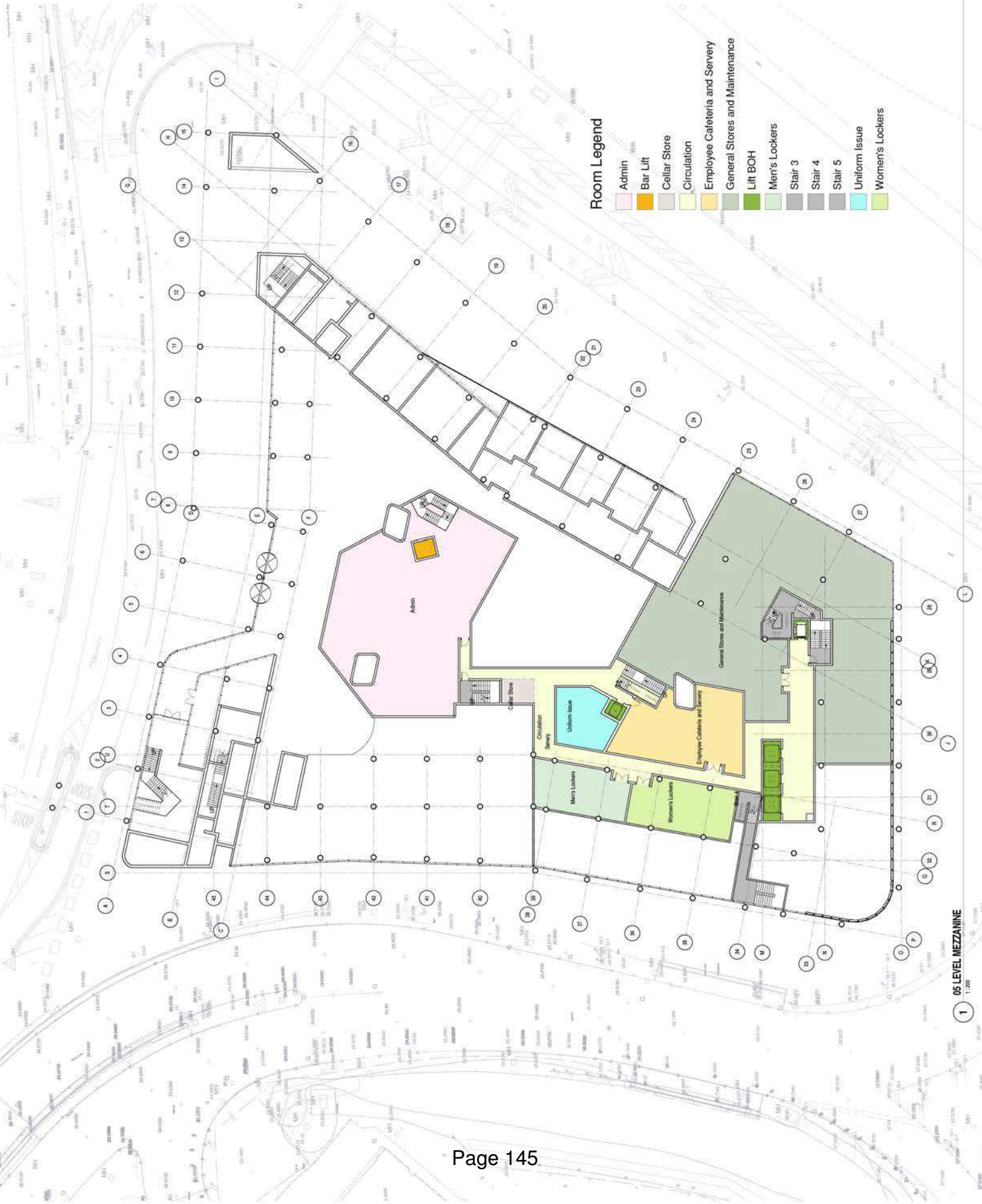
PROJECT: T4 Hotel

SHEET IDENTIFICATION
 TITLE: Mezzanine

STATUS: Concept

Room Legend

- Admin
- Bar Lift
- Cellar Store
- Circulation
- Employee Cafeteria and Servery
- General Stores and Maintenance
- Lift BOH
- Men's Lockers
- Stair 3
- Stair 4
- Stair 5
- Uniform Issue
- Women's Lockers



05 LEVEL MEZZANINE
 1:200

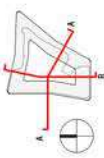
CLIENT
GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY
 25 Farnborough Road, 19th Floor
 London SE18 6PP
 T: +44(0)20 7366 9000

SHEET IDENTIFICATION
 TITLE
Ground Floor

STATUS
Concept

REFNO.	DATE	DESCRIPTION

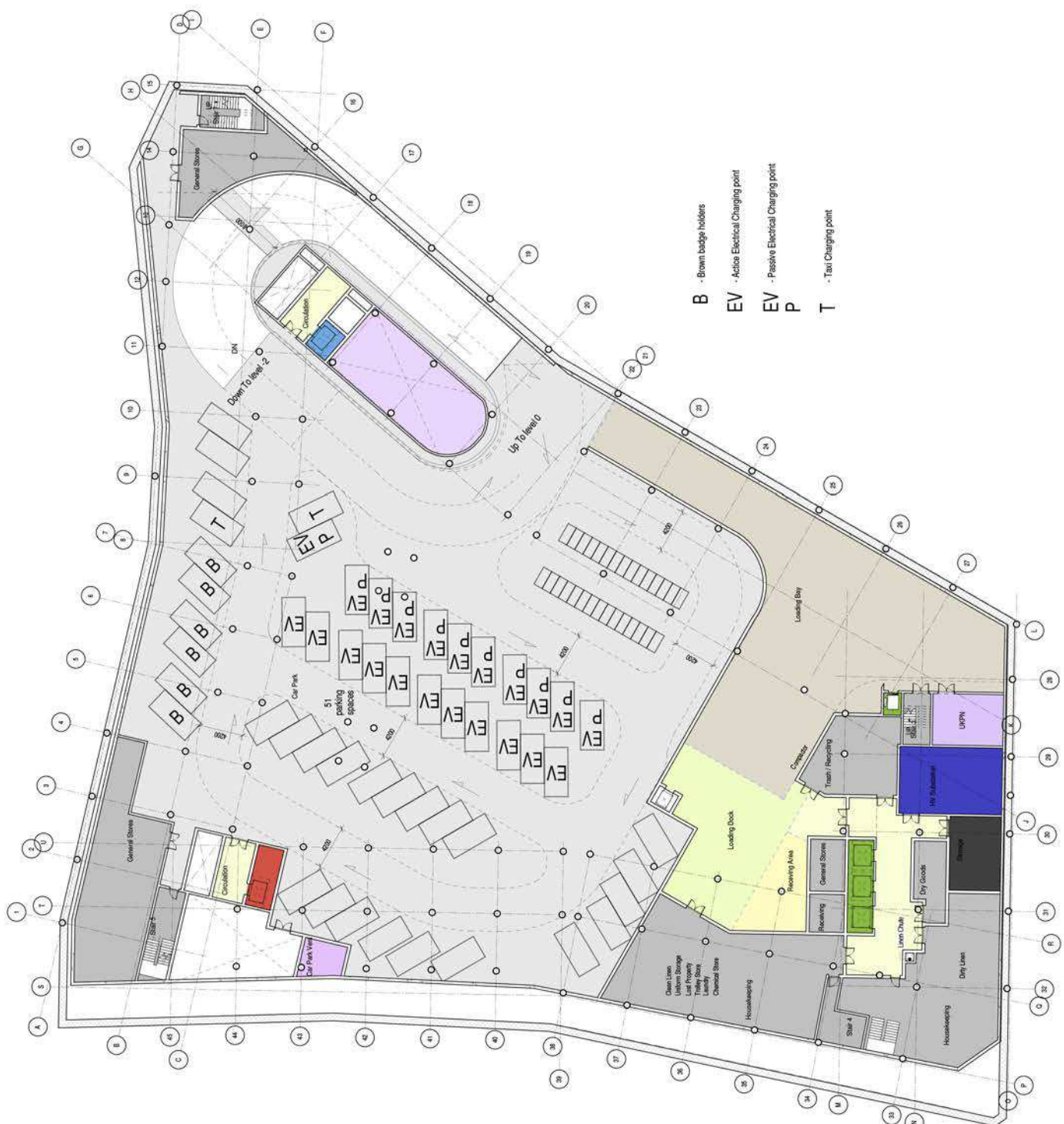


PROJECT
T4 Hotel

Room Legend

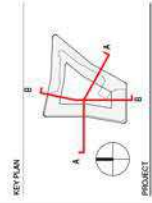
- Admin
- Bar Lift
- Boardroom
- BOH
- Break out area
- Business Centre
- Circulation
- Corridor
- Crowne Plaza Dining
- Crowne Plaza Lobby
- Fitness
- HIX Dining
- HIX Lobby
- Kitchen
- Lift BOH
- Lift CP
- Lift HIX
- Lift to bridge
- Luggage
- LV Switchroom
- Meeting room
- Pantry
- Plant
- Reception
- Retail
- Safe Box
- Security
- Stair 1
- Stair 2
- Stair 3
- Stair 4
- Stair 5
- Standby Generator
- WC





- B - Brown badge holders
- EV - Active Electrical Charging point
- EV - Passive Electrical Charging point
- P
- T - Taxi Charging point

REV NO.	DATE	DESCRIPTION



CLIENT

GROVE DEVELOPMENTS
Design | Build | Maintain

RTKL

AN ARCADIS COMPANY
225 Buckingham Palace Road, 10th Floor
London W1A 0AA
T: +44 (0)20 7366 9000

SHEET IDENTIFICATION

TITLE: **Level -1**

STATUS: **Concept**

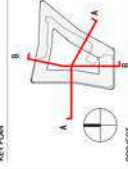
DATE DRAWN	20/05/16
PROJECT NUMBER	50-140277
DESIGNED BY	Architect
CHECKED BY	Checker
DRAWING NUMBER	P005001

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GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY
 22 Farringdon Street, 10th Floor
 London EC4A 3DF
 T: +44(0)20 7346 9000

T4 Hotel



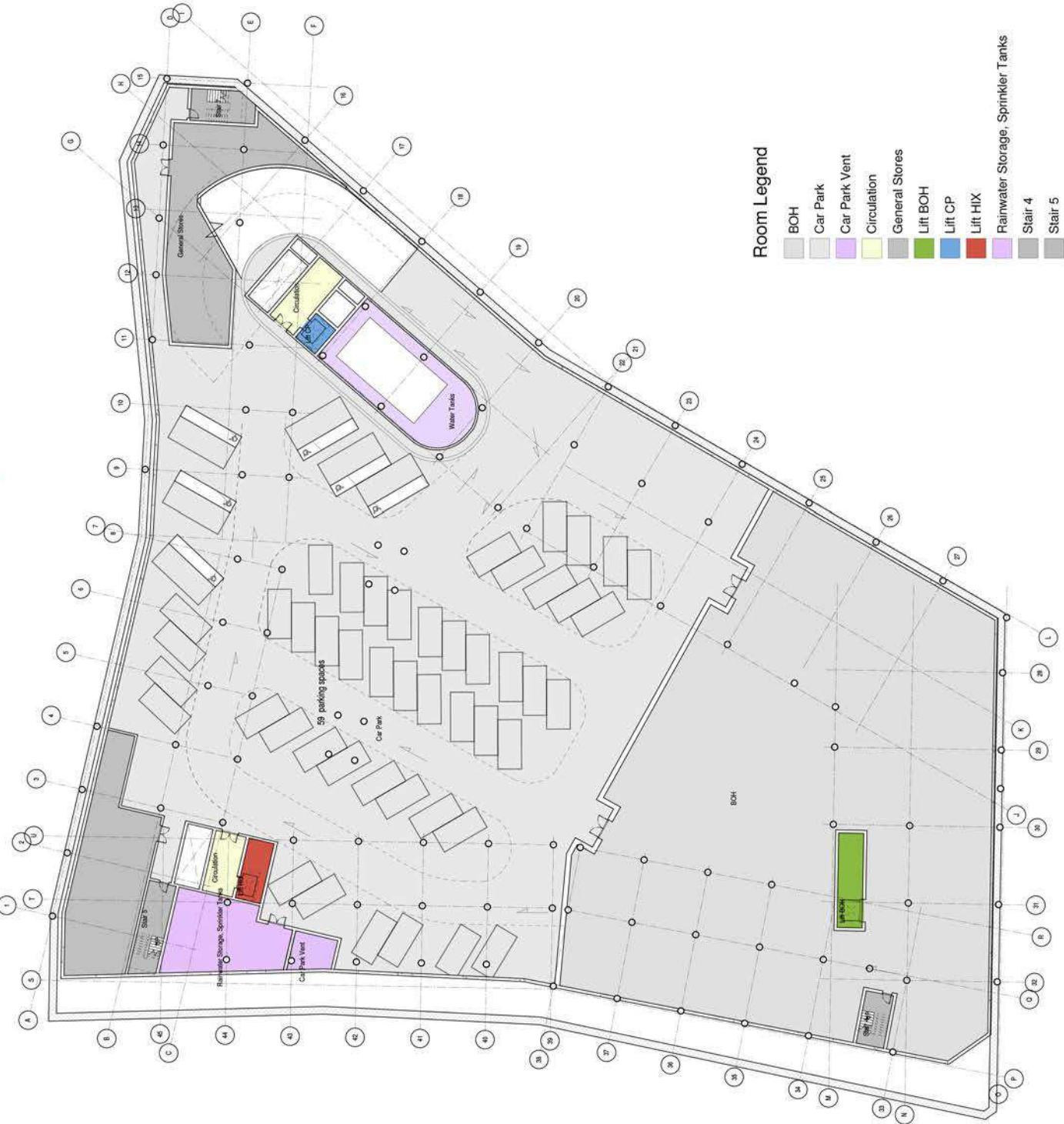
REVNO.	DATE	DESCRIPTION

Level -2

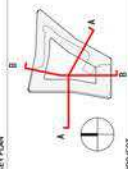
Concept

Room Legend

- BOH
- Car Park
- Car Park Vent
- Circulation
- General Stores
- Lift BOH
- Lift CP
- Lift HIX
- Rainwater Storage, Sprinkler Tanks
- Stair 4
- Stair 5
- Stair 7
- Water Tanks



REV NO.	DATE	DESCRIPTION



Room Legend

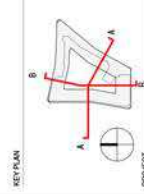
Bar	Bar Lift	BOH	Circulation	Corridor	CP Junior suite	CP Standard	CP Standard Connecting	HIX Family Room	HIX Standard	HIX Standard Connecting	Lift BOH	Lift CP	Lift HIX	Lift to bridge	Pantry	Stair 1	Stair 2	Stair 3	Stair 4	Stair 5	WC
-----	----------	-----	-------------	----------	-----------------	-------------	------------------------	-----------------	--------------	-------------------------	----------	---------	----------	----------------	--------	---------	---------	---------	---------	---------	----



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REV. NO.	DATE	DESCRIPTION



PROJECT
T4 Hotel

CLIENT

GROVE DEVELOPMENTS
 Design | Build | Maintain



AN ARCADIS COMPANY
 202 Farringham Road, 10th Floor
 London, EC1A 3BB, UK
 T: +44(0)20 7396 9400

SHEET IDENTIFICATION

TITLE
Area Plan Level 02

STATUS

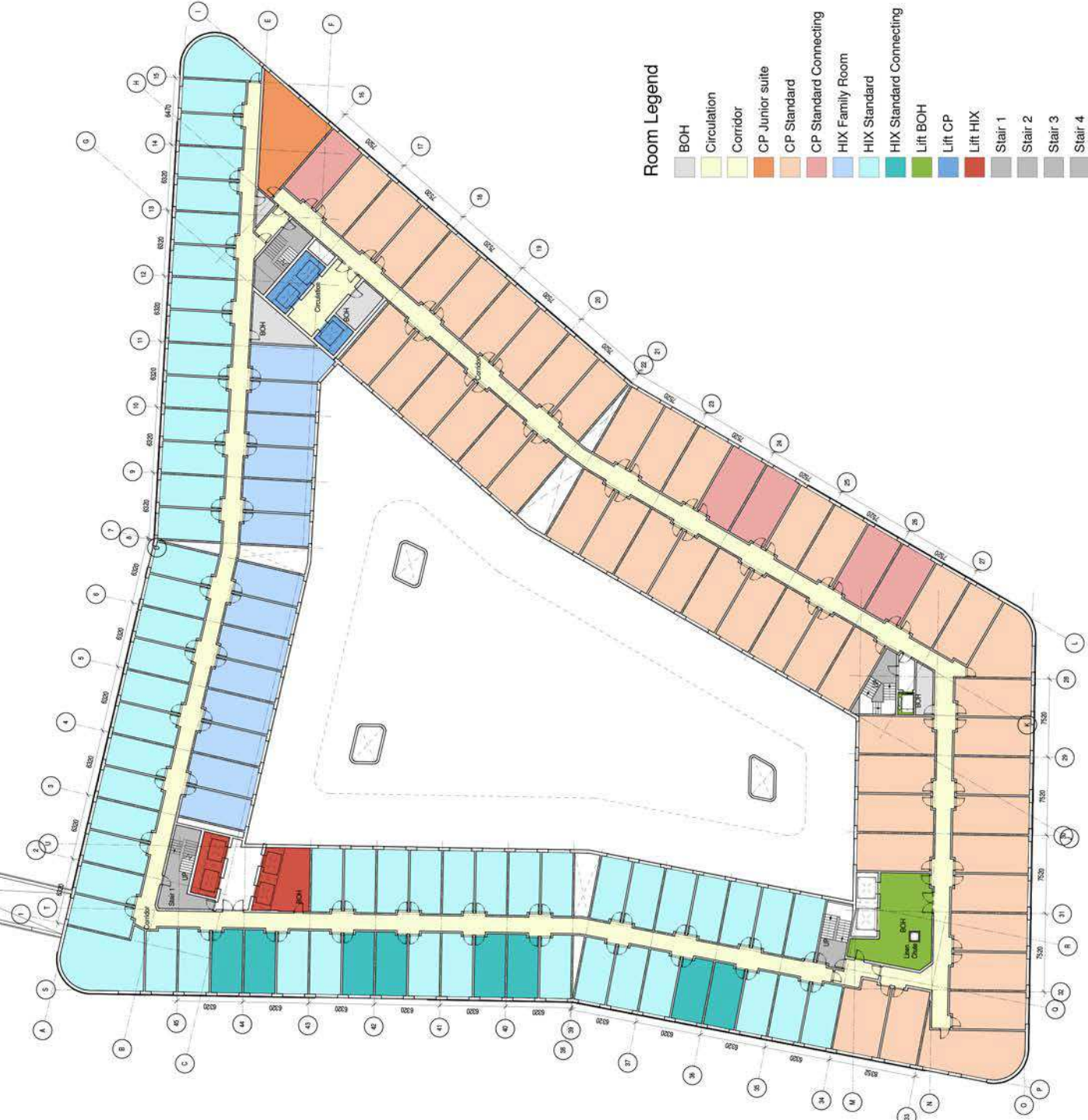
Concept

DATE DRAWN: 20/03/18
 PROJECT NUMBER: 50-14027
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

DRAWING NUMBER
P005005

REVISION

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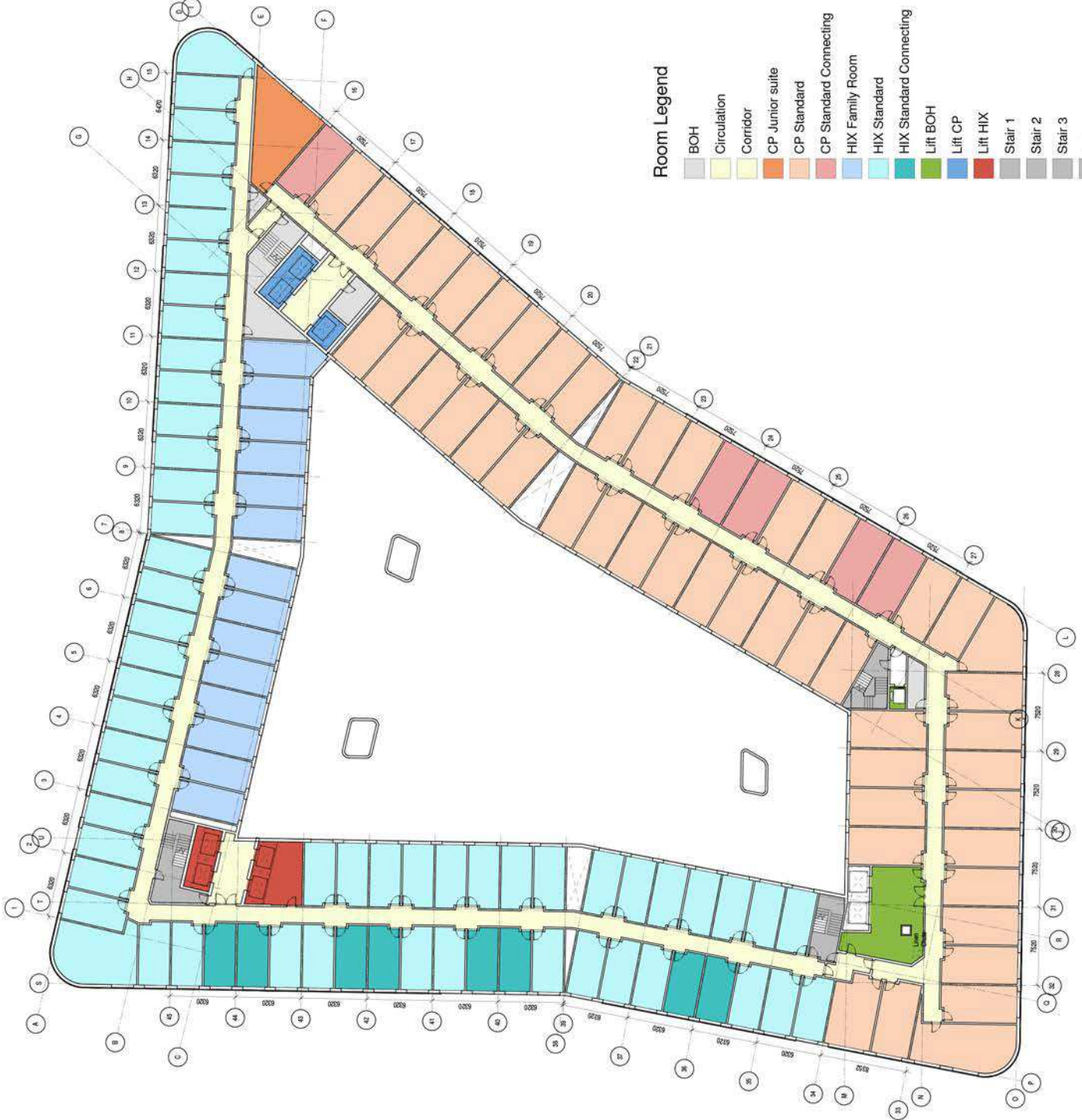


Room Legend

- BOH
- Circulation
- Corridor
- CP Junior suite
- CP Standard
- CP Standard Connecting
- HIX Family Room
- HIX Standard
- HIX Standard Connecting
- Lift BOH
- Lift CP
- Lift HIX
- Stair 1
- Stair 2
- Stair 3
- Stair 4

GENERAL NOTES:

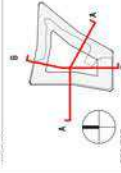
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Room Legend

- BOH
- Circulation
- Corridor
- CP Junior suite
- CP Standard
- CP Standard Connecting
- HIX Family Room
- HIX Standard
- HIX Standard Connecting
- Lift BOH
- Lift CP
- Lift HIX
- Stair 1
- Stair 2
- Stair 3
- Stair 4

REV NO.	DATE	DESCRIPTION



T4 Hotel

CLIENT

GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY

202, Park Road, 10th Floor
 Singapore 069438
 T: +65 6337 3844

SHEET IDENTIFICATION

Area Plan Level 03

STATUS

Concept

DATE DRAWN: 20/05/18
 PROJECT NUMBER: 50-14027
 DRAWN BY: A. Chander

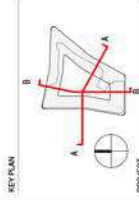
DRAWING NUMBER: **P005006**

REVISION

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REV NO.	DATE	DESCRIPTION



T4 Hotel

CLIENT

GROVE DEVELOPMENTS
 Design | Build | Maintain



AN ARCADIS COMPANY
 202 Park Square, 10th Floor
 London, EC2A 4PU, UK
 T: +44(0)20 7366 9000

SHEET IDENTIFICATION

Area Plan Level 04

STATUS

Concept

DATE DRAWN: 20/03/15
 PROJECT NUMBER: 06-140227
 DRAWING NUMBER: P005007

DRAWING NUMBER: P005007

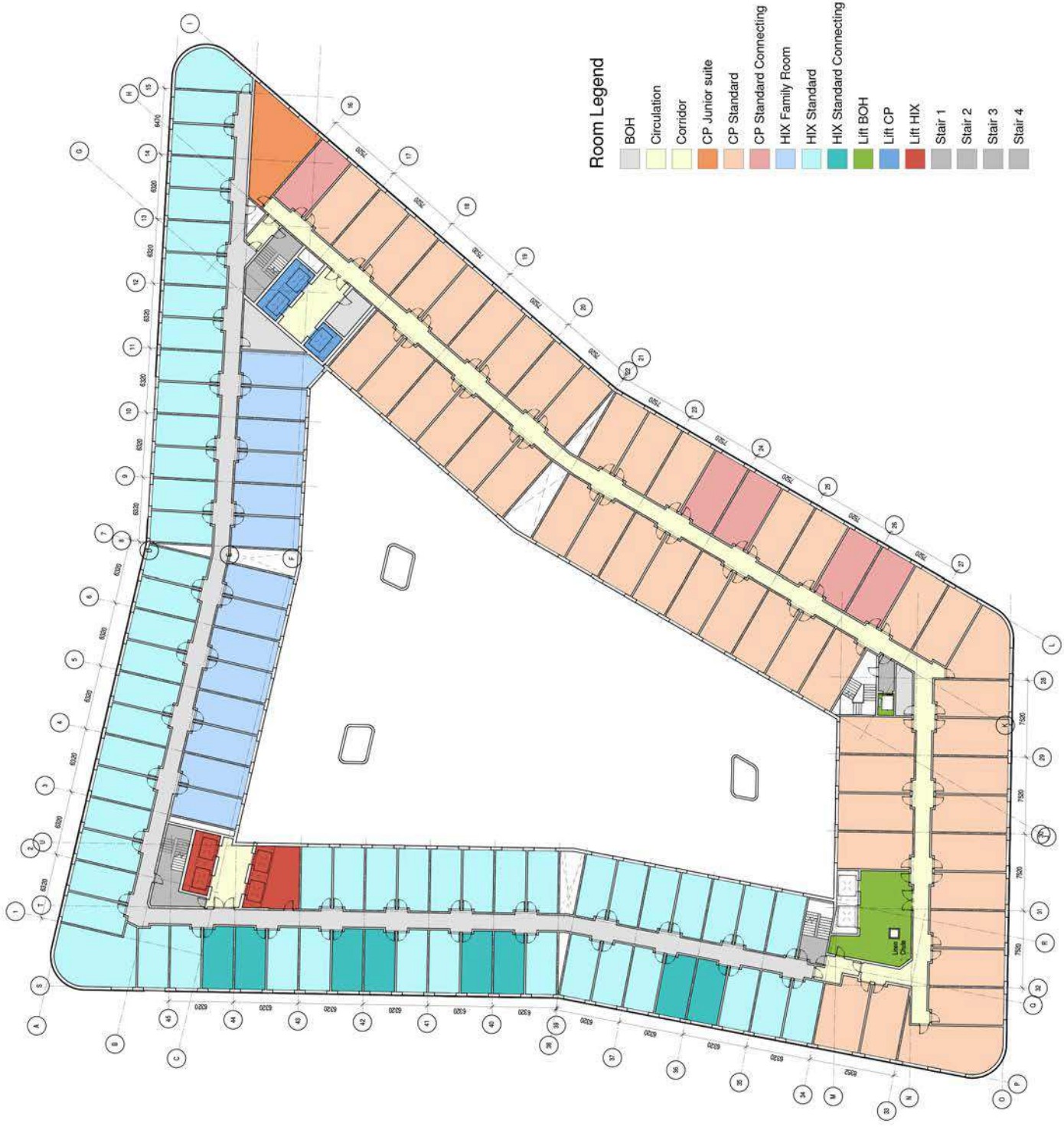
DATE: 20/03/15

BY: [Name]

CHECKED BY: [Name]

REVISION: [Name]

1 05 LEVEL 04
 1:200



Room Legend

- BOH
- Circulation
- Corridor
- CP Junior suite
- CP Standard
- CP Standard Connecting
- HIX Family Room
- HIX Standard
- HIX Standard Connecting
- Lift BOH
- Lift CP
- Lift HIX
- Stair 1
- Stair 2
- Stair 3
- Stair 4

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Room Legend

- BOH
- Circulation
- Corridor
- CP Junior suite
- CP Senior Suite
- CP Standard
- HIX Family Room
- HIX Standard
- HIX Standard Connecting
- Lift BOH
- Lift CP
- Lift HIX
- Stair 1
- Stair 2
- Stair 3
- Stair 4

REV NO.	DATE	DESCRIPTION

KEY PLAN

PROJECT: T4 Hotel

CLIENT: GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY
 202 Parkington House, 10th Floor
 100 Brook Street, London W1A 1AA
 T: +44(0)20 7346 3400

SHEET IDENTIFICATION:
 TITLE: Area Plan Level 05

STATUS: Concept
 DATE DRAWN: 20/03/15
 PROJECT NUMBER: 06-14027
 DRAWING NUMBER: P005008

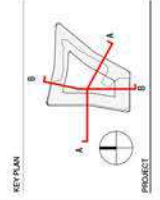
DESIGNED BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

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REV NO.	DATE	DESCRIPTION



PROJECT: T4 Hotel

CLIENT: **GROVE DEVELOPMENTS**
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY
 22 Finsbury Square, 10th Floor
 London EC2A 3DU, UK
 T: +44(0)20 7396 9000

SHEET IDENTIFICATION:
 TITLE: Area Plan Level 06

STATUS: **Concept**

DATE DRAWN: 20/05/15
 DRAWN BY: A. Alshammari
 PROJECT NUMBER: 50-140227
 CHECKED BY: Checker
 DRAWING NUMBER: P005009
 REVISION:

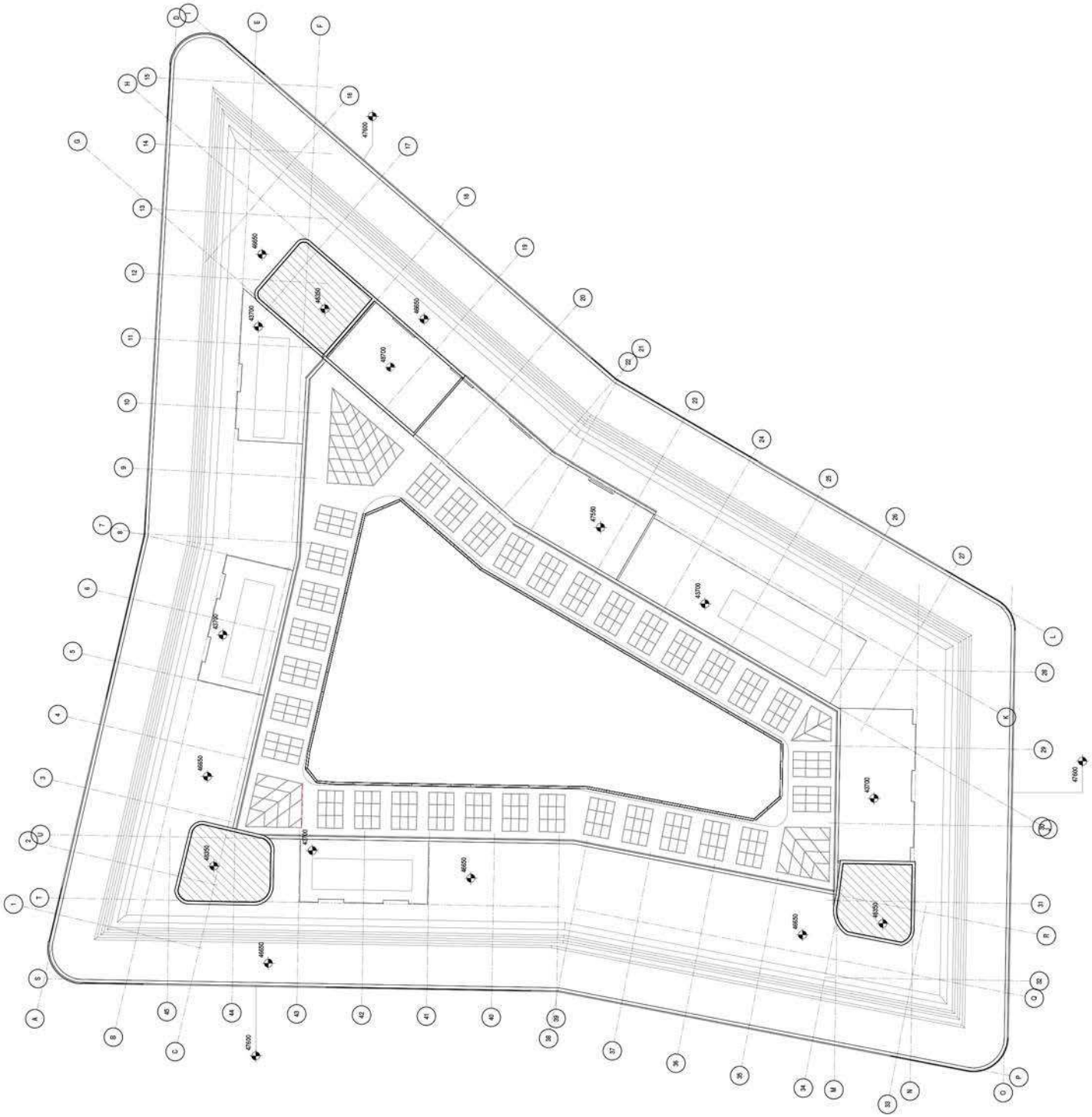


Room Legend

- Bedroom Vent Plant 02
- BOH
- Boiler and CHW Pump Plant
- Chiller Plant
- Circulation
- Club Lounge
- Corridor
- CP Club
- CP Senior Suite
- HIX Family Room
- HIX Standard
- Lift BOH
- Lift CP
- Lift HIX
- Plant
- Stair 1
- Stair 2
- Stair 3
- Stair 4

05 LEVEL 06
 1:200

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REV NO.	DATE	DESCRIPTION

KEY PLAN

PROJECT: **T4 Hotel**

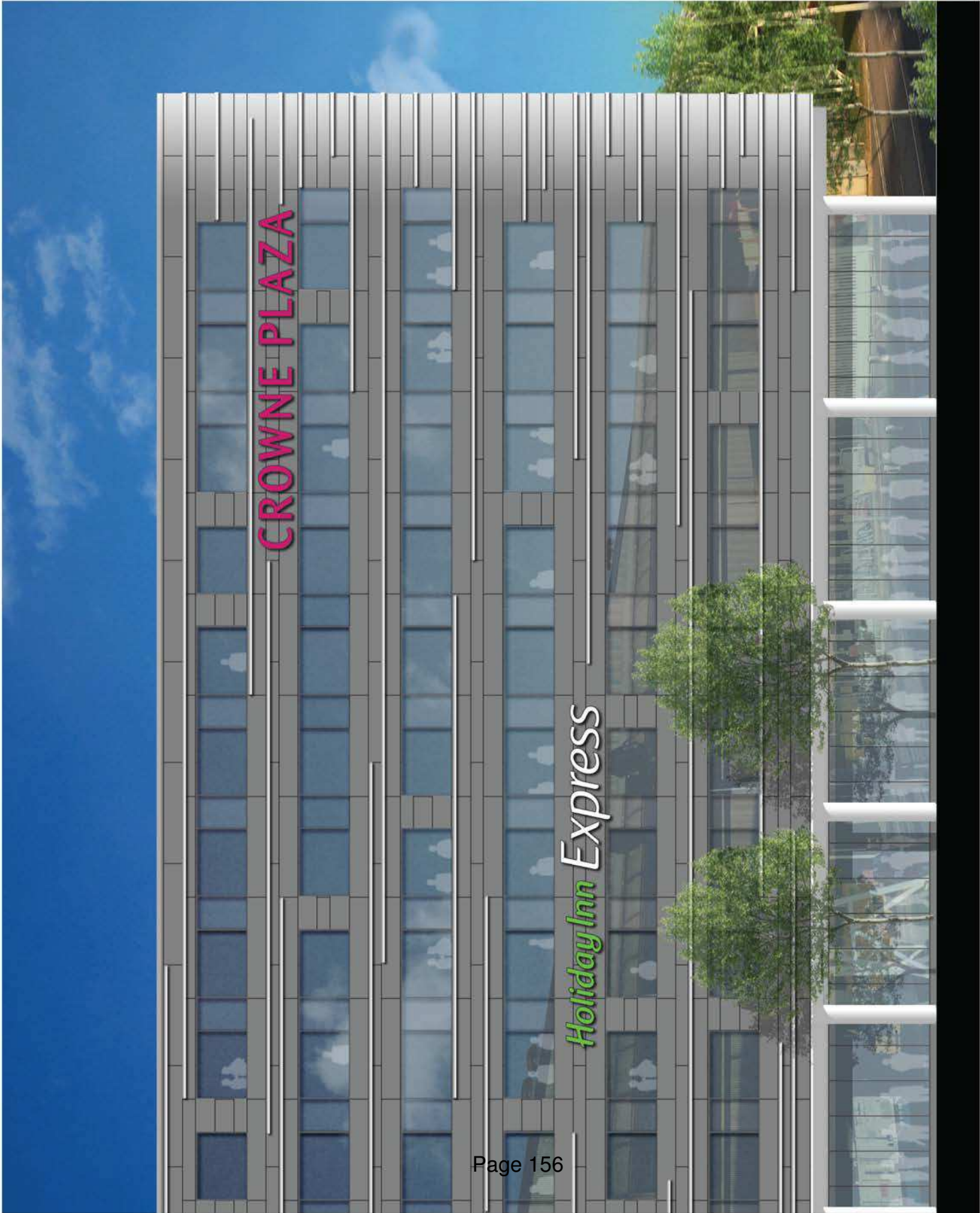
CLIENT
GROVE DEVELOPMENTS
 Design | Build | Maintain
RTKL
 AN ARCADIS COMPANY
 202 Park Square, 10th Floor
 Leeds, LS2 9PL
 T: +44(0)113 234 9400

SHEET IDENTIFICATION
 TITLE: **Roof Level**

STATUS: **Concept**
 DATE DRAWN: 20/03/18
 PROJECT NUMBER: 50-140227
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DRAWING NUMBER: **P005010**

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1 30 LEVEL 07
 1:200



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REVNO.	DATE	REVISIONS / DESCRIPTION
1	30.03.2015	Planning Drawing

KEY PLAN

PROJECT
T4 Hotel

CLIENT
GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY
 22, Persing Road, 10th Floor
 Singapore 117570
 T: +65 6337 2600

SHEET IDENTIFICATION
 TITLE
Elevation Details

STATUS	PROJECT NUMBER	DATE ISSUED	SCALE	PROJECT NAME
Concept	90-14027	30/03/15	1:50	T4 Hotel

DRAWING NUMBER	REVISION
A031002	1

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REVISIONS: **DATE** **DESCRIPTION**



T4 Hotel

GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY
 20 Farnham Street, 10th Floor
 London, EC4A 3DF, UK

Elevations

Concept

Project No: 2021-00000000
 Issue No: 001
 Issue Date: 12/2022
 Issue Description: Concept
 Drawing Number: P031000
 Revision: 1
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03 North Elevation

1



03 West Elevation

2

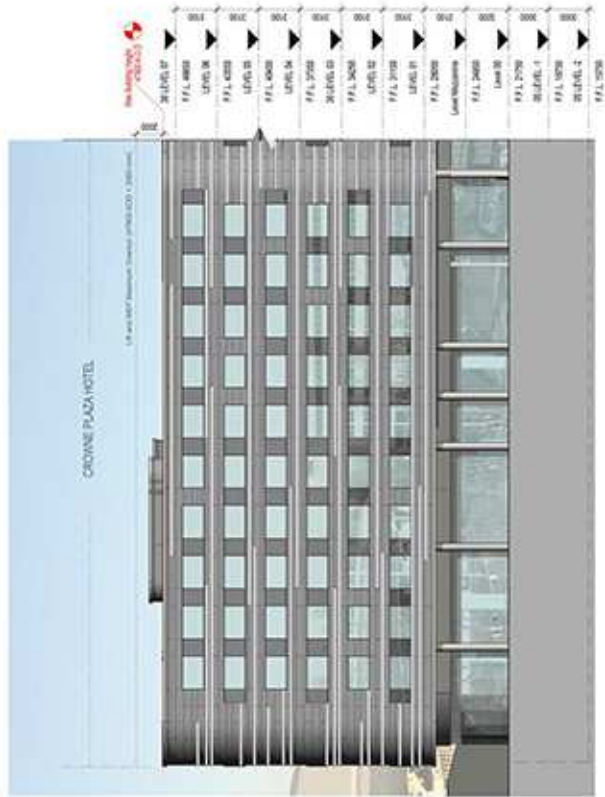
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LEVEL ID	LEVEL ELEVATION
LEVEL 07	2100
LEVEL 06	2000
LEVEL 05	1900
LEVEL 04	1800
LEVEL 03	1700
LEVEL 02	1600
LEVEL 01	1500
Level 00	1400
Level -1	1300
Level -2	1200
Level -3	1100
Level -4	1000
Level -5	900
Level -6	800
Level -7	700
Level -8	600
Level -9	500
Level -10	400
Level -11	300
Level -12	200
Level -13	100
Level -14	0
Level -15	-100
Level -16	-200
Level -17	-300
Level -18	-400
Level -19	-500
Level -20	-600
Level -21	-700
Level -22	-800
Level -23	-900
Level -24	-1000
Level -25	-1100
Level -26	-1200
Level -27	-1300
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Level -31	-1700
Level -32	-1800
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Level -34	-2000
Level -35	-2100
Level -36	-2200
Level -37	-2300
Level -38	-2400
Level -39	-2500
Level -40	-2600
Level -41	-2700
Level -42	-2800
Level -43	-2900
Level -44	-3000
Level -45	-3100
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Level -47	-3300
Level -48	-3400
Level -49	-3500
Level -50	-3600
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Level -52	-3800
Level -53	-3900
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Level -60	-4600
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Level -92	-7800
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Level -98	-8400
Level -99	-8500
Level -100	-8600
Level -101	-8700
Level -102	-8800
Level -103	-8900
Level -104	-9000
Level -105	-9100
Level -106	-9200
Level -107	-9300
Level -108	-9400
Level -109	-9500
Level -110	-9600
Level -111	-9700
Level -112	-9800
Level -113	-9900
Level -114	-10000



03 East Elevation

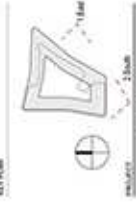
1



03 South Elevation

2

REV	DATE	DESCRIPTION
1	2023-07-10	Planning Change



T4 Hotel

GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL
 AN ARCADIS COMPANY

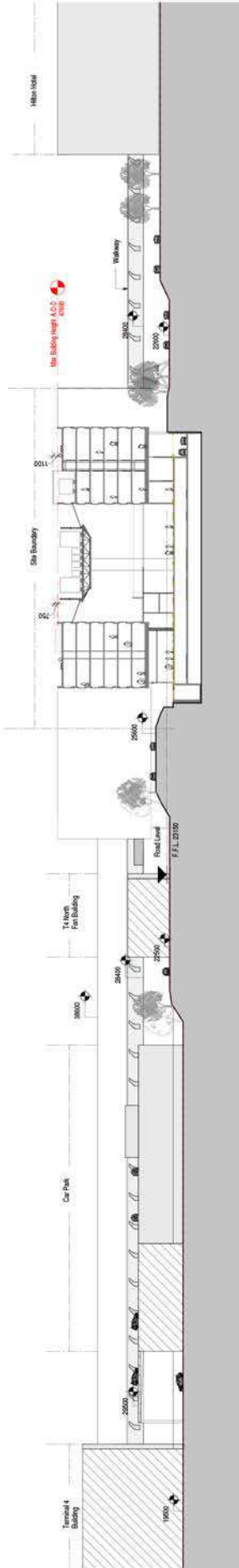
25 Abchurch Lane, 10th Floor
 London EC4N 3DF, UK
 T: +44 (0)20 7495 9000

Elevations

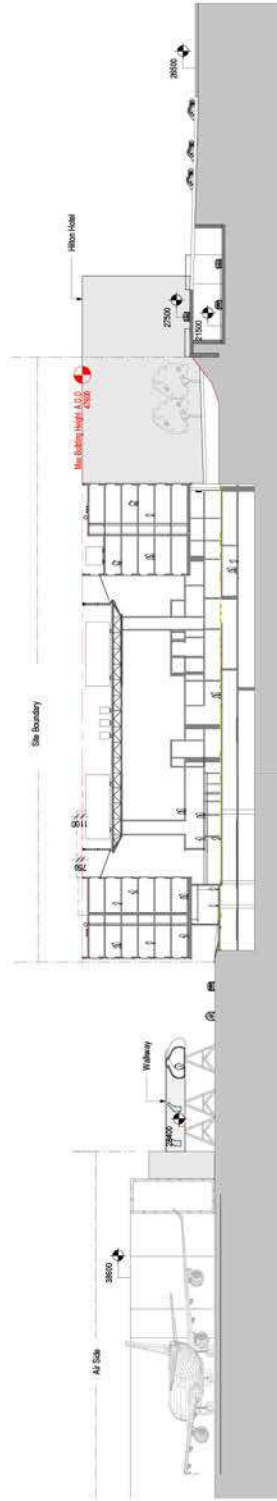
PROJECT	Concept
PROJECT NUMBER	00-18027
CLIENT	RTKL
DATE	2023-07-10
DRAWING NUMBER	P031001
SCALE	1

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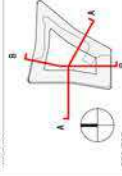
1 33 Site Section A
 1:500



5 33 Site Section B
 1:500

REV NO.	DATE	DESCRIPTION
1	30.03.2015	Planning Drawings

KEY PLAN



PROJECT

T4 Hotel

CLIENT

GROVE DEVELOPMENTS
 Design | Build | Maintain



AN ARCADIS COMPANY
 202 Parkington House, 10th Floor
 11, Abchurch Lane, London EC4N 3DF
 T: +44(0)20 7346 3400

SHEET IDENTIFICATION

TITLE

Site Sections

STATUS

Concept

DATE DRAWN	20/03/15	BY	AW
PROJECT NUMBER	50-140277	APPROVED	AW
DRAWING NUMBER	P033002	CHECKED BY	CH
REVISION	1	DATE PLOTTED	

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19/05/2015 17:20:05

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REV NO.	DATE	DESCRIPTION
1	20/03/2015	Planning Drawings

PROJECT: **T4 Hotel**

CLIENT

GROVE DEVELOPMENTS
 Design | Build | Maintain

RTKL

AN ARCADIS COMPANY
 RTKL
 Level 10, 100, Market Street, 100th Floor
 London, EC2A 4AB
 T: +44 (0)20 7700 0000

SHEET IDENTIFICATION
 TITLE: **Vehicle Diagram**

STATUS: **Concept**

PROJECT NUMBER: **50-140227**

DATE: **20/03/15**

SCALE: **1:500**

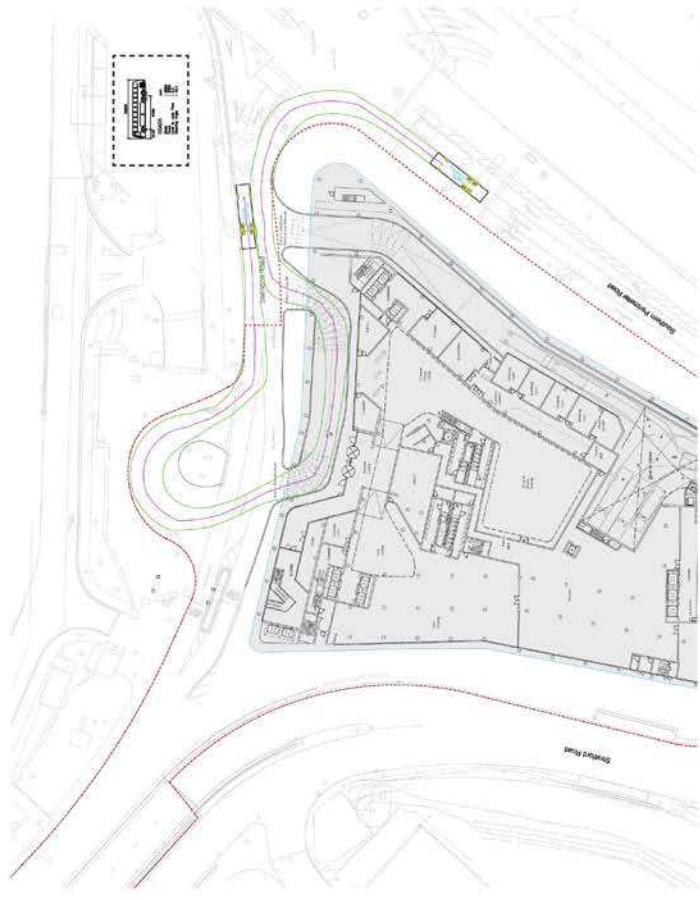
DESIGNER: **RTKL**

DATE: **20/03/15**

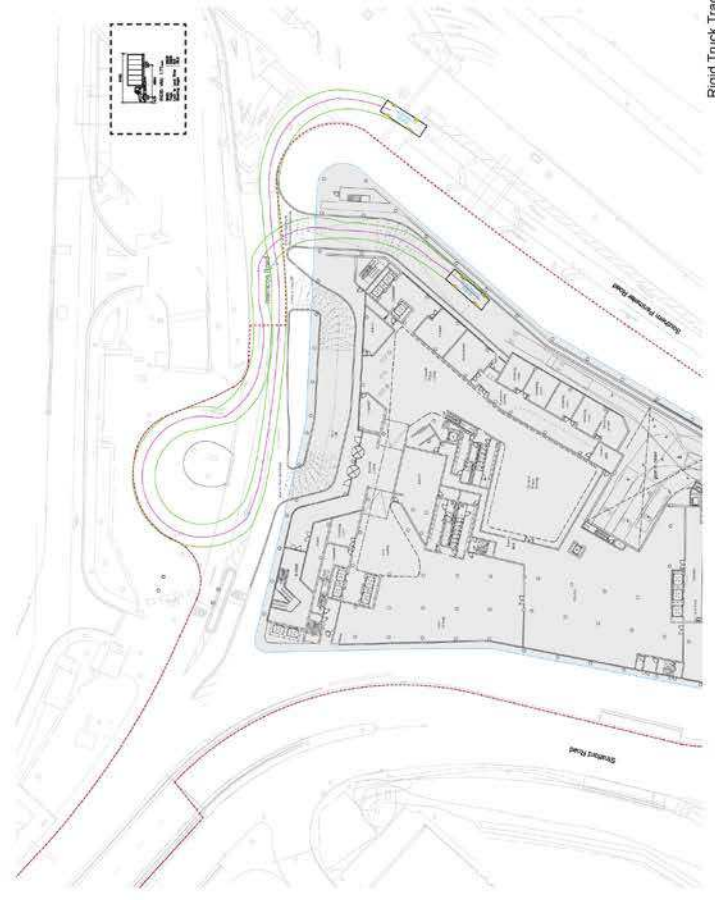
PROJECT NUMBER: **P010002**

REVISION: **1**

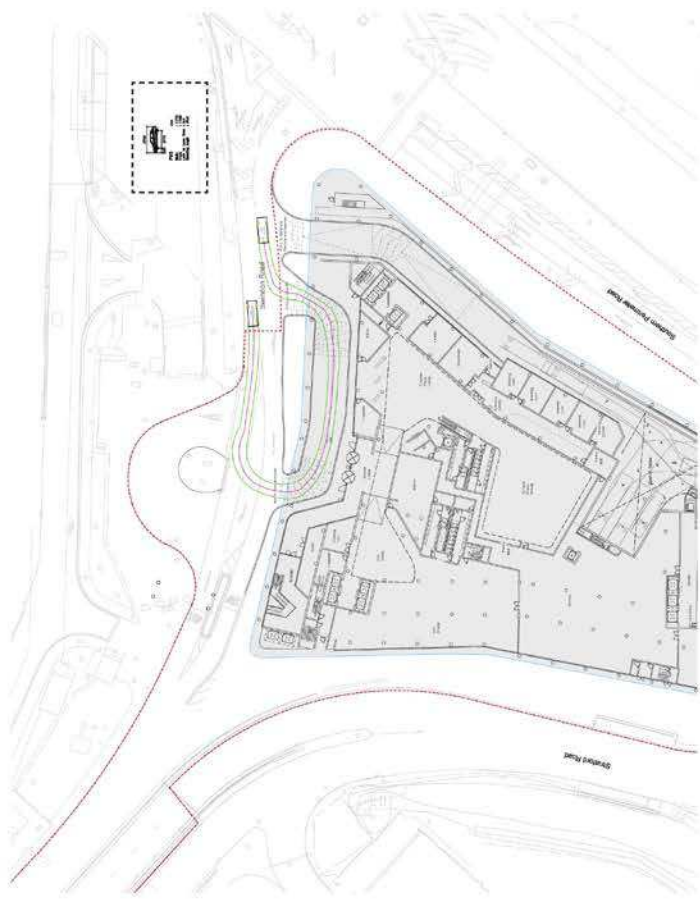
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50 Seat Coach Tracking



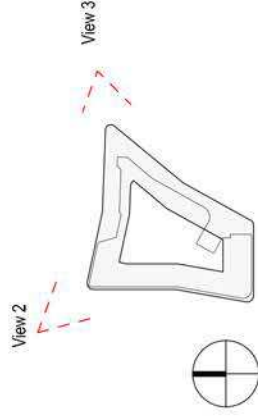
Rigid Truck Tracking



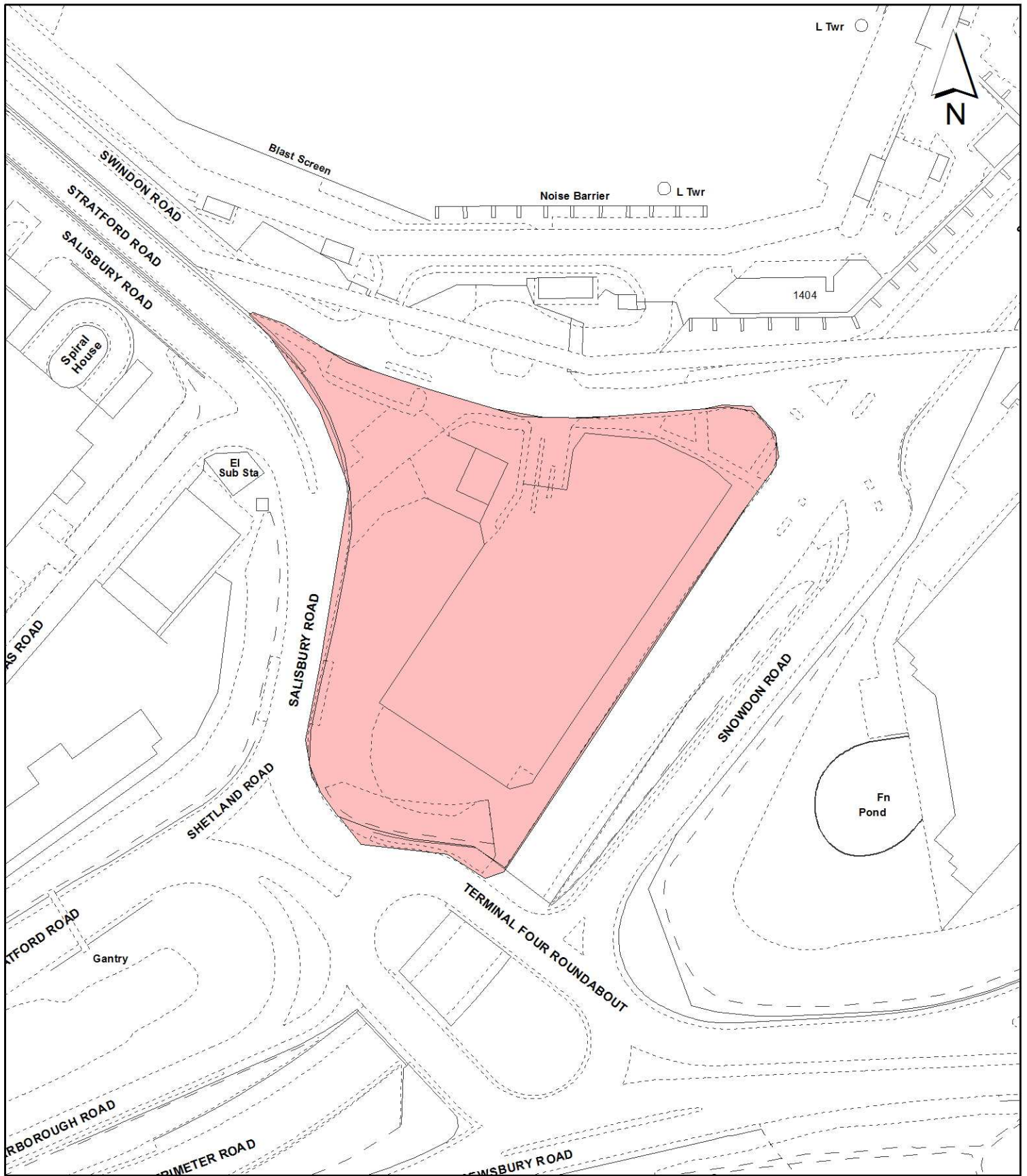
Passenger Vehicle Tracking



1 Perspective View 1



3 Perspective View Drop Off



Notes:

 Site boundary

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 Heathrow Airport**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

67622/APP/2015/1851

Scale:

1:1,250

Planning Committee:

Major Page 162

Date:

August 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER CONTRACTOR'S COMPOUND, SOUTH OF SWINDON ROAD
HEATHROW AIRPORT

Development: ERECTION OF ELEVATED PEDESTRIAN WALKWAY

LBH Ref Nos: 67622/APP/2015/1854

Date Plans Received: 19/05/2015
Date Application Valid: 21/05/2015

Date(s) of Amendment(s):

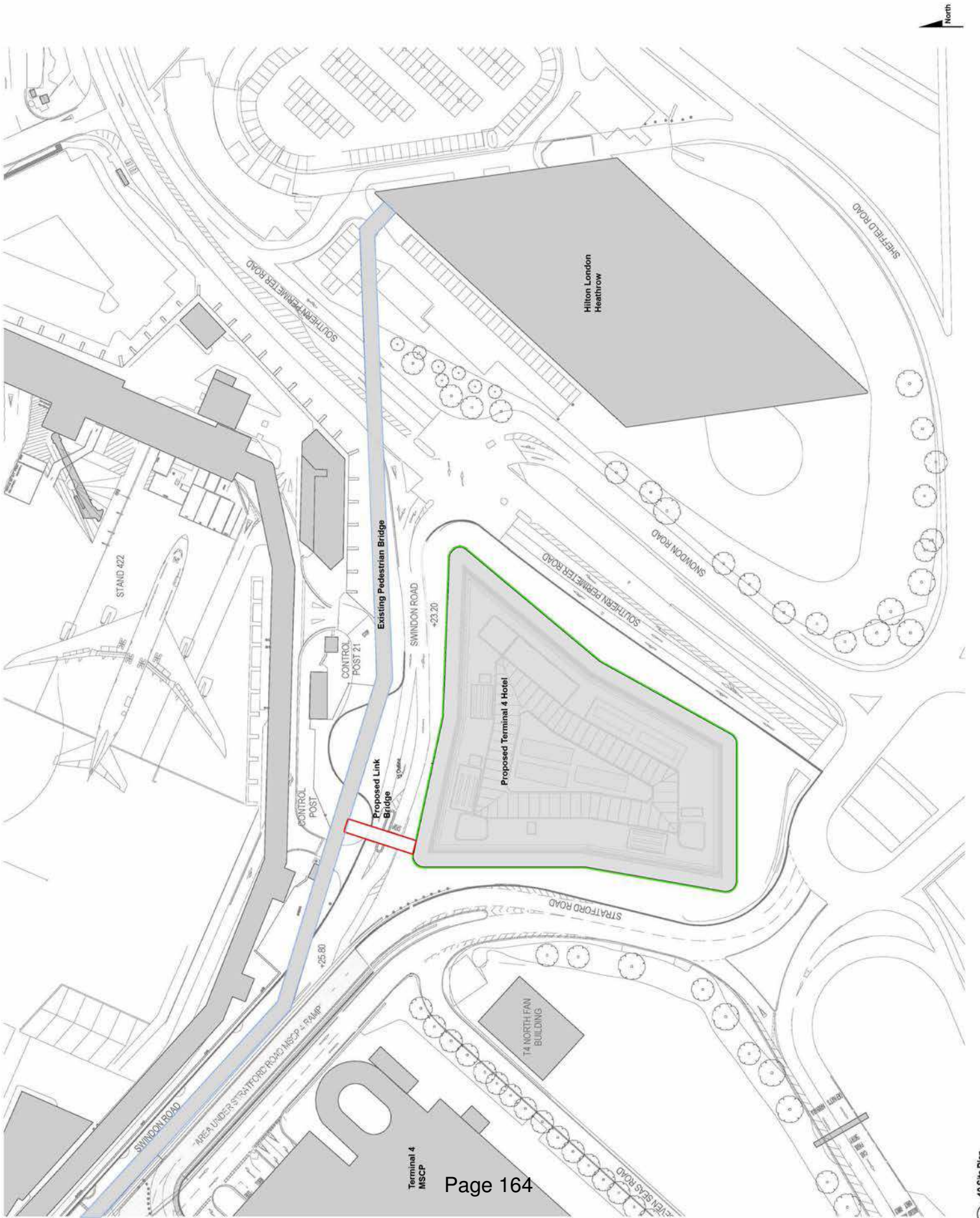
GROVE DEVELOPMENTS
 Design | Build | Maintain

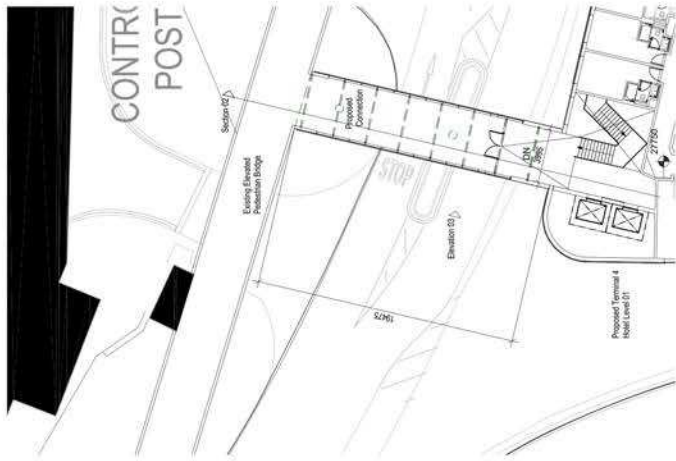
RTKL
 AN ARCADIS COMPANY
 25 Finsbury Square, 10th Floor
 London EC2A 3DU
 T: +44 (0)20 7300 9000

T4 Hotel Link Bridge

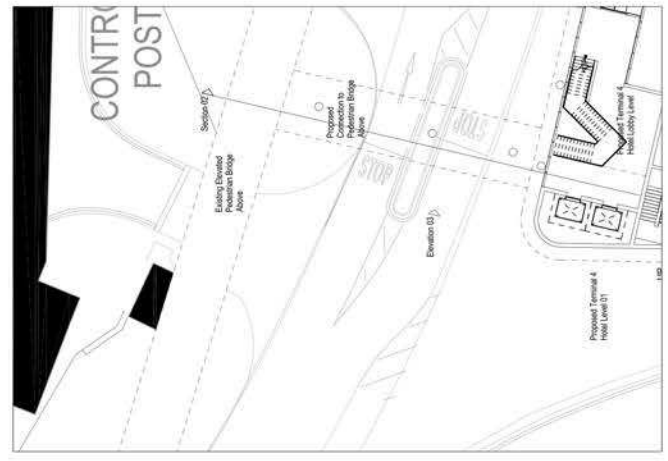
Proposed Link Bridge Extension Design
 For Planning

PROJECT	T4 Hotel Link Bridge
CLIENT	Grove Developments
DESIGNER	RTKL
DATE	10/11/2013
PROJECT NUMBER	50-14027
DRAWING NUMBER	A000904
SCALE	1:1000
DATE	10/11/2013
PROJECT NUMBER	50-14027
DRAWING NUMBER	A000904
SCALE	1:1000
DATE	10/11/2013

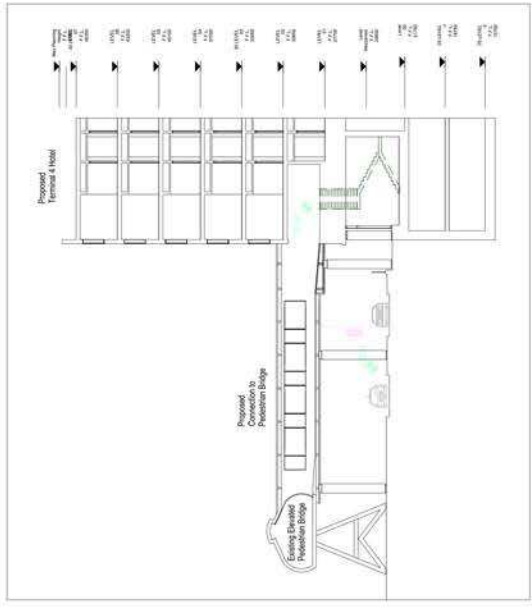




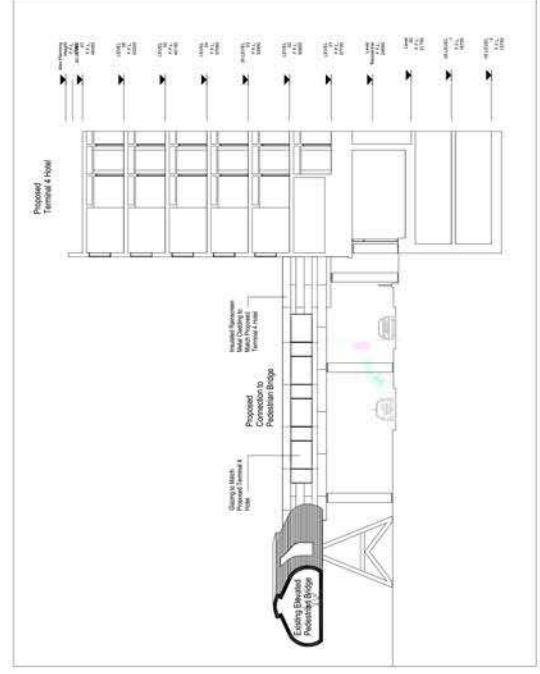
1 Level 01 Plan
1:200



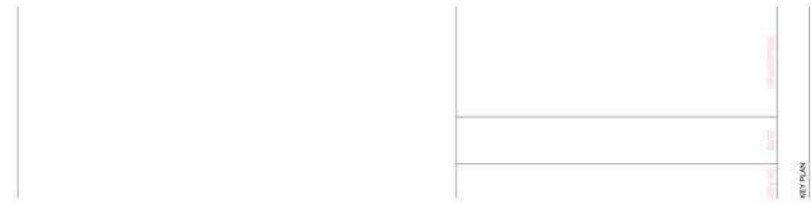
4 Ground Level Plan
1:200



2 Section 01
1:200



3 Elevation
1:200



KEY PLAN

PROJECT: T4 Hotel Link Bridge

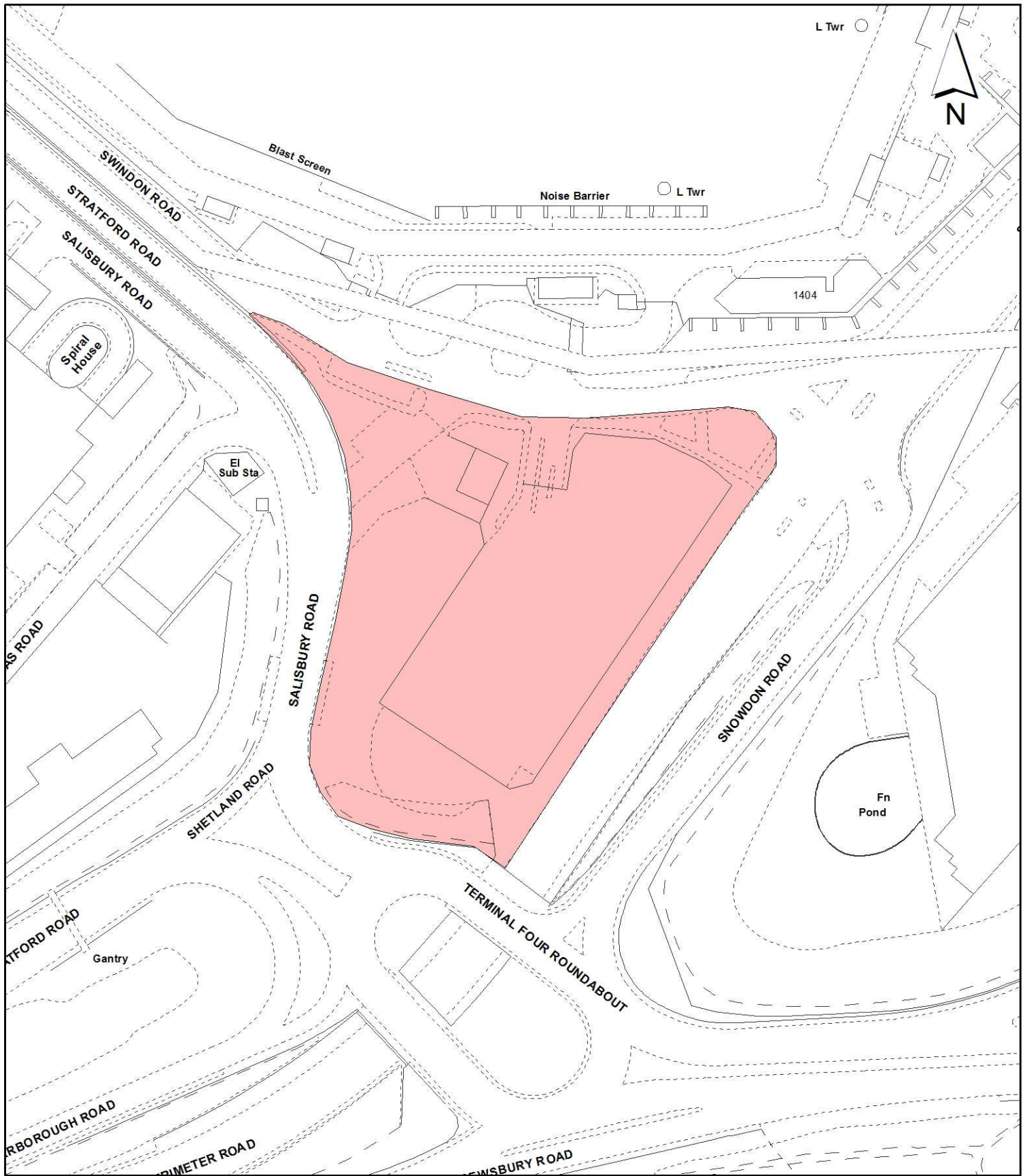
CLIENT: GROVE DEVELOPMENTS
Design | Build | Maintain

RTKL AN ARCADIS COMPANY
RTKL, 10th Floor, London E14 4AB, UK
Tel: +44 (0)20 7465 0000

SHEET IDENTIFICATION: Proposed Link Bridge Extension Design For Planning

DATE: 12/01/2015
DRAWN BY: J. JARVIS
CHECKED BY: M. JARVIS
DATE: 12/01/2015
PROJECT NO: 56-14027
CONTRACT NO: PA

CREATED IN: REVISED IN: A000906
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 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

67622/APP/2015/1854

Scale:

1:1,250

Planning Committee:

Major Page 166

Date:

August 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address SITE OF FORMER UNITAIR CENTRE & WAYFARER HOUSE GREAT SOUTH WEST ROAD FELTHAM

Development: Reserved matters application for circa 14,306 sq.m commercial development (B1c, B2, B8 use classes) pursuant to planning permission reference 49559/APP/2014/334.

LBH Ref Nos: 49559/APP/2015/1991

Date Plans Received:	29/05/2015	Date(s) of Amendment(s):	29/05/2015
Date Application Valid:	29/05/2015		19/06/2015
			26/06/2015



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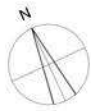
REV	DATE	NOTE	MS	LP	CHK
D	16/07/2015	Address motorcycle spaces added following LA	MS	LP	
C	07/09/2015	Address parking spaces added to Unit 1 and 2 to meet 10% requirement.	MS	LP	
B	28/02/2015	Address 2no. west access doors added to Unit 1.	MS	LP	
A	21/06/2015	Address external storage added if required to each unit.	MS	AC	
	27/02/2015	Issued for Planning.	MS	LP	
			DOM	CHK	



TITLE
 SKYLINE
 DRAWING
 INDICATIVE COLOUR SITE PLAN

CLIENT
 AIRPORT PROPERTY GP (NO.2) LTD

DATE	SCALE	DRAWN
MAY 2015	1:500@A1	MSB
STATUS	PLANNING	CHECKED
	LP	
DRAWING NUMBER	30461 / PL / 122D	



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REV	DATE	NOTE	DESIGNER	CHECKER
1	16/07/2015	Address change to 30461 / PL / 121D	MKS	JP
2	07/08/2015	Address change to 30461 / PL / 121D	MKS	JP
3	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
4	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
5	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
6	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
7	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
8	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
9	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
10	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
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12	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
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14	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
15	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
16	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
17	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
18	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
19	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP
20	26/07/2015	Address change to 30461 / PL / 121D	MKS	JP



SKYLINE
SITE LAYOUT PLAN

CLIENT: AIRPORT PROPERTY GP (NO.2) LTD

DATE: MAY 2015
 SCALE: 1:500@A1
 DRAWN: MSA
 CHECKED: MSA
 STATUS: PLANNING AC

DRAWING NUMBER: 30461 / PL / 121D



01 SITE LAYOUT PLAN 1:500
 121

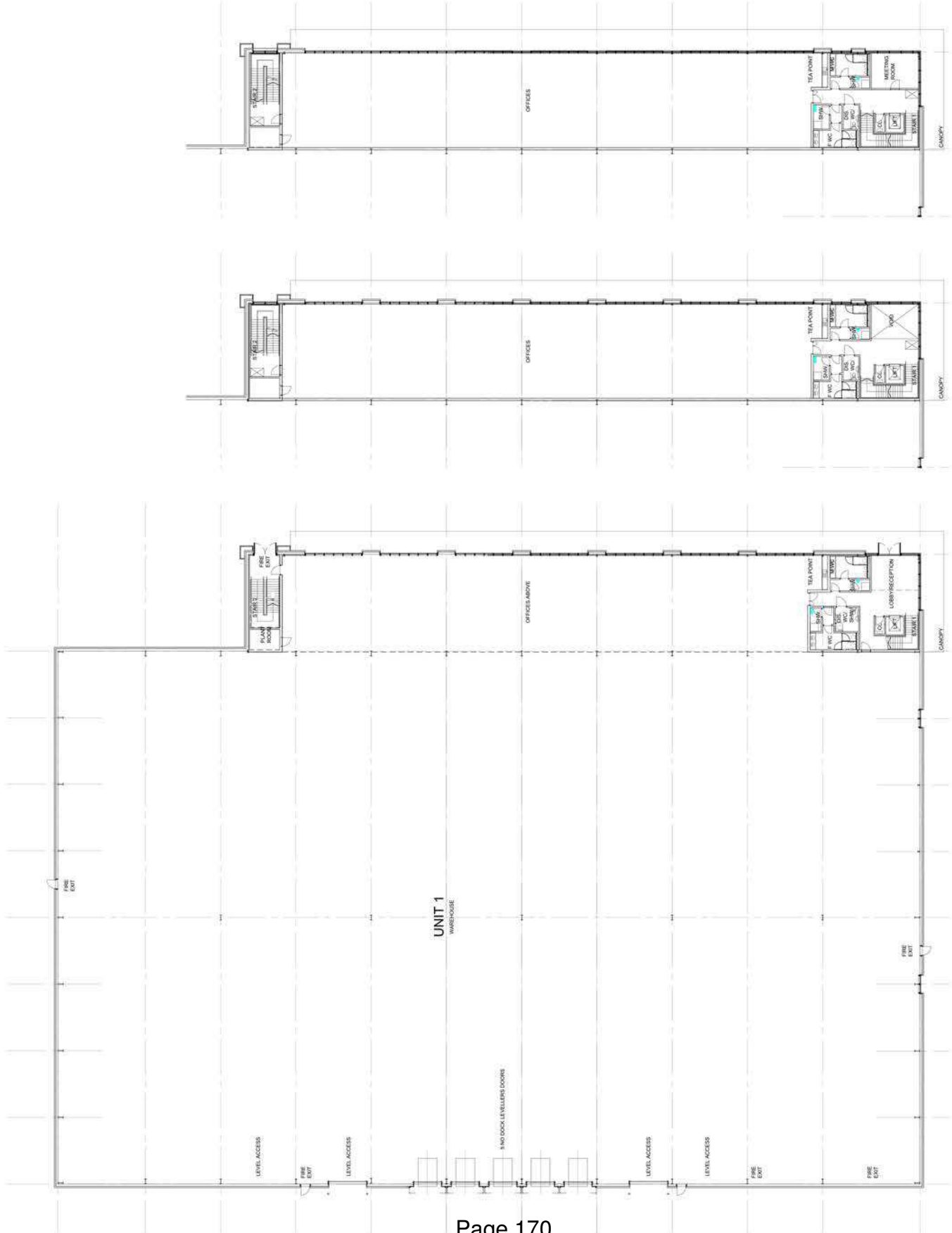
NOTES:

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- SUBJECT TO SURVEY
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KEY

LOCATION OF LOCKERS WITHIN MALE AND FEMALE SHOWER ROOMS WHICH ALSO PROVIDES CHANGING FACILITIES FOR STAFF AND VISITORS.



01 GROUND FLOOR PLAN 1:200

02 FIRST FLOOR PLAN 1:200

03 SECOND FLOOR PLAN 1:200

NO	DATE	NOTE	DRAWN	CHECK
1	21/07/2015	Issued for planning	MSA	GP
2	27/09/2015	Issued for planning	MSA	GP
3	21/02/2015	Issued for planning	MSA	GP

THE SKYLINE
DRAWING
UNIT 1 FLOOR PLANS

CLIENT
AIRPORT PROPERTY GP (NO 2) LTD

DATE
MAY 2015

SCALE
1:200@A1

DRAWN
MSA

CHECKED
GP

PLANNING
LP

DRAWING NUMBER
30461 / PL / 125B

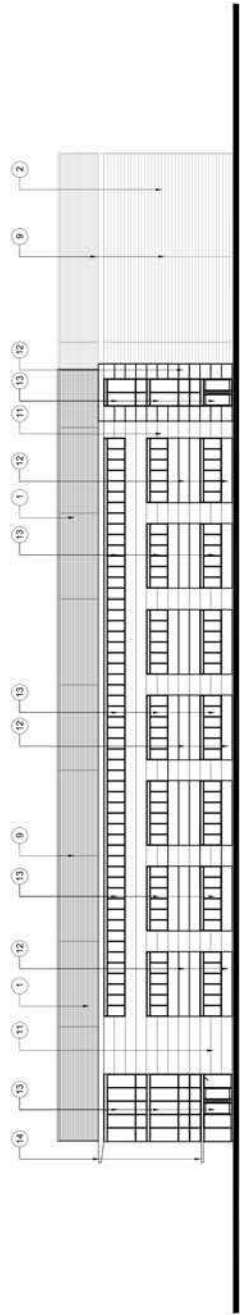
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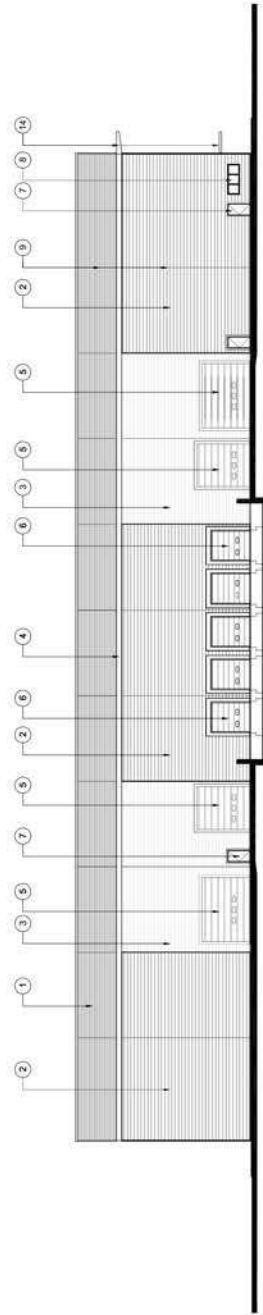
SCHEDULE OF EXTERNAL FINISH MATERIALS

UNIT

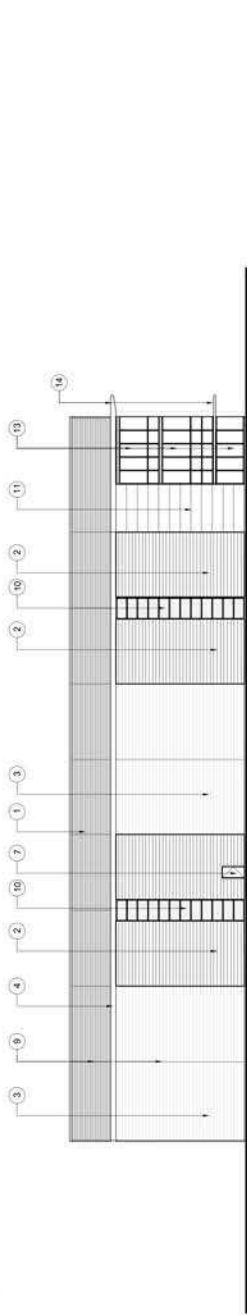
- 1 Upper Profiled Wall Cladding
 - FRONT: Black Steel Coated Colour Prime Colour Metallic Silver (RAL 9006)
 - THROUGH: Profile cladding
 - FRONT: Black Steel Coated Colour Prime Colour Metallic Silver (RAL 9006)
- 2 Lower Profiled Wall Cladding
 - FRONT: Black Steel Coated Colour Prime Colour Metallic Silver (RAL 9006)
 - THROUGH: Profile cladding
- 3 Upper Horizontal Band
 - FRONT: Black Steel Coated Colour Prime Colour Metallic Grey Aluminium (RAL 9007)
 - THROUGH: Profile cladding
- 4 High Level Horizontal Band
 - FRONT: Black Steel Coated Colour Prime Colour Metallic Grey Aluminium (RAL 9007)
 - THROUGH: Profile cladding
- 5 Lower Horizontal Band
 - FRONT: Black Steel Coated Colour Prime Colour Metallic Grey Aluminium (RAL 9007)
 - THROUGH: Profile cladding
- 6 Upper Glass
 - FRONT: Clear Glass
 - THROUGH: Clear Glass
- 7 Lower Glass
 - FRONT: Clear Glass
 - THROUGH: Clear Glass
- 8 Windows
 - FRONT: Clear Glass
 - THROUGH: Clear Glass
- 9 Joints
 - FRONT: Clear Glass
 - THROUGH: Clear Glass
- 10 Translucent Panels
 - FRONT: Clear Glass
 - THROUGH: Clear Glass
- 11 Offices
 - FRONT: Clear Glass
 - THROUGH: Clear Glass
- 12 Offices
 - FRONT: Clear Glass
 - THROUGH: Clear Glass
- 13 Offices
 - FRONT: Clear Glass
 - THROUGH: Clear Glass
- 14 Offices
 - FRONT: Clear Glass
 - THROUGH: Clear Glass



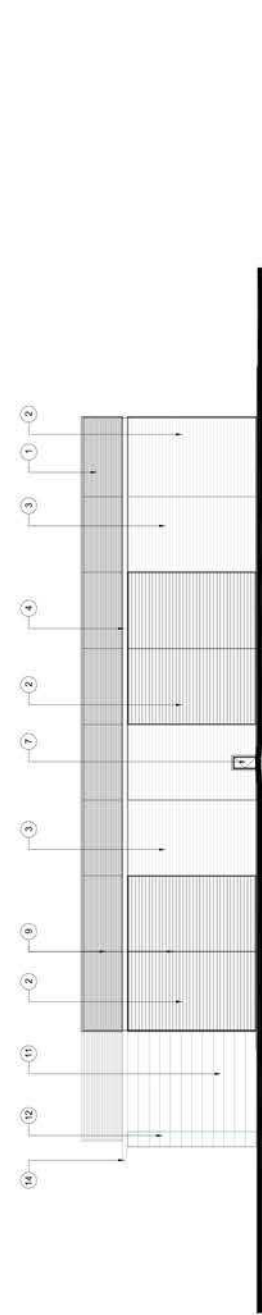
01 NORTH ELEVATION
1:250



02 SOUTH ELEVATION
1:250



03 EAST ELEVATION
1:250



04 WEST ELEVATION
1:250

NO.	DATE	NOTE	DRAWN	CHECK
1	27/03/2015	Issue and add notes (Survey data)	MS	SP
2	21/02/2015	Issue for (Survey)	MS	SP



THE SKYLINE
 DRAWING
UNIT 1 ELEVATIONS

CLIENT
AIRPORT PROPERTY GP (NO 2) LTD

DATE
 MAY 2015

SCALE
 1:250@A1

STATUS
 MSA

DRAWN
 MS

CHECKED
 MS

PLANNING
 LP

DRAWING NUMBER
30461-PL-127A

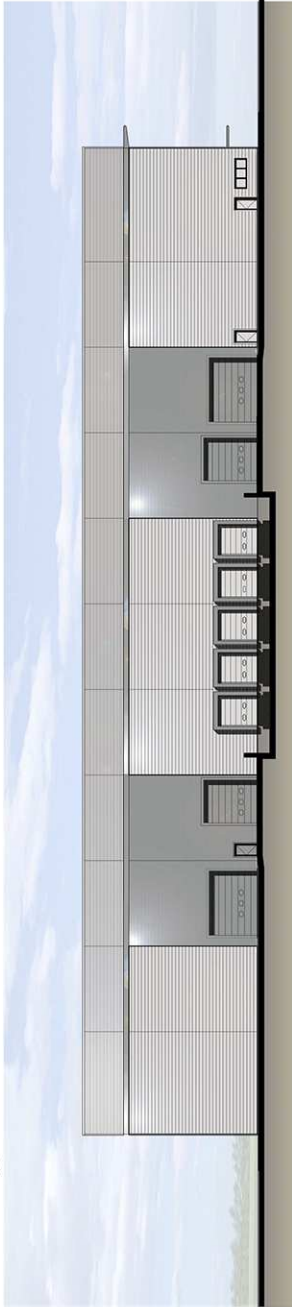


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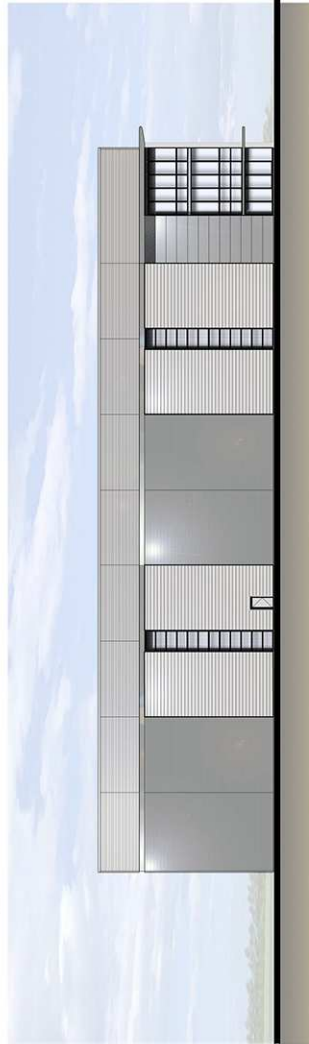
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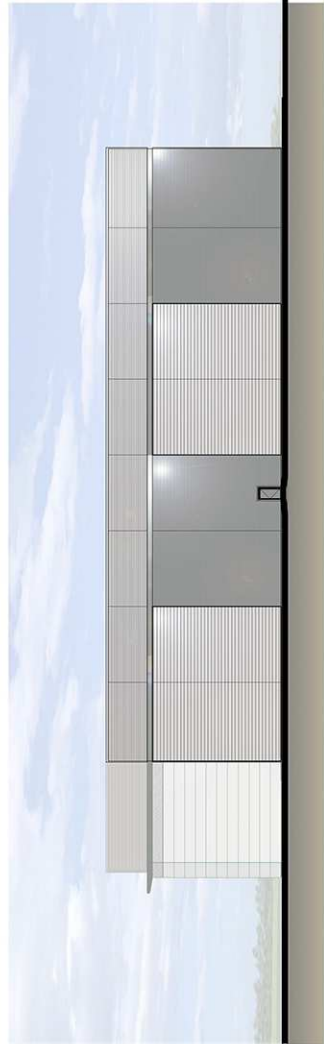
01
129
NORTH ELEVATION
1:250



02
129
SOUTH ELEVATION
1:250



03
129
EAST ELEVATION
1:250



04
129
WEST ELEVATION
1:250



REV	DATE	NOTE	DESIGNER	CHECKER
A	27/05/2015	Shows entire and clear (clear) building elevations	MSP	JP
-	27/05/2015	Issued for planning	MSP	LP



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 Melbourne, VIC 3000
 Australia
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 Fax: +61 (0)3 9412 1235
 Email: info@msa.com.au

TITLE
SKYLINE
 DRAWING

UNIT 1 INDICATIVE ELEVATIONS

CLIENT
AIRPORT PROPERTY GP (NO.2) LTD

DATE
 MAY 2015

SCALE
 1:250@A1

DRAWN
 MSP

STATUS
 PLANNING

CHECKED
 LP

DRAWING NUMBER
30461 / PL / 129A

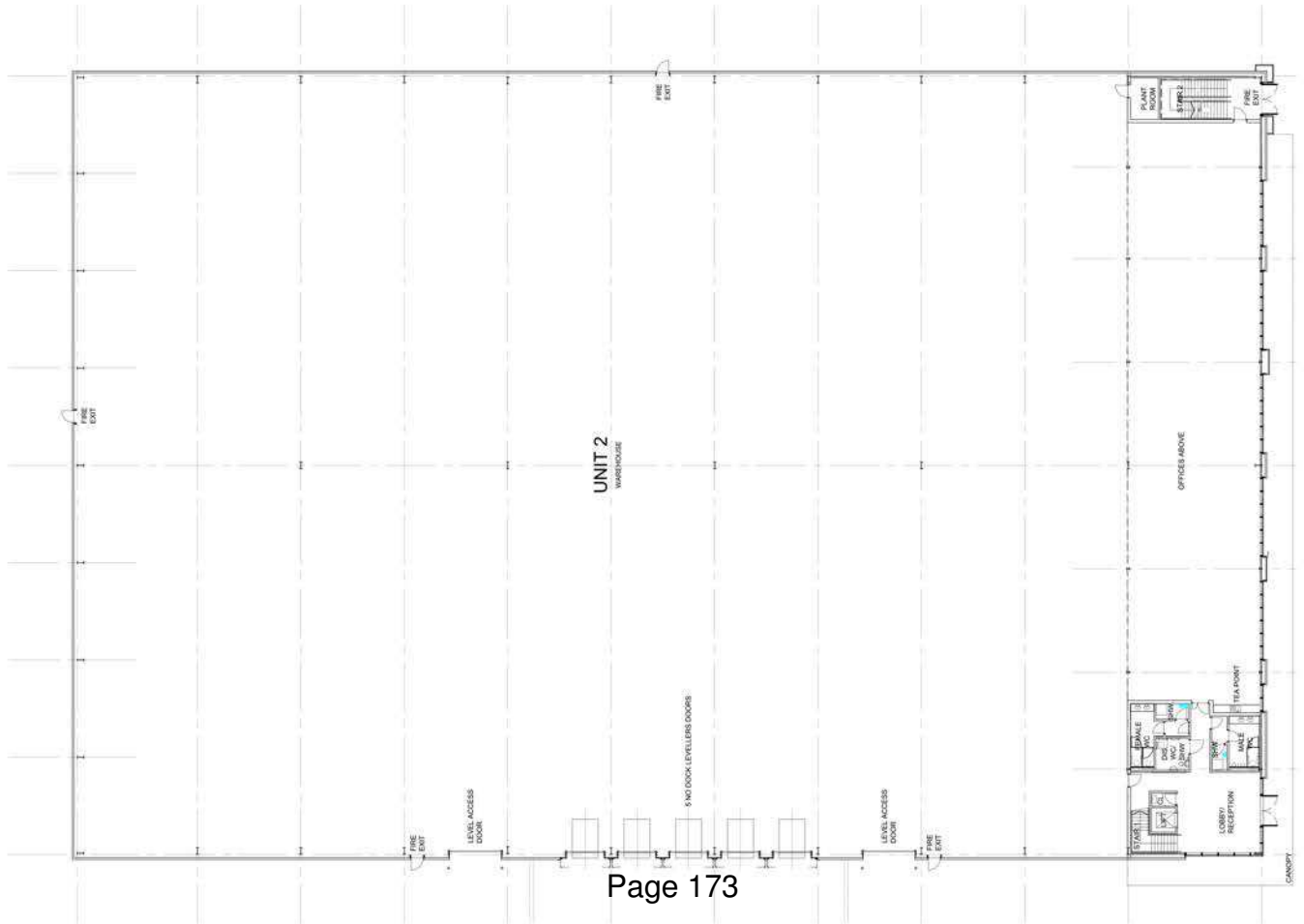
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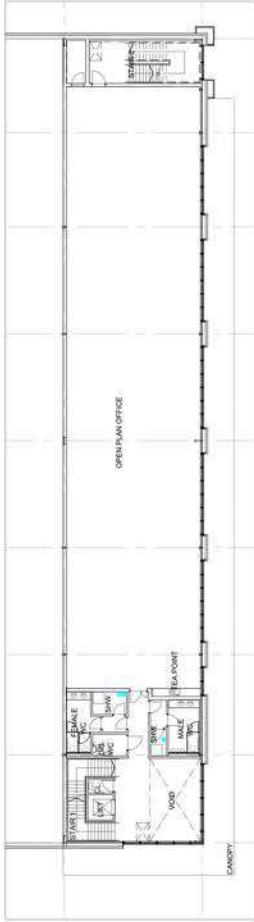


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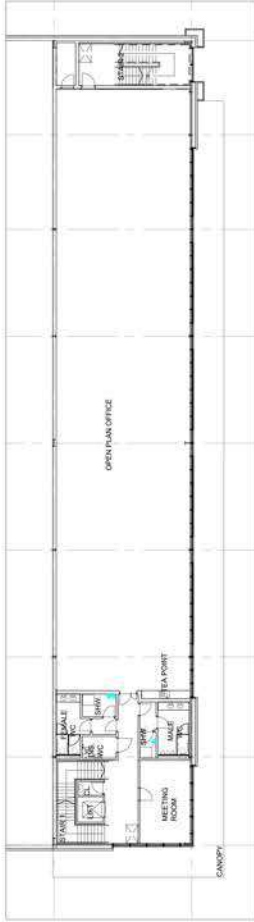
LOCATION OF LOCKERS WITHIN MALE AND FEMALE SHOWER ROOMS WHICH ALSO PROVIDES CHANGING FACILITIES FOR STAFF AND VISITORS.



01
126
GROUND FLOOR PLAN
1:200



02
126
FIRST FLOOR PLAN
1:200



03
126
SECOND FLOOR PLAN
1:200

NO	DATE	NOTE	DRAWN	CHECK
1	20/07/2015	Lockers added to plans (none for staff) and shower floor and shower floor	MSB	JP
2	21/02/2015	Issued for comments	MSB	JP



THE ALTITUDE GROUP
DRAWING: **UNIT 2 FLOOR PLANS**

CLIENT: **AIRPORT PROPERTY GP (NO 2) LTD**

DATE: **MAY 2015** SCALE: **1:200@A1** DRAWN: **MSB**

STATUS: **ISSUED FOR COMMENTS** CHECKED: **JP**

PLANNING: **LP**

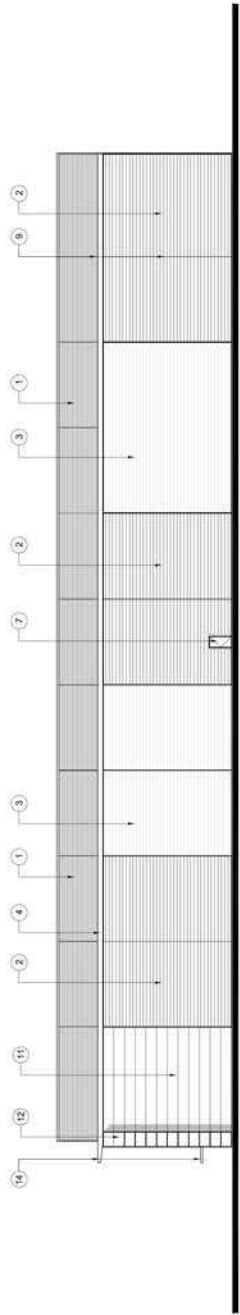
DRAWING NUMBER: **30461-PL-126A**



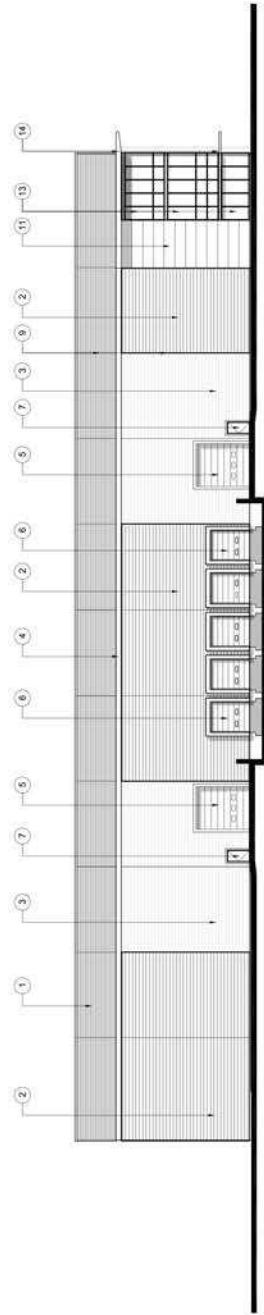
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LEGEND OF EXTERNAL FINISH MATERIALS

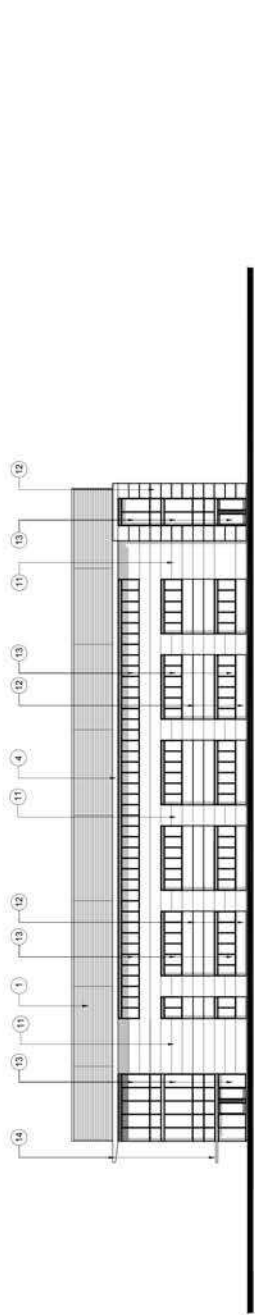
- UNIT**
- 1 Upper Profiled Wall Cladding
 - 2 Lower Profiled Wall Cladding
 - 3 Lower Profiled Wall Cladding
 - 4 High Level Horizontal Band
 - 5 Louvered Doors - level access
 - 6 Louvered Doors - level access
 - 7 Finned Roof
 - 8 Windows
 - 9 Joints
 - 10 Translucent Panels
- OFFICES**
- 11 Profiled Wall Cladding
 - 12 Profiled Wall Cladding
 - 13 Screen Walling
 - 14 Office Entrance
- FINISHES:**
- 1.1 Upper Profiled Wall Cladding: Primal Black Steel Coloured Primer colour Metallic Silver (RAL 9006)
 - 1.2 Lower Profiled Wall Cladding: Translucent Panels
 - 2.1 Lower Profiled Wall Cladding: Primal Black Steel Coloured Primer colour Metallic Silver (RAL 9006)
 - 2.2 Lower Profiled Wall Cladding: Translucent Panels
 - 3.1 Lower Profiled Wall Cladding: Primal Black Steel Coloured Primer colour Metallic Silver (RAL 9006)
 - 3.2 Lower Profiled Wall Cladding: Translucent Panels
 - 4.1 High Level Horizontal Band: Primal Black Steel Coloured Primer colour Metallic Silver (RAL 9006)
 - 4.2 High Level Horizontal Band: Primal Black Steel Coloured Primer colour Metallic Silver (RAL 9006)
 - 5.1 Louvered Doors - level access: Aluminium, colour to match wall cladding
 - 5.2 Louvered Doors - level access: Aluminium, colour RAL 9006 (matte silver)
 - 6.1 Louvered Doors - level access: Primal Black Steel Coloured Primer colour Metallic Silver (RAL 9006)
 - 6.2 Louvered Doors - level access: Primal Black Steel Coloured Primer colour Metallic Silver (RAL 9006)
 - 7.1 Finned Roof: Primal Black Steel Coloured Primer colour Metallic Silver (RAL 9006)
 - 7.2 Finned Roof: Primal Black Steel Coloured Primer colour Metallic Silver (RAL 9006)
 - 8.1 Windows: Double Glazed clear glass with grey frame in polyurethane coated aluminium frame, frame colour to match wall cladding
 - 8.2 Windows: Double Glazed clear glass with grey frame in polyurethane coated aluminium frame, frame colour to match wall cladding
 - 9.1 Joints: Colour R7 (Silver) - RAL 9006 (matte silver)
 - 9.2 Joints: Colour at top level - RAL 9006 (matte silver)
 - 10.1 Translucent Panels: White Translucent Cladding Panels
 - 11.1 Profiled Wall Cladding: Knapen Silver 806
 - 11.2 Profiled Wall Cladding: Primal Black Steel Coloured Primer colour Metallic Grey Aluminium (RAL 9007)
 - 12.1 Profiled Wall Cladding: Knapen Silver 806
 - 12.2 Profiled Wall Cladding: Primal Black Steel Coloured Primer colour Metallic Grey Aluminium (RAL 9007)
 - 13.1 Screen Walling: Double Glazed clear glass with grey frame in polyurethane coated aluminium frame, frame colour to match wall cladding
 - 13.2 Screen Walling: Double Glazed clear glass with grey frame in polyurethane coated aluminium frame, frame colour to match wall cladding
 - 14.1 Office Entrance: Primal Black Steel Coloured Primer colour Metallic Silver (RAL 9006)
 - 14.2 Office Entrance: Primal Black Steel Coloured Primer colour Metallic Silver (RAL 9006)



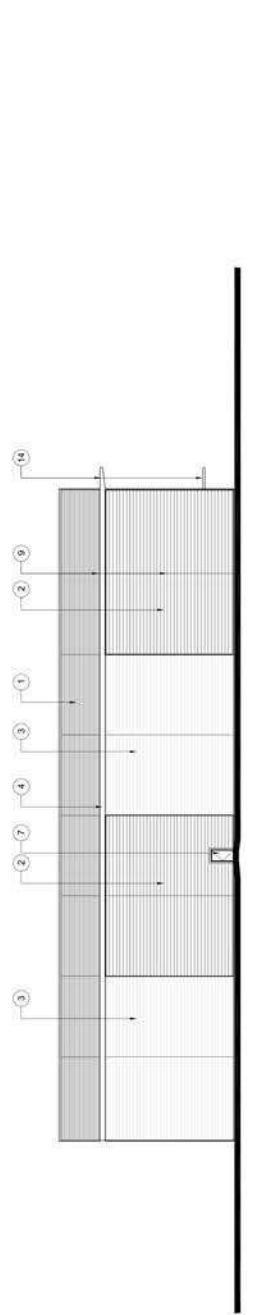
01
128
NORTH ELEVATION
1:250



02
128
SOUTH ELEVATION
1:250



03
128
EAST ELEVATION
1:250



04
128
WEST ELEVATION
1:250

REV	DATE	NOTE	SCALE	DATE	CHECK
1	21/02/2015	Issued for PERMITS	M.S.A.		



THE SKYLINE
 DRAWING: UNIT 2 ELEVATIONS
 CLIENT: AIRPORT PROPERTY GP (NO.2) LTD

DATE: MAY 2015
 SCALE: 1:250@A1
 DRAWN: MSA
 CHECKED: MSA
 PLANNING: LP

DRAWING NUMBER: 30461-PL-128

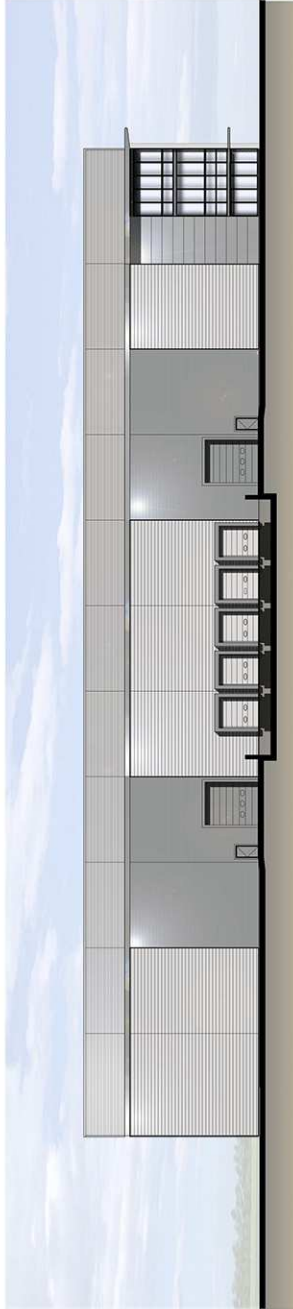


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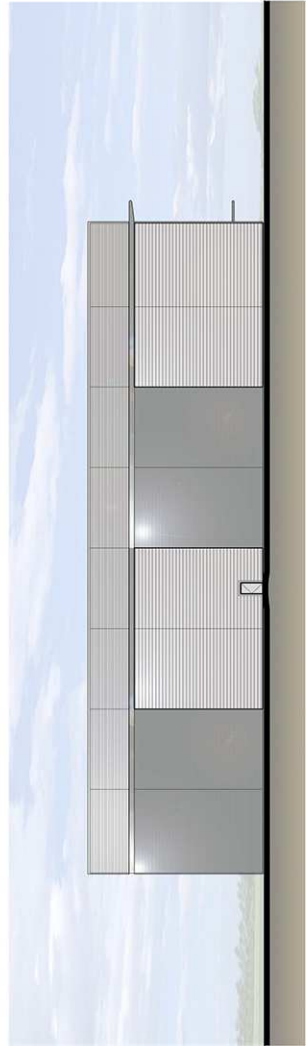
01 NORTH ELEVATION
 1:250



02 SOUTH ELEVATION
 1:250



03 EAST ELEVATION
 1:250



04 WEST ELEVATION
 1:250



REV	DATE	NOTE	MSJ	LP
-	27/02/2015	Issued for Information		



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 Sydney NSW 1585
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 Fax: +61 (0)2 9550 6001
 Email: info@msa.com.au

TITLE
SKYLINE
 DRAWING

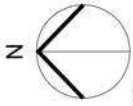
UNIT 2 INDICATIVE ELEVATIONS

CLIENT
 AIRPORT PROPERTY GP (NO.2) LTD

DATE	SCALE	DRAWN
MAY 2015	1:250@A1	MSJ

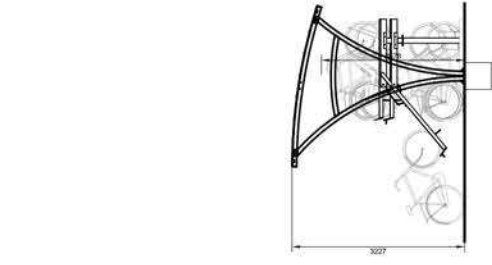
STATUS	CHECKED
PLANNING	LP

DRAWING NUMBER
 30461 / PL / 130



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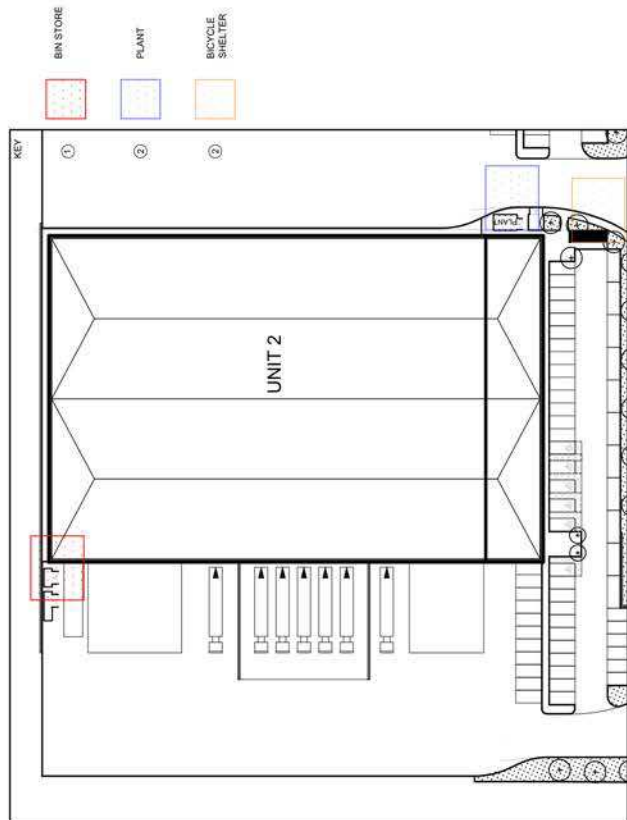
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02 BICYCLE SHELTER

1: 10

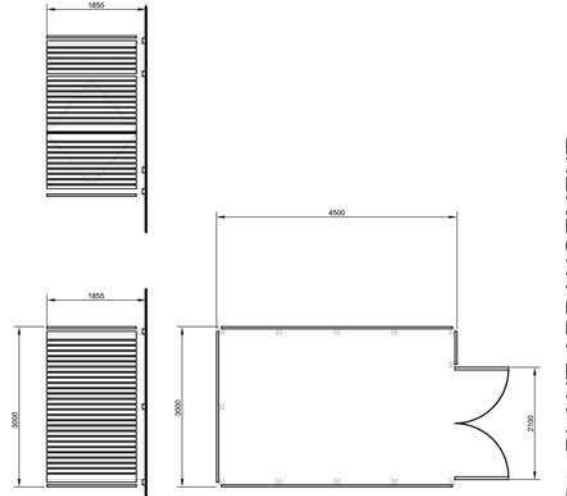
133



01 ARRANGEMENT PLAN

1: 1000

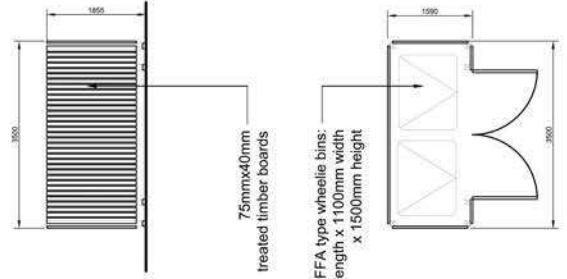
133



05 PLANT ARRANGEMENT

1: 10

133



03 REFUSE STORAGE ARRANGEMENT

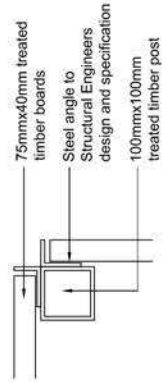
1: 100

132

100mmx100mm
treated timber posts
Steel angle to
end of boards
75mmx40mm
treated timber boards

75mmx40mm
treated timber boards

2No. BIFFA type wheellie bins:
1400mm length x 1100mm width
x 1500mm height



04 CORNER DETAIL

1: 10

133

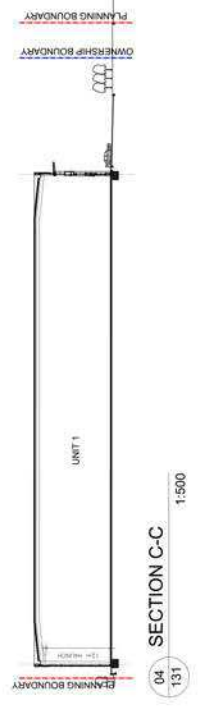
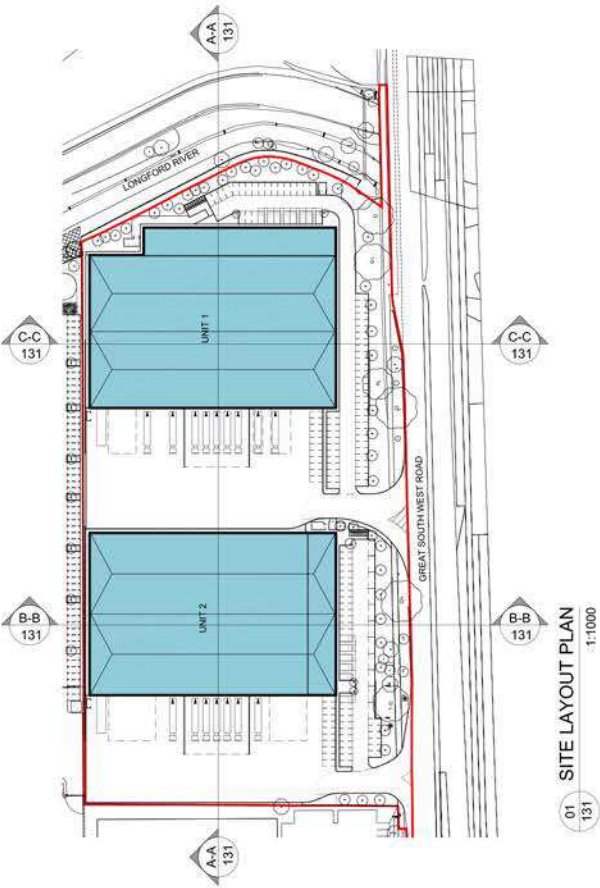
REV	DATE	NOTE	BY	CHK
A	07/06/2015	Additional detailed options added to Unit 1 and 2 to meet COS requirement.		
-	27/02/2015	Final Issue		



SKYLINE
OWNING
 UNIT 2 EXTERNAL BIN STORE, PLANT
 ENCLOSURE & CYCLE SHELTER
CLIENT
 AIRPORT PROPERTY GP (NO.2) LTD

DATE MAY 2015 **SCALE** 1: 1000/100/100/AS **DRAWN** NSJA
STATUS PLANNING **CHECKED** LP
DRAWING NUMBER 30461 / PL / 133 A

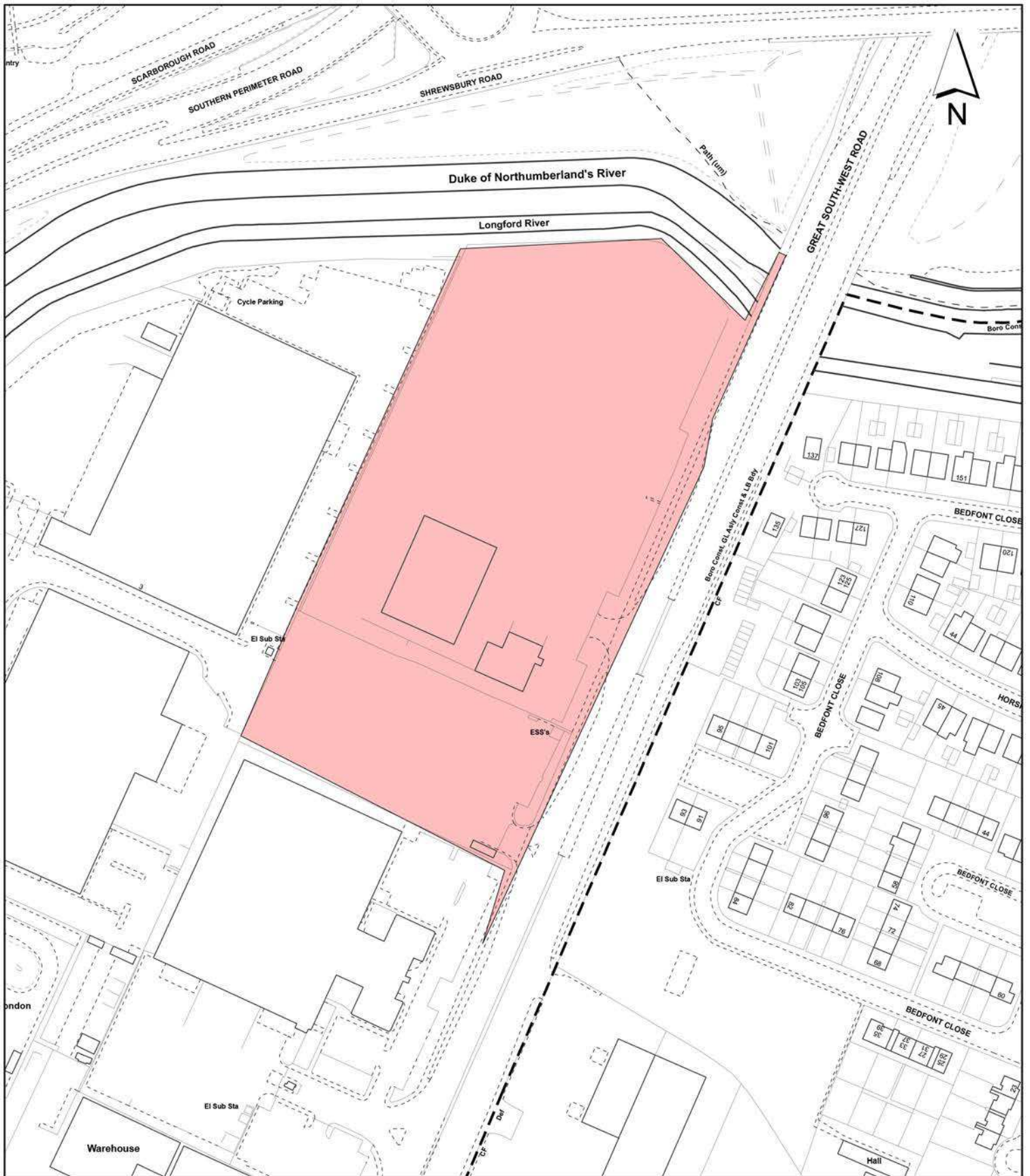
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REV	DATE	NOTE	DESIGN	DRAWN	CHECK
1	07/06/2015	Approved Working System added to Unit 1 and 2	MJS	JP	
2	27/06/2015	Revised for Planning	MJS	AC	



TITLE SKYLINE DRAWING SITE CROSS SECTIONS	
CLIENT AIRPORT PROPERTY GP (NO.2) LTD	
DATE MAY 2015	SCALE 1:1000/1:500 @A1
DRAWN MJS	CHECKED AC
DRAWING NUMBER 30461 / PL / 131 A	



Notes:

 Site boundary

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Site Address:

**Site of former Unitair Centre
 & Wayfarer House
 Great South West Road
 Feltham**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
49559/APP/2015/1991

Scale:
1:2,000

Planning Committee:
Major Page 178

Date:
August 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address UNIT C, PROLOGIS PARK STOCKLEY ROAD WEST DRAYTON

Development: Change of use of Unit C to a flexible use consisting of Light Industrial (Use Class B1(c)) and/or Storage and Distribution (Use Class B8) from Storage and Distribution (Use Class B8) only.

LBH Ref Nos: 18399/APP/2015/1087

Date Plans Received: 24/03/2015

Date(s) of Amendment(s):

Date Application Valid: 30/04/2015



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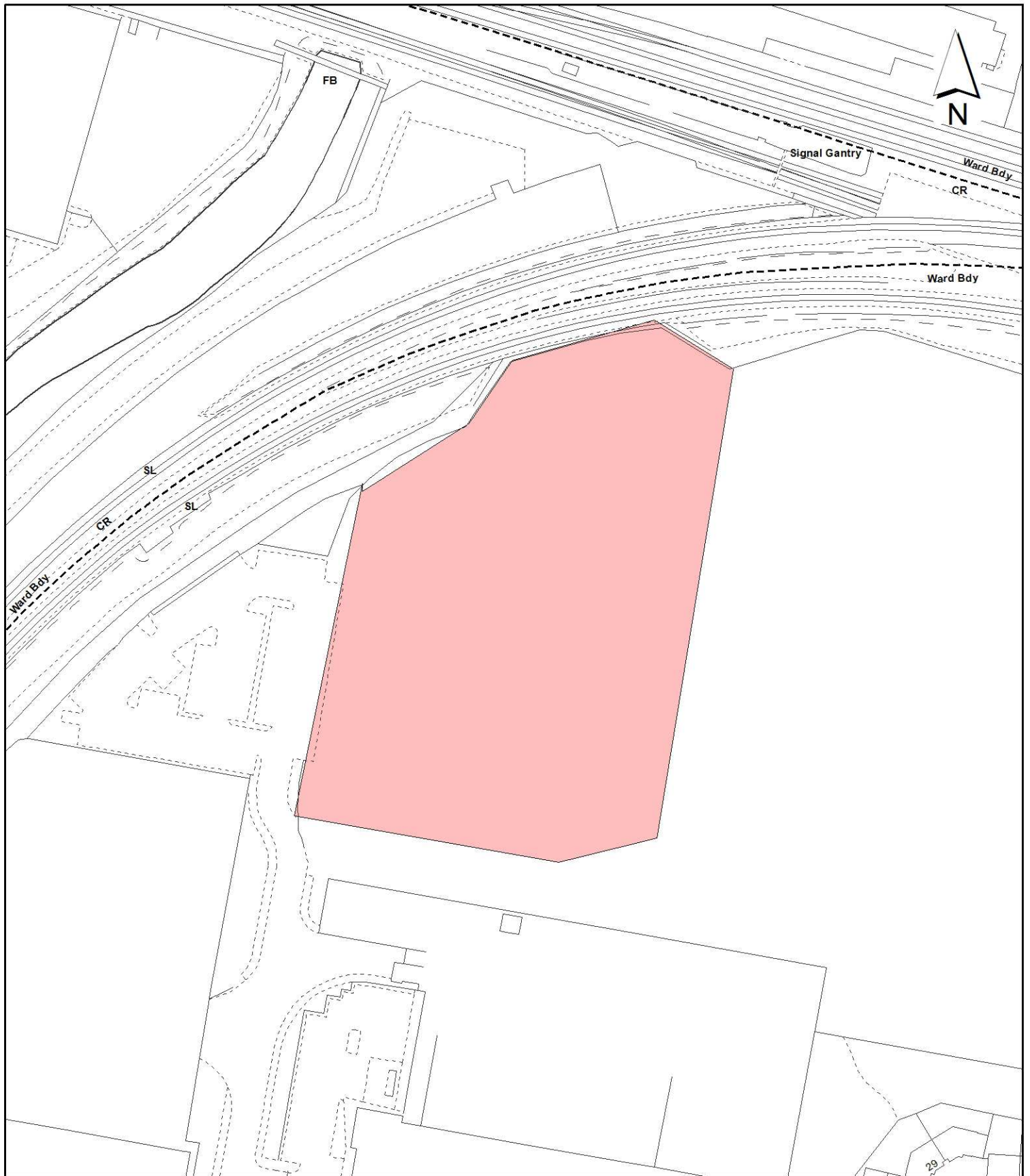


REV	DATE	COMMENT	AK	PK
-	03/03/2015	FIRST ISSUE		
				DOWN
				LOCK

MICHAEL SPARKS ASSOCIATES
 CHARTERED ARCHITECTS
 11 FLEET PLACE
 LONDON EC4A 3DF
 TELEPHONE 020 7726 8100
 FAX 020 7726 8101
 WWW.MSA.CO.UK

PROLOGIS

TITLE: PHASE 3 - PROLOGIS PARK, HEATHROW
DRAWING: SITE LOCATION PLAN
UNIT C
CLIENT: PROLOGIS UK LTD.
DATE: MARCH 2015
SCALE: 1:1000 @ A1
DESIGNER: FOR PLANNING
DATE/NO: PW
PROJECT NO: PW
DRAWING NO: 30587-PL-400



Notes:

 Site boundary

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Site Address: **Unit C
 Prologis Park
 Stockley Road
 West Drayton**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
18399/APP/2015/1087

Scale:
1:1,250

Planning Committee:
Major Page 181

Date:
August 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address SENATOR COURT BELMONT ROAD UXBRIDGE

Development: Variation of condition 5 (Approved plans) of the Planning Inspector's decision letter dated 26/3/14 (LPA Ref. 68385/APP/2012/2398) to allow internal and external alterations to include an additional roof terrace, stair tower revisions, fenestration alterations, introduction of blade columns, amendment of external materials, removal of brise-soleil, creation of amenity space and screen on existing terrace, removal of two existing staircases to create large central stair re-location of cycle facilities, additional electric charging spaces and re-configuration of landscaping

LBH Ref Nos: 68385/APP/2015/1218

Date Plans Received: 02/04/2015

Date(s) of Amendment(s):

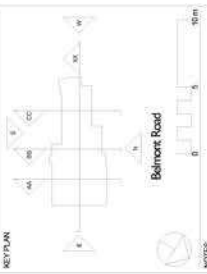
27/11/2012

Date Application Valid: 02/04/2015

02/04/2015

02/10/2012

CLIENT
AWWIS
STRUCTURAL ENGINEER
SERVICES ENGINEER
CONSULTANT
KEY PLAN



NOTES:
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DEVELOPMENT CONSTRUCTION TO ADVANCE STATUTORY REQUIREMENTS TO BE DEFINITIVE OF THE AREAS TO BE MEASURED
STRUCTURAL LAYOUT TO CAMPWELL WITH RED STEEL DESIGN.

Rev.	Date	By	Checked
1			
2			
3			
4			
5			

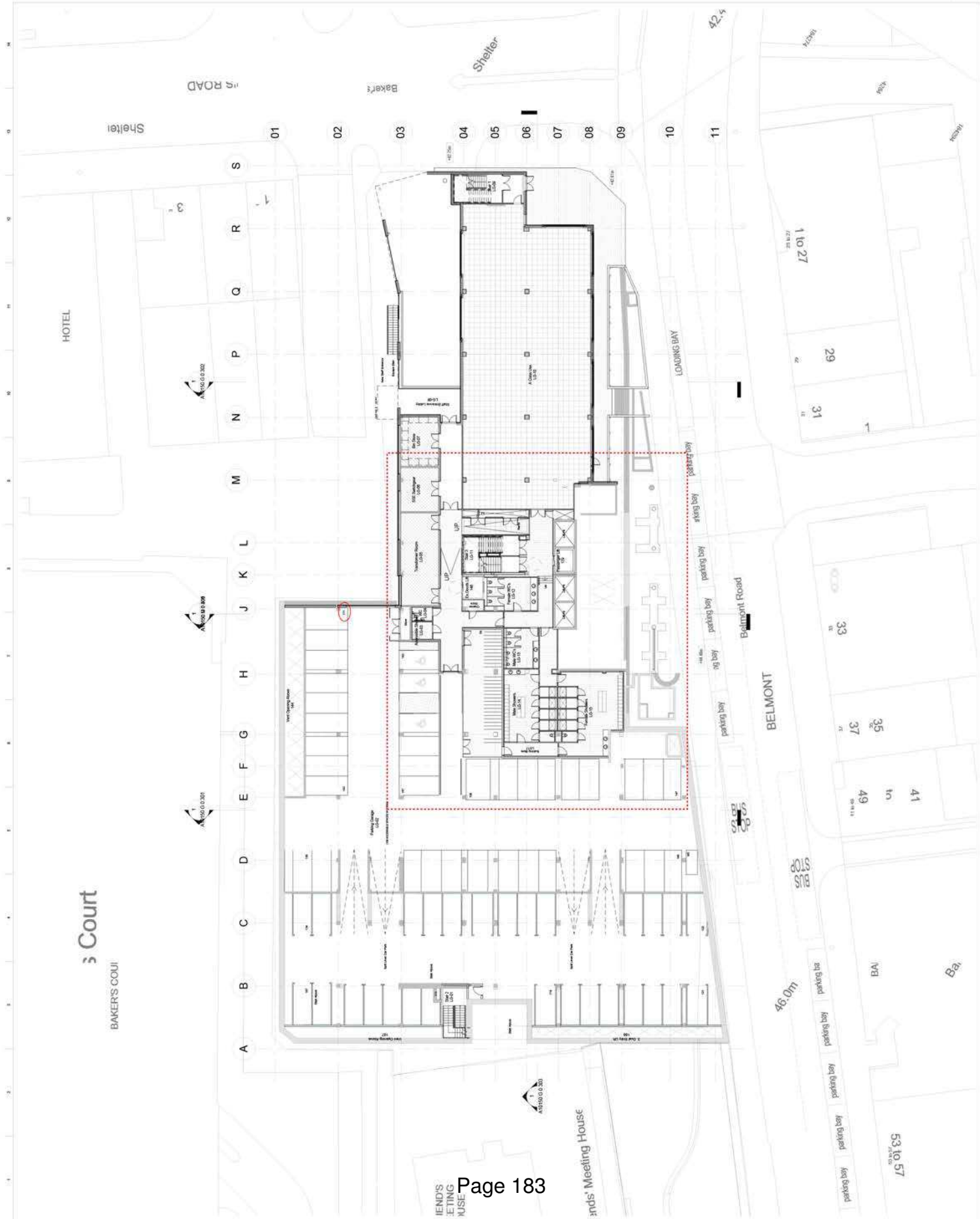
Tender Issue
tp bennett
 architecture
 interiors
 planning
 101 Belmont Road
 Belmont VIC 3105
 Tel: 03 9397 1000
 www.tpbenett.com.au

Project
Belmont House

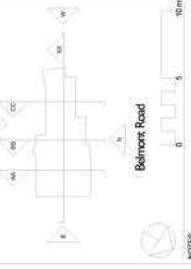
Drawing Title
Basement level - 1

Drawing Number
A10150 G 0 099

Scale
T3



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AWWB
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SERVICES ENGINEER
CONSULTANT
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STRUCTURAL LAYOUT TO COMPLY WITH REINFORCED STEEL DESIGN.

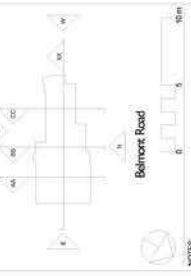
No.	Date	Revisions	Checked
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2		Issue for construction	
3		Issue for construction	
4		Issue for construction	
5		Issue for construction	

Tender Issue
tp bennett
architect
interiors
planning
100-100-1000
100-100-1000
www.tp-bennett.com

Project
Belmont House
Drawing No.
Basement Level -02
Drawing Number
A10150 G 0 098
Scale
T3



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KEY PLAN



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STRUCTURAL LAYOUT TO CAMPWELL REITH/REID STEEL DESIGN.

No.	Date	Comments	Checked
1		Issue for Tender	
2		Issue for Tender	
3		Issue for Tender	
4		Issue for Tender	
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100		Issue for Tender	

Tender Issue
tp bennett
 architecture
 interiors
 planning
 100 Belmont Road, Belmont VIC 3008
 Tel: +61 3 9337 0000 Fax: +61 3 9337 0001
 www.tp-bennett.com.au

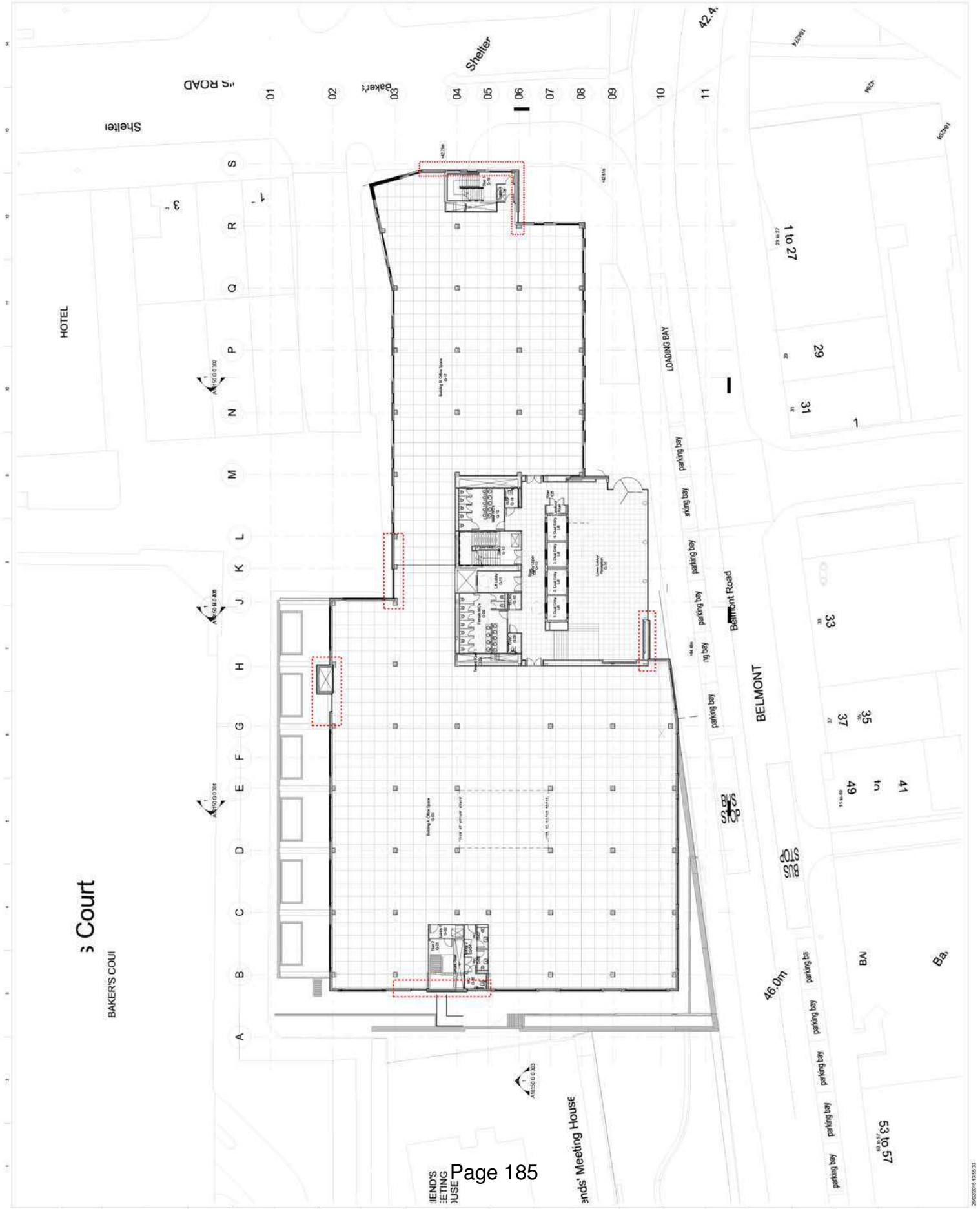
Project
Belmont House

Client
Ground Floor Plan

Scale
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Drawing Number
A10150 G 0 100

Page
T3



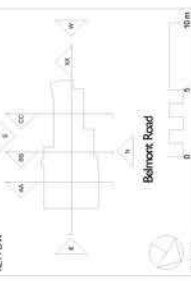
CLIENT
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SERVICES ENGINEER

CONSULTANT

KEY PLAN



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 6. STRUCTURAL LAYOUT TO CAMPWELL WITH REINFORCED STEEL DESIGN.

No.	Date	Revisions	Checked
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Tender Issue

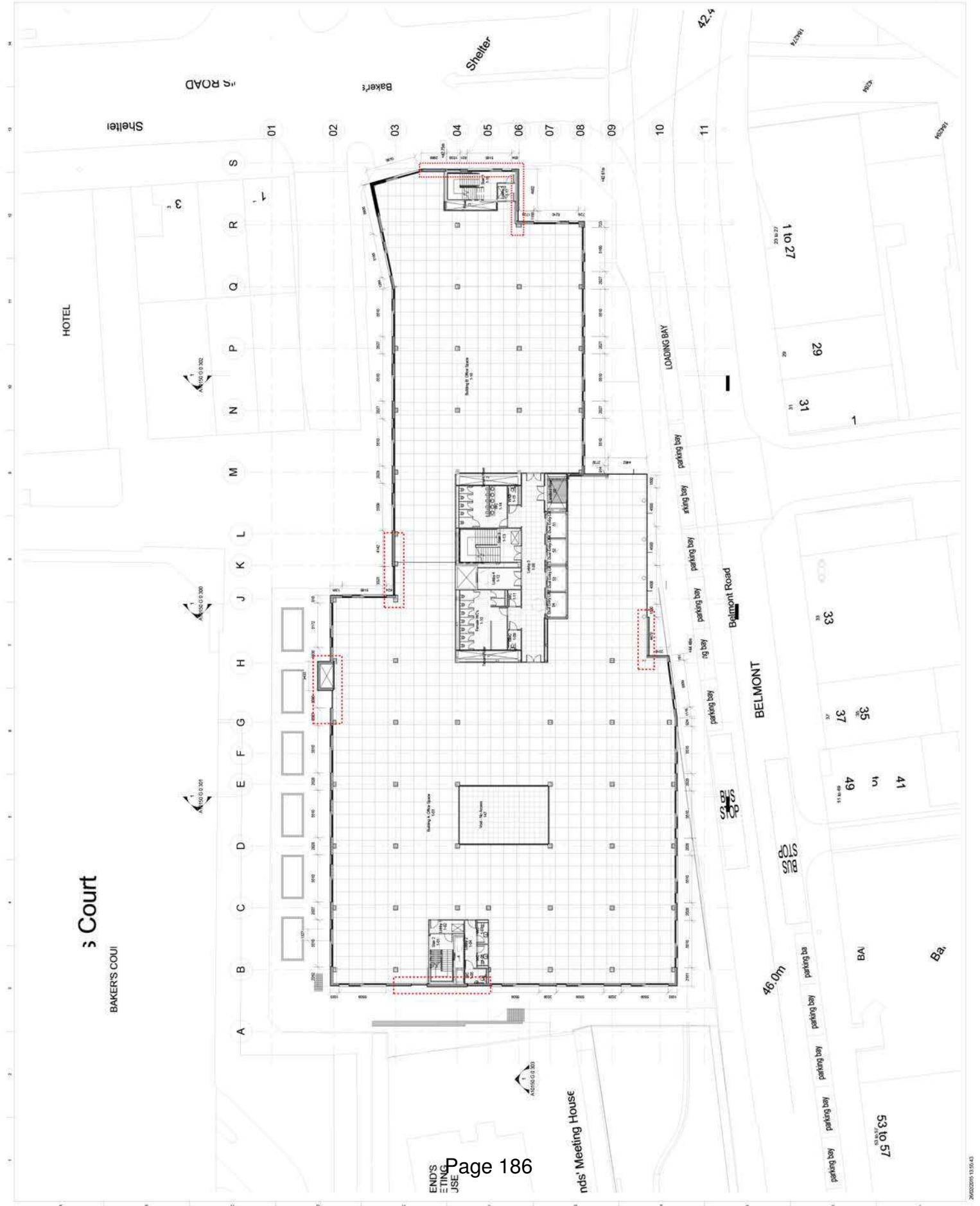
tp bennett
 architecture
 interiors
 planning

100 Belmont Road
 Belmont House

Client: tp bennett
 Project: Belmont House
 Drawing No: 101
 Date: 10/10/2019
 Scale: 1:100
 Drawing Number: A10150 G 0 101

Client: tp bennett
 Project: Belmont House
 Drawing No: 101
 Date: 10/10/2019
 Scale: 1:100
 Drawing Number: A10150 G 0 101

Client: tp bennett
 Project: Belmont House
 Drawing No: 101
 Date: 10/10/2019
 Scale: 1:100
 Drawing Number: A10150 G 0 101



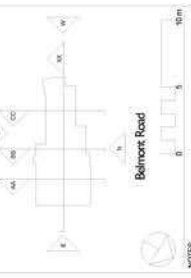
CLIENT
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SERVICES ENGINEER

CONSULTANT

KEY PLAN



NOTES:

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DETAILED CONSTRUCTION AND MATERIALS SPECIFICATIONS ARE TO BE OBTAINED FROM THE ARCHITECT

STRUCTURAL LAYOUT TO CAMPWELL REITH / REID STEEL DESIGN

No.	Date	Revisions	Checked
1		Issue for tender	
2		Issue for construction	
3		Issue for construction	
4		Issue for construction	
5		Issue for construction	
6		Issue for construction	
7		Issue for construction	
8		Issue for construction	
9		Issue for construction	
10		Issue for construction	
11		Issue for construction	

ISSUE FOR TENDER

Tender Issue

tp bennett
architecture
interiors
planning

100 Belmont Road
Belmont VIC 3161
Tel: 03 9594 1000
www.tp-bennett.com

Project
Belmont House

Client
Second Floor Plan

Drawn By
11/03/2011

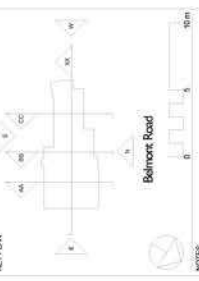
Checked By
11/03/2011

Issue Number
A10150 G 0 102

Page
T3



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KEY PLAN



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STRUCTURAL LAYOUT TO CAMPWELL REITH / RED STEEL DESIGN.

No.	Date	Comments	Checked
01		Issue for Tender	
02		Issue for Tender	
03		Issue for Tender	
04		Issue for Tender	
05		Issue for Tender	
06		Issue for Tender	
07		Issue for Tender	
08		Issue for Tender	
09		Issue for Tender	
10		Issue for Tender	
11		Issue for Tender	

ISSUE FOR TENDER
Tender Issue
tp bennett
 architecture
 interiors
 planning
 100-100 Street, Lakeside VIC 3042, AU
 Tel: 03 9337 0000 Fax: 03 9337 0001
 www.tp-bennett.com.au

Project
Belmont House

Client
Third Floor Plan

Drawn By
 TPB

Checked By
 TPB

Scale
 1:100

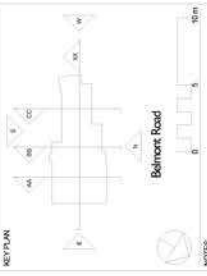
Revision
 1

Issue Number
 A10150 G 0 103

Page
 14



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 STRUCTURAL ENGINEER
 SERVICES ENGINEER
 CONSULTANT
 KEY PLAN



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 4. DETAIL WORK CONSTRUCTION TO ANZS AS 1530:2010.
 5. MEASUREMENTS TO BE TAKEN FROM THE CENTRELINE OF BELMONT ROAD.
 6. STRUCTURAL LAYOUT TO CAMPWELL REITH RED STEEL DESIGN.

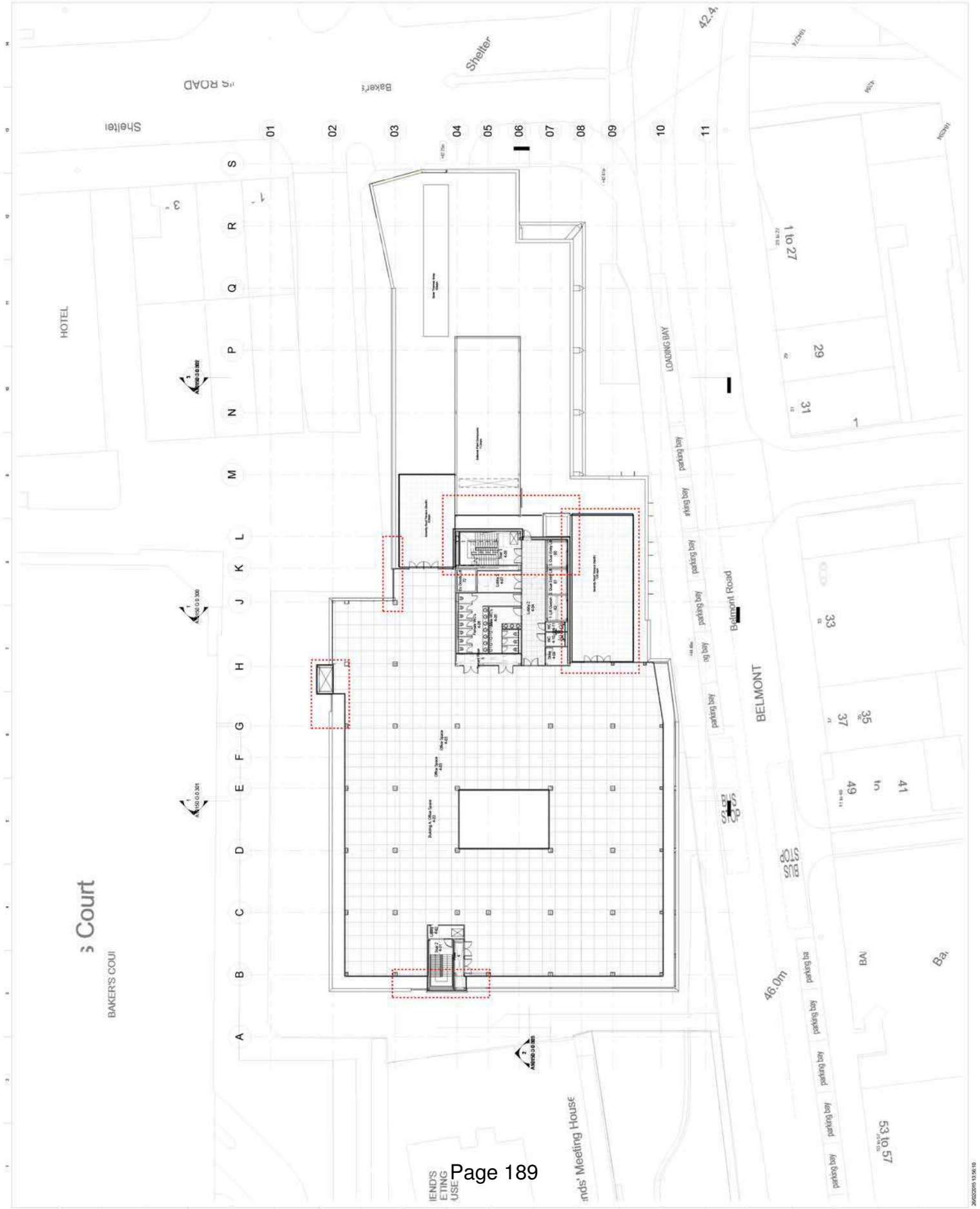
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7		Revised	
8		Revised	
9		Revised	
10		Revised	
11		Revised	

ISSUE NO: 11
 Tender Issue
 tp bennett
 architecture
 interiors
 planning
 100 Victoria Street, Level 11, Melbourne VIC 3000
 Tel: +61 3 9247 0000 Fax: +61 3 9247 0001
 www.tp-bennett.com.au

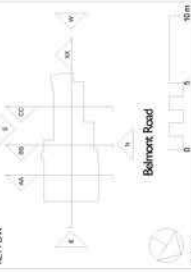
Project
 Belmont House

Client
 Fourth Floor Plan

Drawn By
 A10150 G 0 104
 T3



CLIENT
AWWS
STRUCTURAL ENGINEER
SERVICES ENGINEER
CONSULTANT
KEY PLAN



NOTES:
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STRUCTURAL LAYOUT TO CAMPWELL REITH/REID STEEL DESIGN.

No.	Date	Revisions	Checked
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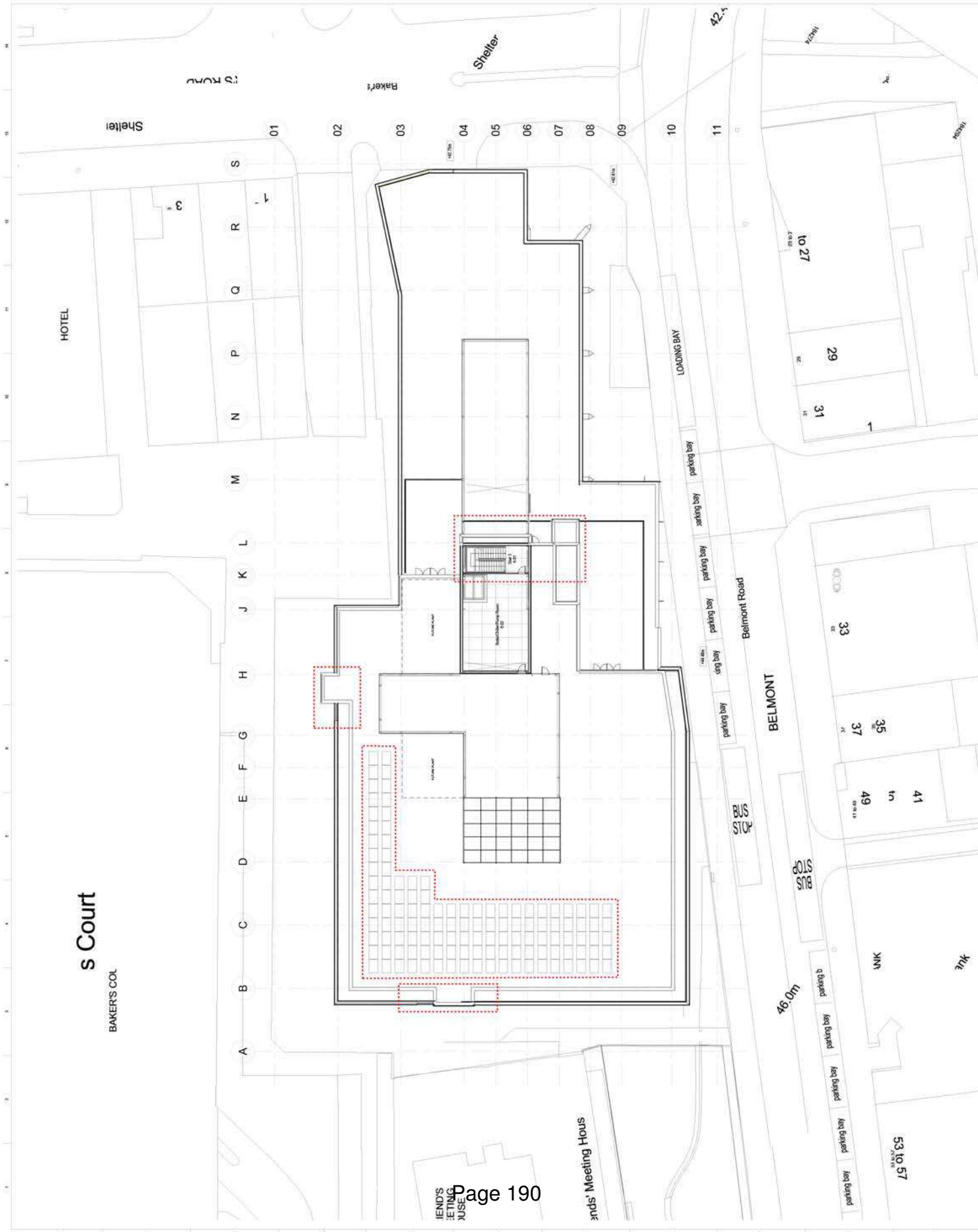
Tender Issue
tp bennett
architect
interiors
planning
100 The Arcade, Belmont VIC 3207
Ph: 03 9429 2022 Fax: 03 9429 2023
www.tpbennett.com.au

Project
Belmont House

Client
Plant Level Plan

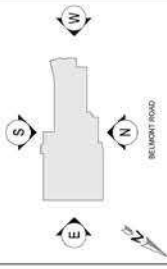
Sheet
A10150 G 0 105

T3



COUNT

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 THE DEFINITION OF THE AREAS TO BE MEASURED.



PLANNING
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 architecture
 interiors
 planning

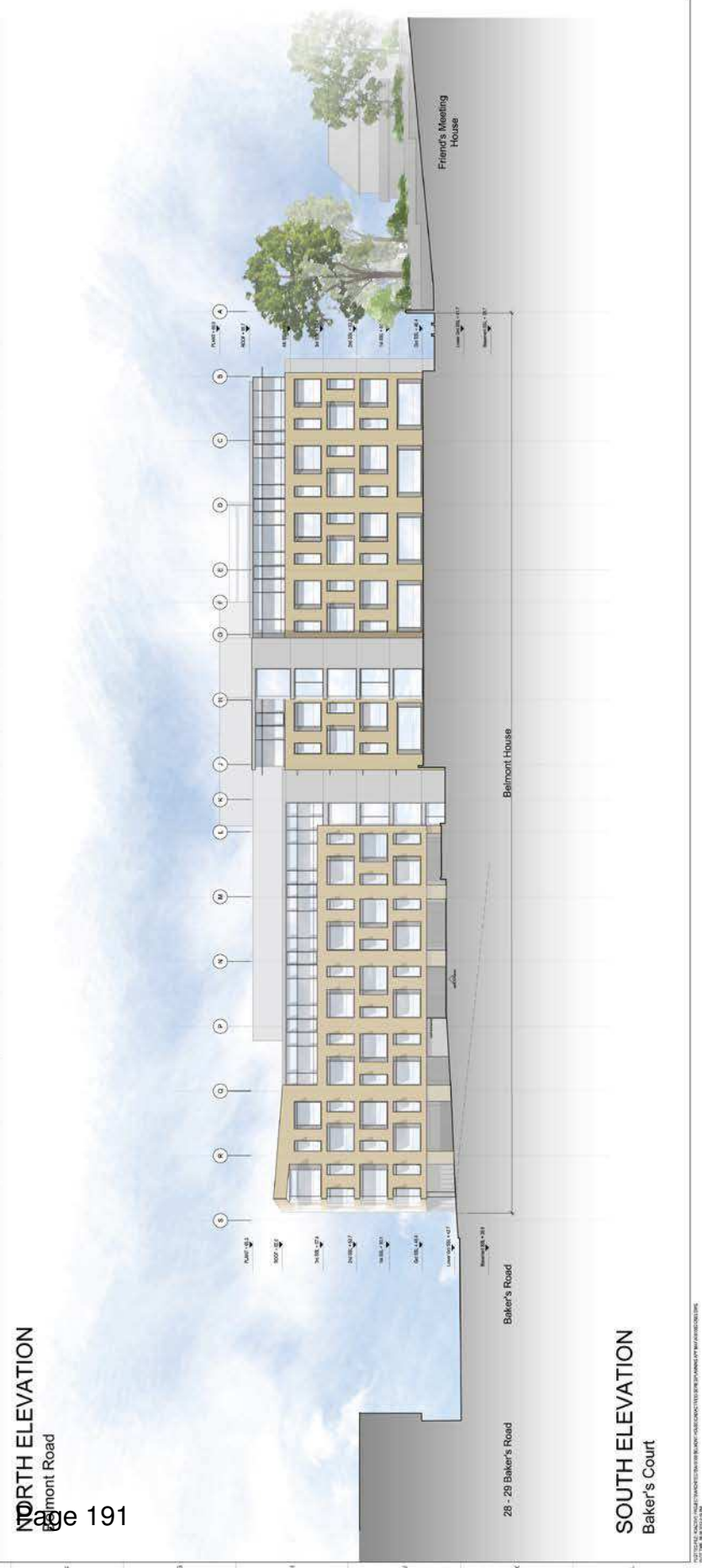
Project:
 Belmont House
 Uxbridge

Proposed Elevations
 North & South Elevations

A10150 D 12000 P1

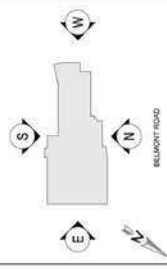


NORTH ELEVATION
 Belmont Road



SOUTH ELEVATION
 Baker's Court

TP BENNETT ARCHITECTURE INTERIORS PLANNING 100 BELMONT ROAD, UXBIDGE, ONTARIO L9R 4K1



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PROJECT INFORMATION

NO. DATE COMMENT

DATE: 04/23/12

PROJECT: tp bennett

PLANNING

ARCHITECTURE

INTERIORS

PLANNING

LOCATION: One Avenue Street, London E2 0AL, UK +44 (0) 20 7200 0000 www.tp-bennett.com

London

Belmont House Uxbridge

Drawing Title: Proposed Elevations East & West Elevations

Client: S&B G. A.I. AZ. INC.

Site: 40/01/12

Drawing Number: A10150

Scale: D 12010

Sheet: P1



WEST ELEVATION
 Baker's Road

WEST ELEVATION
 Baker's Road

CLIENT
AWW
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 SERVICES ENGINEER
 CONSULTANT
 KEY PLAN
 Belmont Road

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 4. DETAIL WORK CONSTRUCTION TO ENHANCE STATUTORY REQUIREMENTS CAN BE IDENTIFIED IN THE AREAS TO BE MARKED.
 5. STRUCTURAL LAYOUT TO COMPLY WITH REINFORCED CONCRETE DESIGN.



No.	Date	Comments	Checked
01		Issue for Tender	
02		Issue for Tender	
03		Issue for Tender	
04		Issue for Tender	
05		Issue for Tender	
06		Issue for Tender	
07		Issue for Tender	
08		Issue for Tender	
09		Issue for Tender	
10		Issue for Tender	
11		Issue for Tender	

Tender Issue
tp bennett
 architecture
 interiors
 planning
 One Adelaide Street, Level 11, Adelaide, SA 5000, Australia
 Tel: +61 8 222 2222 www.tpbbennett.com

Project
Belmont House
 Owner's Site
West Elevation
 Drawing No. 001/2024
 Drawing Date 11/2024
 Drawing Scale 1:100
 Drawing Number A10150 G 0 202
 No. T4

NOTES:
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No.	Date	Revisions
01	13/10/2016	Issue for tender
02	21/10/2016	Update to include window schedules

Checked: _____
 Drawn: _____

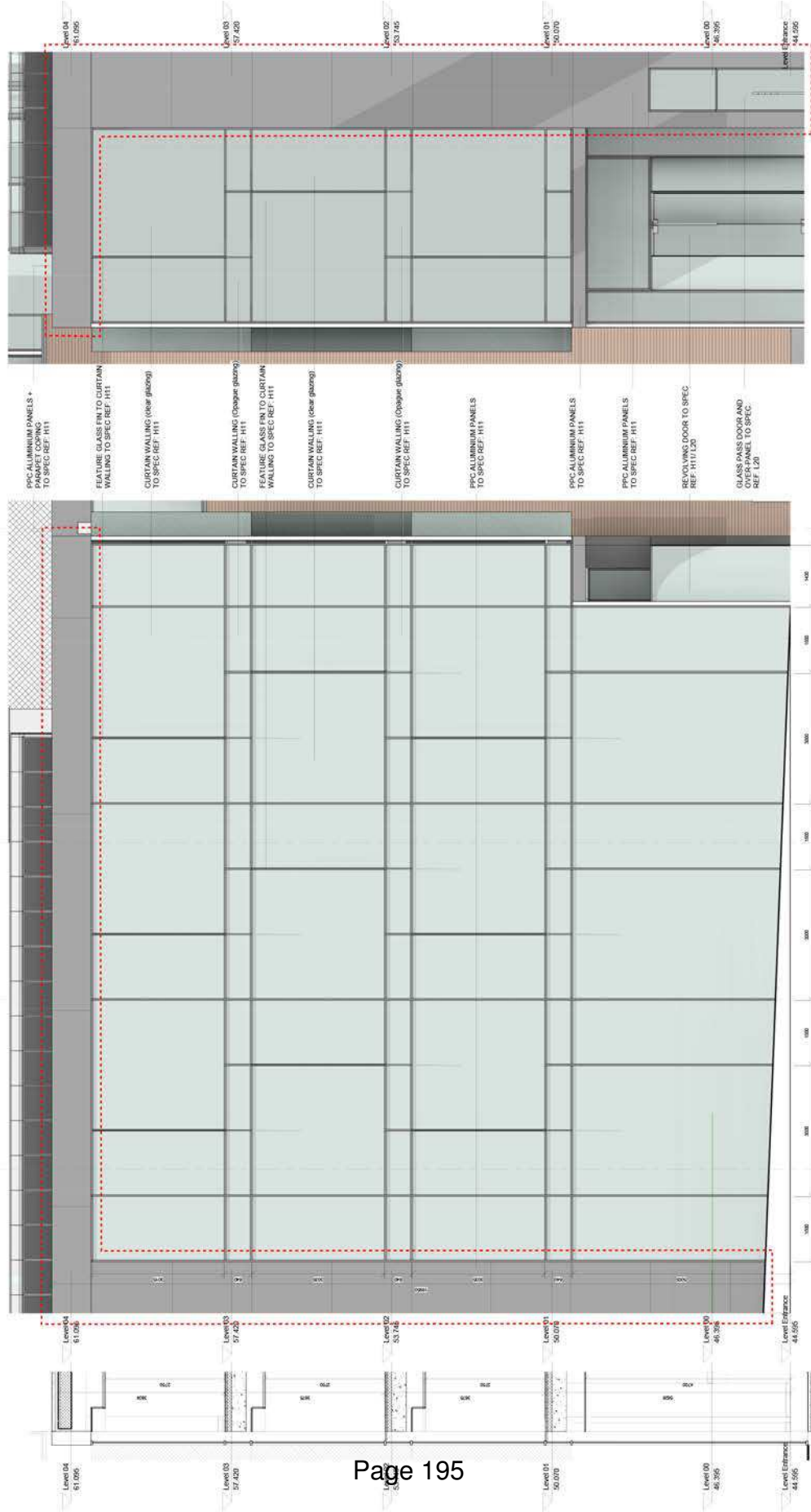
ISSUED FOR Tender Issue
tender Issue
tp bennett
 architecture
 interiors
 planning
 One Australia Street, Levels 10-11, 104-104
 +61 8 9337 2200 www.tp-bennett.com

Project
Belmont House

Contract No.
Reception Facade: Elevation + Section

Client: AWWb
 Project: Belmont House
 Location: Belmont, Western Australia
 Date: 2016-10-13
 Drawing No.: A10150
 Scale: 1:100
 Drawing Title: Reception Facade: Elevation + Section
 Job: J 0 700
 Rev: T2

09



- PPC ALUMINIUM PANELS + PARAPET COPING TO SPEC REF. H11
- FEATURE GLASS FIN TO CURTAIN WALLING TO SPEC REF. H11
- CURTAIN WALLING (clear glazing) TO SPEC REF. H11
- FEATURE GLASS FIN TO CURTAIN WALLING TO SPEC REF. H11
- CURTAIN WALLING (opaque glazing) TO SPEC REF. H11
- CURTAIN WALLING (opaque glazing) TO SPEC REF. H11
- PPC ALUMINIUM PANELS TO SPEC REF. H11
- PPC ALUMINIUM PANELS TO SPEC REF. H11
- PPC ALUMINIUM PANELS TO SPEC REF. H11
- REVOLVING DOOR TO SPEC REF. H11 L20
- GLASS PASS DOOR AND OVER-PANEL TO SPEC REF. L20

M

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CLIENT
AWW
 STRUCTURAL ENGINEER
 SERVICES ENGINEER
 CONSULTANT
 KEY PLAN

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 THE DRAWING. CONSTRUCTION TO ADVANCE STATUTORY
 REQUIREMENTS CAN BE IDENTIFIED IN THE AREAS FOR
 STRUCTURAL LAYOUT TO CAMPWELL REITH/ REID STEEL DESIGN.

TP Bennett
 No. Date
 Name
 Checked
 Drawn
 T1
 10/10/2014
 J 0 400
 T1

ISSUE TO: Tender Issue

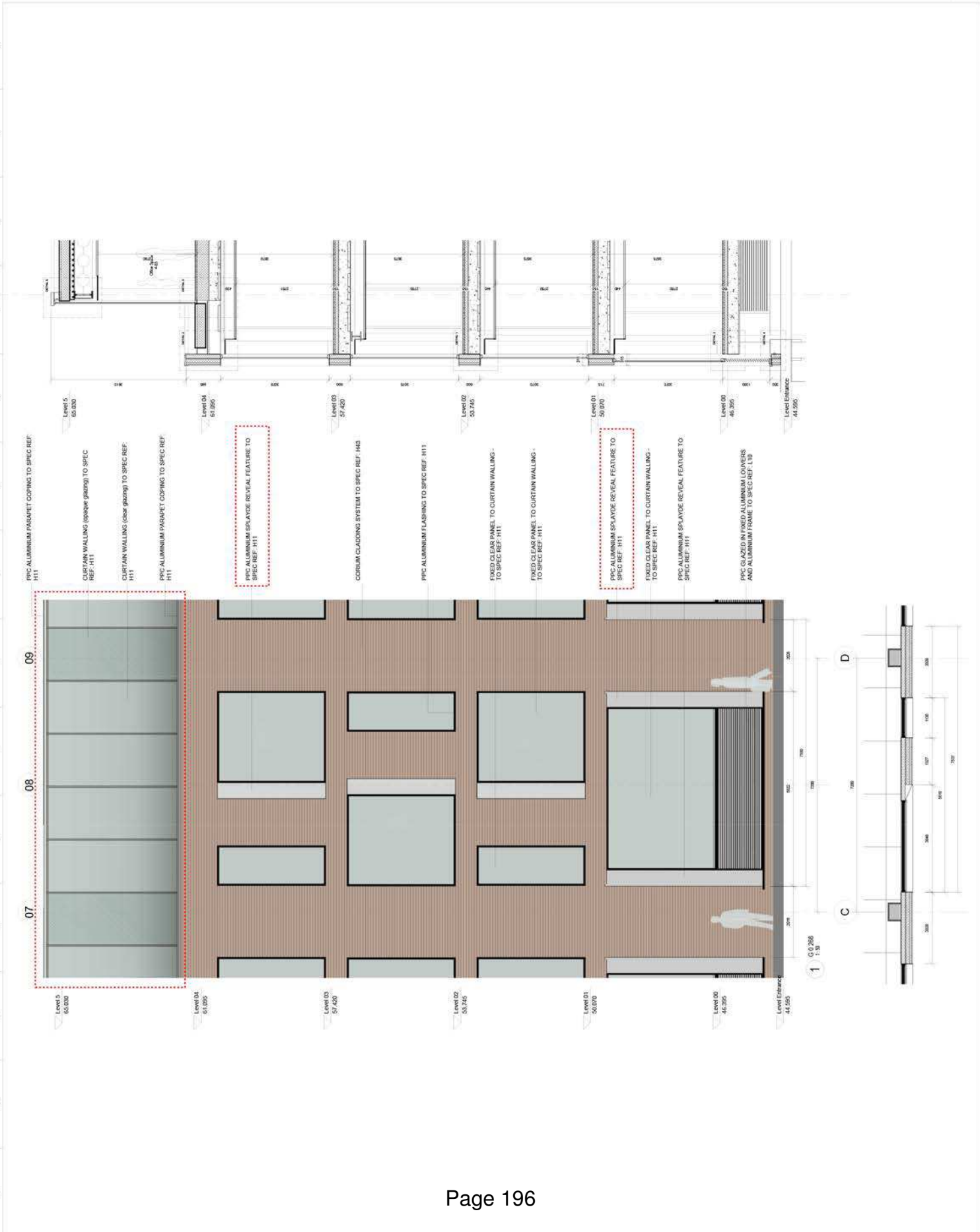
tp bennett
 architecture
 interiors
 planning

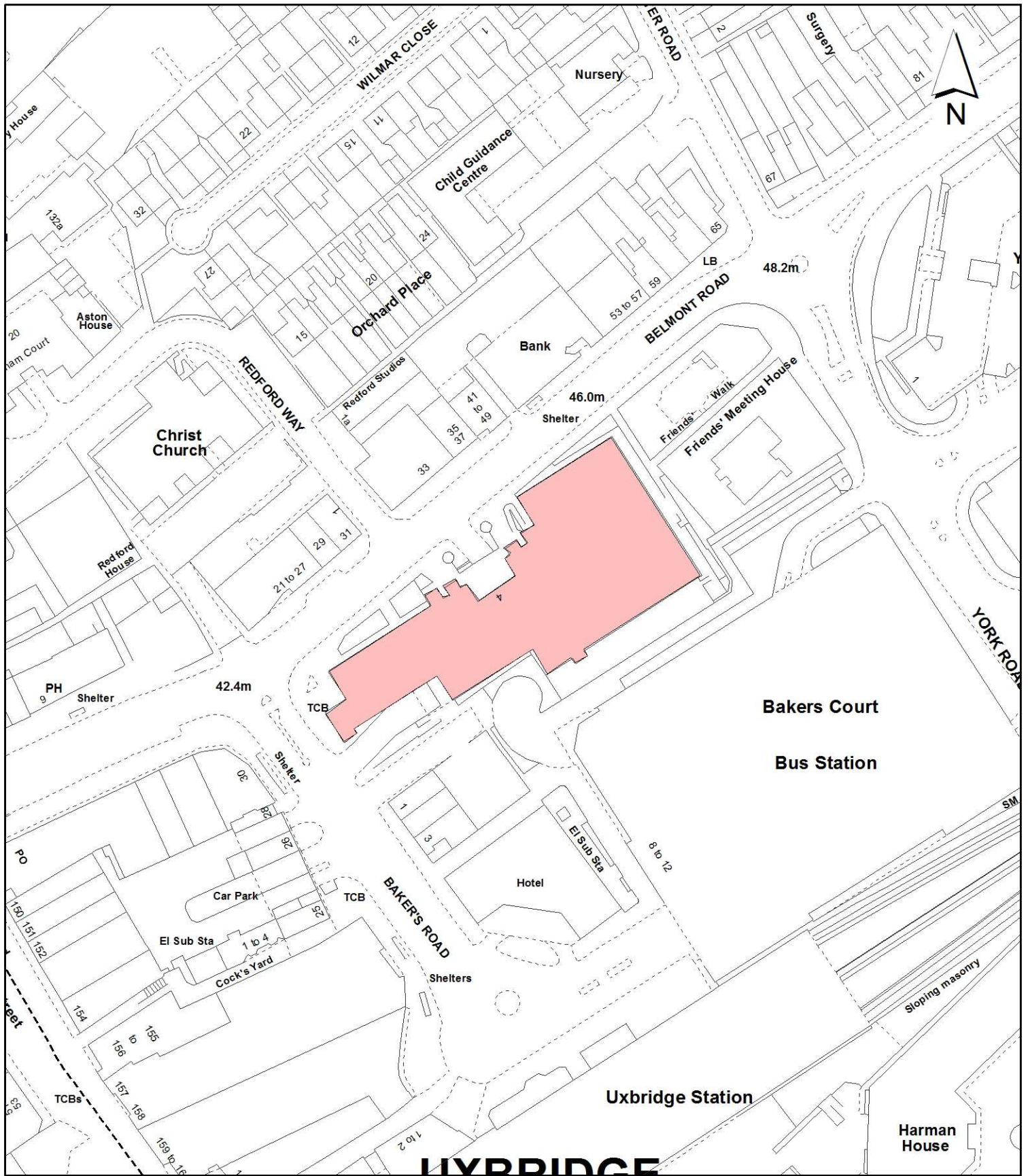
100 Victoria Street, Level 11, VIC 3000
 Tel: 03 9247 2200 Fax: 03 9247 2201
 www.tpbbennett.com

Project
Belmont House

Client's Title
Typical Facade Bay: Elevation +
 Section

Drawn By: J 0 400
 Checked By: T1
 Issue No: 10/10/2014
 Issue Date: 10/10/2014
 Issue Description: Tender Issue





UXBRIDGE

Notes:

 Site boundary

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Site Address:

**Senator Court
 Belmont Road
 Uxbridge**

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

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

Planning Application Ref:

68385/APP/2015/1218

Scale:

1:1,250

Planning Committee:

Major Page 197

Date:

August 2015



HILLINGDON
 LONDON

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