



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: TUESDAY, 6 OCTOBER
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

Published: Monday, 28 September 2015

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Putting our residents first

Lloyd White
Head of Democratic Services
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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 To sign and receive the minutes of the meeting held on 15 September 2015 1 - 6
- 4 Matters that have been notified in advance or urgent
- 5 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.

Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Heathrow Energy Centre, Central Terminal Area, Heathrow Airport, Hounslow 62360/APP/2015/2664	Heathrow Villages	Proposed temporary enabling boilers with associated pipe work and permanent header building (Consultation Under Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015) Recommendation: No Objection	7 - 18 116 - 132

7	Site of Building 717 Sheffield Way, Heathrow Airport 50657/APP/2015/1974	Heathrow Villages	Reserved matters (Landscaping) application in compliance with conditions 2 and 3 of planning permission reference 50657/APP/2013/2214 (Demolition of existing warehouse buildings and erection of 602 bedroom 8-storey hotel with associated car parking (Outline application including details of access, appearance, layout and scale - landscaping reserved).) Recommendation: Approval	19 - 30 133 - 141
8	Temporary Car Park Site, Sealand Road, Heathrow Airport 65688/APP/2015/142	Heathrow Villages	Installation of a multi-deck car park to provide 9 levels of parking to provide 215 staff car parking spaces for the neighbouring Gate Gourmet Building and the remainder of spaces to be a commercial car park (Outline Application seeking approval of access, appearance, layout and scale). Recommendation: Approval	31 - 66 142 - 157
9	Unit 3 (Media House), Springfield Road, Hayes 44110/APP/2015/2570	Townfield	Change of Use from Use Classes B1/B8 to Use Classes B1/B2/B8 Recommendation: Approval	67 - 76 158 - 162
10	5 Station Road, West Drayton 65480/APP/2015/1862	West Drayton	Demolition of existing public house and erection of 38 flats and 237sqm of retail floorspace with parking, landscaping and amenity space. Recommendation: Approval, subject to an S106 Agreement	77 - 114 163 - 176

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Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

15 September 2015

Meeting held at Committee Room 5 - Civic Centre,
High Street, Uxbridge UB8 1UW



HILLINGDON
LONDON

	<p>MEMBERS PRESENT:</p> <p>Councillors: Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman) Peter Curling, Jazz Dhillon, Carol Melvin, John Morgan, Brian Stead, David Yarrow and John Oswell</p>
	<p>OFFICERS PRESENT:</p> <p>Alex Chrusciak (Planning Service Manager), Manmohan Ranger (Transport Consultant) Adrien Waite (Major Applications Manager), Tim Brown (Legal advisor) and Jon Pitt (Democratic Services Officer).</p>
44.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Cllr Janet Duncan, with Cllr. John Oswell substituting.</p>
45.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Cllr John Morgan declared a non-pecuniary interest in Item 8 as he was a member of 'Ruislip Woods Management Advisory Group'. Cllr. Morgan remained in the room and voted on the item.</p>
46.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE MEETING HELD ON 16 JULY 2015 (<i>Agenda Item 3</i>)</p> <p>The minutes of the meeting held on 16 July 2015 were agreed as a correct record.</p>
47.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>The Chairman advised that he had agreed a request to consider an additional item that had not been on the originally published agenda. This related to Pronto Industrial Estate and 585 - 591 Uxbridge Road, Hayes.</p> <p>The reason for urgency of the item was as follows:</p> <p>The process allowed for under Section 106ba of the Town and Country Planning Act 1990 (as amended) only provides a period of 28 days for the Local Planning Authority to make a determination unless otherwise agreed with the applicant. In this instance an extension of time was agreed with the</p>

	<p>applicant subject to the application being included on the agenda of this meeting for determination.</p>
48.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items on the agenda were Part I and would be heard in public.</p>
49.	<p>WEST LONDON COMPOSTING LAND & LAND TO THE NORTH AND SOUTH OF NEW YEARS GREEN LANE, HAREFIELD 12579/APP/2012/2366 (<i>Agenda Item 6</i>)</p> <p>The continuation of existing recycling operations at land to the North and South of New Years Green Lane for an organic composting facility operation to handle a maximum throughput of up to 75,000 tonnes per annum of organic waste for a temporary period of five years.</p> <p>Officers introduced the report, noting that there was no addendum for the item. The application had previously been considered by the North Planning Committee on 8 May 2013. Members had resolved to grant planning permission, subject to referral to the Secretary of State and referral back to the Mayor, in addition to conditions and a Section 106 Agreement.</p> <p>The application had now been referred to the Major Applications Planning Committee for final determination. It was noted that the application had been updated to reflect changes in policy context since initial submission.</p> <p>The application complied with adopted policy and was, therefore, recommended for approval by the Committee.</p> <p>Members noted that there had been no significant objections to the application when it had first been heard by Committee two years ago and that there were now no objections to the application, or to the proposed S106 agreement.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was unanimously agreed.</p> <p>RESOLVED - That the application be approved as per the officers' recommendation.</p>
50.	<p>ST ANDREWS PARK, HILLINGDON ROAD, UXBRIDGE 585/APP/2015/2657 (<i>Agenda Item 7</i>)</p> <p>Erection of 249 dwellings comprising 3 studio apartments, 92 x 1bed apartments, 130 x 2 bed apartments and 24 x 3 bed apartments, together with associated parking and landscaping and all details required by Conditions 2 and 3 relating to the reserved matters of layout, scale, appearance and landscaping.</p> <p>Officers introduced the report and referred Members to the addendum sheet that had been circulated. It was noted that the application was a reserved</p>

matters permission for a further residential phase of an existing application. Permission was sought for 249 dwellings, in accordance with previously granted outline consent.

It was noted that there was some discrepancy between the plans and the officer report in terms of the number of parking spaces proposed. This was because of the significant number of plans associated with the application. The figures given in the officer report were correct.

In addition to the amendment to condition 2 and deletion of amendment 3 set out in the addendum, officer's in their verbal update suggested that a condition be added in relation to maintenance and availability of an electronic gate. These were agreed.

The overall development would provide a significant number of residential units, in accordance with the outline consent. Therefore, the application was recommended for approval.

Members questioned whether the application ensured that all properties had sufficient privacy in relation to the direction that the windows of their habitable rooms faced. Officers demonstrated how the front windows of the houses on one side of the road were angled in order to alleviate any privacy concerns. The Committee reflected that the application would provide much needed housing.

The recommendation for approval was moved, seconded and on being put to the vote was unanimously agreed.

RESOLVED - That the application be approved as per the officers' recommendation, subject to:

- The replacement of condition 2 and deletion of condition 3 as set out on the tabled Addendum Sheet.
- Inclusion of an additional condition to secure appropriate ongoing maintenance and availability of the electric entrance gate (inclusive of a release mechanism in event of failure).

51. **THE BOAT HOUSE, RESERVOIR ROAD, RUISLIP 1117/APP/2015/2787**
(Agenda Item 8)

Demolition of the existing boat house building and erection of a new boat house building with associated external Works.

Officers introduced the report. The application was for full planning permission for the demolition of an existing boat house building and the erection of a new boat house building associated with the running of Ruislip Lido. It was noted that the footprint of the proposed building and its elevations were similar to the existing structure.

Members were referred to the addendum for the item. This provided an additional consultation response received from a local resident and a comment from Ruislip Resident's Association. The latter requested that the existing cupola feature be replicated on the new roof. Officer's advised that replication of the cupola feature was not included in the submitted plans and

that here was no justification on planning grounds to delay approval of the application because of this. It was proposed that, subject to the agreement of the Committee, an informative would be added to the decision notice requesting the use of appropriate roof cladding.

The proposal was considered to comply with relevant Council and London Plan policies and with the objectives within the National Planning Policy Framework and was, therefore, recommended for approval.

Members expressed concerns about the effect of the fence at the site on the neighbouring area. Following discussion, it was agreed that this would be referred to ward Councillors and to the Green Spaces team for further consideration. This would be separate from the planning application.

The recommendation for approval was moved, seconded and on being put to the vote was unanimously agreed.

RESOLVED: That the application be approved, as per the officer's recommendations, subject to:

- **The addition of an informative to the wording of condition 5 (materials) to highlight the Committee's desire to see the use of Cedar Cladding similar to that used on the adjacent Woodland centre.**
- **The addition of an informative highlighting the desire of the local community to see the existing cupola feature replicated on the roof of the new boathouse. The committee would therefore like to highlight their encouragement for the applicant to investigate whether alternative proposals, or amendments to the existing proposal, might enable the retention of this feature.**

52.

PRONTO INDUSTRIAL ESTATE AND 585-591 UXBRIDGE ROAD, HAYES 4404/APP/2015/3032 (*Agenda Item 9*)

Further to the granted permission 4404/APP/2014/2506, the applicant seeks, under Section 106ba of the 1990 Town and Country Planning Act, to remove the off-site affordable housing contributions from the approved development.

Officers introduced the report and referred Members to the addendum sheet that had been circulated. A previous planning application for the development had been approved in June 2015. This had specified, via a Section 106 agreement, that the applicant must provide an off-site affordable housing contribution of £120,000. The applicant was seeking removal of this requirement as they argued that it made the development scheme unviable.

The Economic Viability Assessment that had been submitted as part of the Section 106 agreement was not considered to have fully demonstrated that the inclusion of the affordable housing requirement made the development unviable. It was, therefore, recommended that the application to remove the off-site affordable housing contribution requirement be refused.

The Legal Advisor confirmed that an independent assessment had not been undertaken in relation to the application currently under consideration, but that an assessment had been made by the Council's Commercial Property

	<p>Service.</p> <p>The recommendation for refusal was moved, seconded and on being put to the vote was unanimously agreed.</p> <p>RESOLVED: That the application be refused, as per the officer's recommendation.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 6.30 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Jon Pitt on 01895 277655. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Report of the Head of Planning, Sport and Green Spaces

Address	HEATHROW ENERGY CENTRE, CENTRAL TERMINAL AREA HEATHROW AIRPORT HOUNSLOW
Development:	Proposed temporary enabling boilers with associated pipe work and permaner header building (Consultation Under Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015)
LBH Ref Nos:	62360/APP/2015/2664
Drawing Nos:	13000-00-GA-200-000028 Version 4.0 13000-00-GA-200-000029 Version 4.0 13000-00-GA-200-000030 Version 4.0 13000-00-GA-200-000031 Version 4.0 17447-00-GA-200-000001 Version 2.0 13000-00-GA-200-000034 Version 4.0 13000-40-GA-212-000003 Version 3.0 13000-40-GA-212-000004 Version 3.0 13000-XX-SE-200-000003 Version 4.0 17447-XX-SE-200-000006 Version 2.0 17447-XX-SE-200-000007 Version 2.0 17447-XX-SE-200-000008 Version 2.0 17921-00-GA-200-000002 Version 2.0 17921-00-GA-200-000003 Version 2.0 17921-00-GA-248-000001 Version 4.0 17921-XX-GA-248-000002 Version 4.0 17921-XX-SE-248-000001 Version 4.0 17921-XX-SE-248-000002 Version 4.0 17921-XX-SE-248-000003 Version 2.0 Design and Access statemen Covering Letter 17447-30-GA-224-000001 Version 2.0 17447-40-GA-200-000001 Version 2.0 17447-A0-GA-200-000001 Version 2.0 17447-A0-GA-200-000002 Version 2.0 17447-A0-GA-224-000001 Version 2.0 17447-XX-DE-223-000001 Version 2.0 17447-XX-DE-223-000002 Version 2.0 17447-XX-DE-223-000004 Version 2.0 17447-XX-SE-200-000001 Version 2.0 17447-XX-SE-200-000003 Version 2.0 13000-00-GA-200-000033 Version 4.0 13000-XX-SE-200-000004 Version 4.0 13000-XX-SE-200-000005 Version 4.0 13000-XX-SE-200-000006 Version 3.0 13000-XX-SE-200-000007 Version 3.0 17447-00-GA-200-000002 Version 2.0 17447-00-GA-200-000003 Version 2.0 17447-00-GA-200-000004 Version 2.0 17447-00-GA-200-000005 Version 2.0 17447-00-GA-200-000006 Version 2.0

17447-00-GA-200-000007 Version 2.0
17447-00-GA-200-000007 Version 2.0
17447-00-GA-224-000001 Version 2.0
17447-10-GA-200-000001 Version 2.0
17447-10-GA-200-000002 Version 2.0
17447-10-GA-224-000001 Version 2.0
17447-20-GA-200-000001 Version 2.0
17447-20-GA-200-000002 Version 2.0
17447-20-GA-224-000001 Version 2.0
17447-30-GA-200-000001 Version 2.0
17447-30-GA-200-000002 Version 2.0

Date Plans Received: 13/07/2015 **Date(s) of Amendment(s):**

Date Application Valid: 13/07/2015

1. SUMMARY

This development involves the the erection of two temporary enabling boilers with associated pipework and a permanent header building within the Central Terminal Area at Heathrow Airport to replace the existing Boiler House building.

The scheme is located within the Central Terminal Area and therefore presents no amenity issue to neighbours, is directly related to the operational activities of Heathrow Airport and accordingly no objection is raised under the prior notification procedure within the Consultation under Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015.

2. RECOMMENDATION

NO OBJECTION

1 COM3 Time Limit

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

Within 3 months of occupation of the permanent Header Building at Terminal 3, the Temporary Enabling Buildings hereby permitted shall be removed and the land restored to its former condition.

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:

- 17447-00-GA-200-000001 v. 2.0 Header Building/Enabling Boilers/LTHW Location Plan
- 13000-00-GA-200-000030 v. 4.0 Enabling Boiler - South, Site Plan as Proposed
- 13000-00-GA-200-000031 v. 4.0 Enabling Boiler - North, Site Plan as Proposed
- 13000-00-GA-200-000033 v. 4.0 Enabling Boiler - South, Ground Floor
- 13000-00-GA-200-000034 v. 4.0 Enabling Boiler - North, Ground Floor

13000-40-GA-212-000003 v. 3.0 Enabling Boiler - South, Roof Plan
 13000-40-GA-212-000004 v. 3.0 Enabling Boiler - North, Roof Plan
 13000-XX-SE-200-000003 v. 4.0 Enabling Boiler - South, Elevations
 13000-XX-SE-200-000004 v. 4.0 Enabling Boiler - North, Elevations
 13000-XX-SE-200-000005 v. 4.0 Enabling Boilers - Gantry, Existing and Proposed
 13000-XX-SE-200-000006 v. 3.0 Enabling Boiler - North, Elevations
 13000-XX-SE-200-000007 v. 3.0 Enabling Boiler - South, Hoarding Elevations
 17447-00-GA-200-000003 v. 2.0 Header Building, Ground Floor Layout
 17447-00-GA-200-000004 v. 2.0 Header Building, Site Plan as Proposed with Boiler
 17447-00-GA-200-000005 v. 2.0 Header Building, Site Plan as Proposed with CTA Hotel
 17447-00-GA-200-000006 v. 2.0 Header Building, Level 00
 17447-00-GA-200-000007 v. 2.0 Header Building, Demolitions
 17447-00-GA-224-000001 v. 2.0 Header Building, Level 00
 17447-10-GA-200-000001 v. 2.0 Header Building, First Floor Layout
 17447-10-GA-200-000002 v. 2.0 Header Building, Level 10 Wall Types
 17447-10-GA-224-000001 v. 2.0 Header Building, Level 10 Ceiling, Floors and Wall
 17447-20-GA-200-000001 v. 2.0 Header Building, Second Floor Layout
 17447-10-GA-200-000002 v. 2.0 Header Building, Level 20 Wall Types
 17447-20-GA-224-000001 v. 2.0 Header Building, Level 20 Ceiling, Floor and Wall
 17447-30-GA-200-000001 v. 2.0 Header Building, Third Floor Layout
 17447-30-GA-200-000002 v. 2.0 Header Building, Level 30 Wall Types
 17447-30-GA-224-000001 v. 2.0 Header Building, Level 30 Ceiling, Floor and Wall
 17447-40-GA-200-000001 v. 2.0 Header Building, Roof Plan
 17447-A0-GA-200-000001 v. 2.0 Header Building, Basement Floor Layout
 17447-A0-GA-200-000002 v. 2.0 Header Building, Basement Level, Wall Types
 17447-A0-GA-224-000001 v. 2.0 Header Building, Ceiling, Floor and Wall Finishes
 17447-XX-DE-223-000001 v. 2.0 Header Building, External Door Types 01
 17447-XX-DE-223-000002 v. 2.0 Header Building, Internal Door Types
 17447-XX-DE-223-000004 v. 2.0 Header Building, External Door Types 02
 17447-XX-SE-200-000001 v. 2.0 Header Building, Sections
 17447-XX-SE-200-000001 v. 2.0 Header Building, Elevations
 17447-XX-SE-200-000006 v. 2.0 Header Building, Plan and Section Details
 17447-XX-SE-200-000007 v. 2.0 Header Building, Wall Section Details
 17447-XX-SE-200-000008 v. 2.0 Header Building, Wall Section Details
 17921-00-GA-200-000003 v. 2.0 Enabling Boilers, LTHW/Staircase, Site Plan as propose
 17921-XX-GA-248-000002 v. 4.0 Enabling Boilers, LTHW/Staircase, Proposed Staircase
 17921-XX-SE-248-000002 v. 4.0 Enabling Boilers, LTHW/Staircase, Proposed Staircase
 17921-XX-SE-248-000003 v. 2.0 Enabling Boilers, LTHW/Staircase, Pipework

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

1 152 Compulsory Informative (1)

The decision to no objection to this consultation 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 raise no objection to this consultation 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
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
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.
BE21	Siting, bulk and proximity of new buildings/extensions.
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.6	(2015) Aviation
LPP 7.6	(2015) Architecture
NPPF	National Planning Policy Framework
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

3 I59 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. 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 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 existing Boiler House site is located in the Central Terminal Area (CTA) directly adjacent to Multi Storey Car Park 3 (MSCP3). The proposed Header Building will be located immediately adjacent to this existing site, with the two temporary Boilers to the north and south of this location.

The surrounding locality consists of the buildings of Terminal 3 and drop off areas.

3.2 Proposed Scheme

This development involves the the erection of two temporary enabling boilers with associated pipework and a permanent header building within the Central Terminal Area at Heathrow Airport.

BACKGROUND

The existing heating systems at Heathrow comprise multiple systems operating at different temperatures and pressures. At present, the main system is within the Central Terminal Area and comprises a boilers house located directly adjacent to MSCP3 which serves Terminal 1, Terminal 3 and some other smaller accommodation. The boilers and their supporting infrastructure date back to 1980 and require replacement. This would also involve the replacement of multiple heat exchangers located in at least eight different locations within the CTA.

The Heathrow Energy Centre was completed in 2012 within the cargo area, to provide electricity and hot water to the new Terminal 2 and Terminal 5. The generating plant comprises 8MW thermal output, 1.8MW electrical output CHP plant fuelled by biomass and two 10MW output natural gas boilers. A branch from the mains that run to Terminal 2 was left to allow connection to other areas within the CTA.

The requirement to replace the existing Boiler House coupled with the existing passive connection to the Heathrow Energy Centre, provides an opportunity to link the CTA to the new system. However the existing Boiler House systems are not designed to handle and distribute the Low Temperature Hot Water (LTHW) system of the Heathrow Energy Centre, and therefore a new Header Building is required to provide a physical link between the Energy Centre and secondary heating circuits that feed various buildings within the CTA.

Several environmental and operational benefits would arise from this scheme which include

1. overall reduction in the airports site wide carbon emissions from thermal sources;
2. facilitation of a future district heating system throughout the CTA;
3. LTHW is a safer system;
4. More efficient system to provide hot water throughout the CTA, as the heat loss will be reduced.

PROPOSED WORKS

The proposed development will be brought forward in two phases. Phase One involves the erection of two temporary 'Enabling Boilers' to distribute LTHW throughout the CTA whilst the Boiler House is decommissioned. Phase Two involves the construction and commissioning of the Header Building, followed by the removal of the Enabling Boilers.

- PHASE ONE

The two temporary Enabling Boilers are proposed within the CTA and are referred to on the plans as the North and South Boilers. The North Boiler is located in the northern corner of the Terminal 3 set down area. The building proposed is 11.3 metres by 16.4 metres in footprint and 19.5 metres in height with four flues extending to a total height of 19.5 metres. Ply hoarding, 2.4 metres in height, will be erected around the Boiler and painted grey.

The Southern Boiler is located between the MSCP2 exit ramp and the South Wing of Terminal 3. The building housing the boilers will be 7.7 metres by 12 metres in footprint and 5.2 metres in height. Four flues extend to a height of 14 metres from the centre of this building and this will also be enclosed by a 2.4 metre ply hoarding painted grey.

At the South Boiler, a connection to the existing high level gantry is proposed, which then drops to ground level before going underground to connect to the North Boiler.

- PHASE TWO

The proposed new header building will be located to the north of the existing Boiler House, between this and the MSCP3. The building is approximately 26 metres by 10 metres and will be 21 metres in height at its tallest point. A new basement is proposed to enable the connections to the existing service tunnels. The building contains five levels, including the basement level.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history for this proposal.

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.T4 (2012) Heathrow Airport

Part 2 Policies:

A4 New development directly related to Heathrow Airport

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

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.
BE21	Siting, bulk and proximity of new buildings/extensions.
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.18	(2015) Construction, excavation and demolition waste
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.6	(2015) Aviation
LPP 7.6	(2015) Architecture
NPPF	National Planning Policy Framework
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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **22nd September 2015**

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.

HEATHROW SAFEGUARDING

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, we would like to make the following observation:

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>)

Internal Consultees

None received to date. Any additional comments will be reported within the addendum to the committee report.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This application is a consultation under Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015. This part of the Order allows the carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport. Development is permitted by Class F subject to the condition that the relevant airport operator consults the local planning authority before carrying out any development. This submission has therefore been submitted as part of this consultation and relevant considerations will be added to any decision if deemed appropriate.

In terms of the principle, there is no in principle objection to the development, which will consolidate several heating systems within the airport and provide a more efficient system that reduces the airports site wide carbon emissions from thermal sources.

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

No objection is raised to the scheme in terms of airport safeguarding.

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

The Enabling Boilers are small in scale, being single storey structures of just over five metres in height, although the stack heights are noticeable in the context of the buildings (14 metres for the South Boiler and 19.5 metres for the North Boiler). Whilst the buildings and associated hoarding would be noticeable within the surrounding area, given the nature and character of the surrounding airport infrastructure, they are not considered to be of such a design and scale, that would appear out of character. Further, these are temporary structures proposed only until the completion of the Header Building. The Council will add a consideration to the any decision, to ensure that these structures are removed within 3 months of completion of the Header Building.

The proposed Header Building has been designed with a grey rainscreen cladding and darker grey for the proposed louvers for ventilation. The majority of the buildings within the CTA are grey in colour and this proposed building therefore reflects the material palettes

within the surrounding area. The height of this building will be comparable to that of the MSCP3 and Terminal buildings within the surrounding area. Given the location, acceptable design and scale of the proposed building, the scheme is not considered to appear incongruous within the CTA.

7.08 Impact on neighbours

Given the location of the site within the Heathrow Airport Boundary and over 1.2km from the nearest residential property, the scheme is not considered to have a detrimental impact on the amenities of residential occupiers.

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Not applicable to the consideration of this application. There will be no permanent staff present at any of the structures.

7.11 Urban design, access and security

The design and scale of the temporary and permanent buildings has been discussed within 'Impact on the character & appearance of the area'.

7.12 Disabled access

Not applicable to the consideration of this application. There will be no permanent staff present at any of the structures.

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

No landscaping is proposed given the location of the site between other buildings, within the airport boundary, and also the temporary nature of the Enabling Boilers. No objection is therefore raised in this regard.

7.15 Sustainable waste management

Not applicable to the consideration of this application.

7.16 Renewable energy / Sustainability

There are notable benefits in replacing the existing system in that it will allow a connection to the Heathrow Energy Centre. This will result in a further reduction in the Airports site wide carbon emissions from thermal sources, reduce the heat loss from the system, therefore providing a more efficient delivery of hot water throughout the CTA. Such efficiency improvements and carbon emission reduction are welcomed in the airport area and no objection is therefore raised in respect of sustainability.

7.17 Flooding or Drainage Issues

There are no flooding or drainage issues associated with the application.

7.18 Noise or Air Quality Issues

No objection in regard to noise. The Councils Environmental Protection Officer has not provided comments to date on the application. These comments will be added to the addendum once received.

7.19 Comments on Public Consultations

None.

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

This development involves the the erection of two temporary enabling boilers with associated pipework and a permanent header building within the Central Terminal Area at Heathrow Airport to replace the existing Boiler House building.

The scheme is located within the Central Terminal Area and therefore presents no amenity issue to neighbours, is directly related to the operational activities of Heathrow Airport and accordingly no objection is raised under the prior notification procedure within the Consultation under Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
The London Plan (March 2015)
National Planning Policy Framework 2012

Contact Officer: Charlotte Goff

Telephone No: 01895 250230

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Report of the Head of Planning, Sport and Green Spaces

Address SITE OF BUILDING 717 SHEFFIELD WAY HEATHROW AIRPORT

Development: Reserved matters (Landscaping) application in compliance with conditions 2 and 3 of planning permission reference 50657/APP/2013/2214 (Demolition of existing warehouse buildings and erection of 602 bedroom 8-storey hotel with associated car parking (Outline application including details of access, appearance, layout and scale - landscaping reserved))

LBH Ref Nos: 50657/APP/2015/1974

Drawing Nos: Covering Letter
058-GA-100
0531_P
Utility Mapping Survey
058-LA-201 Rev E
058-LA-202 Rev E
Arboricultural Implications Assessment J 48.0
Landscape Management/Maintenance Plan
Landscape Strategy - Tree and Plant Species
Vehicle tracking 1
Vehicle tracking 2

Date Plans Received: 28/05/2015

Date(s) of Amendment(s):

Date Application Valid: 28/05/2015

1. SUMMARY

Outline Planning Permission (50657/APP/2013/2214) was granted for the demolition of the existing warehouse buildings, and erection of 602 bedroom 8-storey hotel with associated car parking on 09 July 2014. The outline application was for the consideration of 'Means of Access', 'Layout', 'Scale' and 'Appearance' of the Development. The single matter which was reserved was 'Landscaping'.

Condition 2 of this consent relates to the approval of Landscaping 'Reserved Matters'.

Condition 3 requires the approval of the details of the landscaping and appearance of individual phases of the development and describes the extent of the information required.

The hard and soft landscaping details have been reviewed and are considered acceptable in the context of the site and surrounding area. No objection is therefore raised to this application, which complies with the Councils adopted policies and guidance. Approval is therefore recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 RES4 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 058-LA-201 Rev B; 058-LA-202 Rev B;

0531_P; Vehicle tracking 1; Vehicle tracking 2 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).

2 RES5 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:

- Tree removal and protection [Arboricultural Implications Assessment J 48.06 dated 9th January 2014];
- Landscaping preparation, planting, maintenance and management [DCLA Landscape Management/Maintenance Plan January 2014];
- Landscape Strategy [DCLA Landscape Strategy - Tree and Plant Species dated 14th January 2014]

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).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

- | | |
|------|--|
| 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. |
| 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.
LPP 6.13	(2015) Parking
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
NPPF	National Planning Policy Framework

3. CONSIDERATIONS

3.1 Site and Locality

The application site has an area of 0.62ha and is roughly triangular in shape. To the west the site adjoins the car park of the Hilton Hotel which incorporates a sub-station and some planting alongside the boundary with the application site. The other boundaries of the site adjoin airport roads. Beyond Sheffield Way and the Great South West Road to the south and east of the site is an area of rising open grass and landscaping that forms part of the extensive elevated Terminal 4 road system separating the airport from residential areas within LB Hounslow. To the north of the site beyond the Southern Perimeter Road is the operational airfield at Heathrow Airport. This includes a number of airport buildings and structures including a large radar tower as well as aircraft stands and piers connected directly to Terminal 4.

The site extends fully to the kerb line of the adjacent roads such that the grass verges, footways and trees adjacent to the highway are within the same ownership. The surrounding roads are controlled by BAA the airport operator and are not adopted highways.

The site currently contains a "shed" type warehouse building used by an airport contractor for vehicle security screening purposes. The operational area of the site is entirely hard surfaced and delineated by 3m high metal boundary security fencing. A small security booth is sited at the site's only vehicular access point at the eastern corner of the site off Sheffield Way.

The site is within Heathrow Airport as designated on the Hillingdon Development Plan Proposals Map.

Two bus routes (482 and 490) serve bus stops nearby on the Southern Perimeter Road. The nearest rail station is Heathrow Terminal 4, approximately 500m north-west of the site, served by the Piccadilly Line and Heathrow Express / Connect rail services to Paddington. The site has a public transport accessibility level (PTAL) rating of 2.

3.2 Proposed Scheme

The proposal seeks the approval of the reserved matters of landscaping in respect of outline planning permission 50657/APP/2013/2214, which granted consent for the demolition of the existing warehouse building and erection of a 602 bedroom, 8-storey hotel with associated car parking.

Matters relating to access, appearance, layout and scale were approved as part of the outline permission.

3.3 Relevant Planning History

50657/APP/2013/2214 Site Of Building 717 Located Between Sheffield Way And Southern P

Demolition of existing warehouse buildings and erection of 602 bedroom 8-storey hotel with associated car parking (Outline application including details of access, appearance, layout and scale - landscaping reserved).

Decision: 18-03-2014 Approved

50657/APP/2015/1351 Building 717 Sheffield Way Heathrow Airport

Alter elevations including infill of 2 indents on eastern corner of building, relocation of bedroom to first floor southern corner to replicate floors above, amended shape of western corner including altered reception entrance, internal alterations including the repositioning of 1 stair core and main lifts/service lifts/plant resulting in 6 additional bedrooms (total 607). Alterations to ground level (undercroft) to improve usability of car park and building entrances including: altered positions for support pillars; partial roof opening to provide daylight from atrium above; reconfigured drop-off area, cycle stands, motorcycle bays and electric charging bays; altered vehicular entrance and exit; alterations to ground floor plant areas (Application for Non-Material Amendment)

Decision: 14-05-2015 Approved

Comment on Relevant Planning History

The most relevant application is 50657/APP/2013/2214, which granted consent for the 'Demolition of existing warehouse buildings and erection of 602 bedroom 8-storey hotel with associated car parking (Outline application including details of access, appearance, layout and scale - landscaping reserved)'.

Condition 2 of this consent relates to the approval of Landscaping 'Reserved Matters', requesting that the details be submitted within 3 years of the date of the decision. Condition 3 requires the approval of the following specific details and information of the landscaping of the development:

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 (covered and secure)

2.b Cycle Storage (covered and secure)

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including the provision of 79 car parking spaces, and the demonstration that 16 electric car charging points (8 active and 8 passive) are provided, along with at least 9 disabled spaces)

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

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

6.c Details of any exterior water features

7. Tree Protection

7.a A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

7.b. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

Part 2 Policies:

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.

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.

LPP 6.13 (2015) Parking

LPP 7.4 (2015) Local character

LPP 7.5 (2015) Public realm
NPPF National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **30th July 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

No responses have been received to the consultation.

Internal Consultees

TREES AND LANDSCAPE OFFICER
THE PROPOSAL

- A Landscape Strategy, by David Clarke, describes the generally poor quality of tree stock on the site which is unsuitable for retention with the approved building and sets out the landscape objectives for the site.

- The Arboricultural Impact Assessment, by Broad Oak Tree Consultants, confirms that of the 30No. existing trees on the site, most are 'C' or 'U' grade trees, with only 4No. grade 'B' (moderate) and no grade 'A' (good) specimens.

- New trees have been selected of medium to large height and columnar habit, including *Fagus sylvatica* 'Dawyck', *Carpinus betulus* 'Fastigiata', *Pyrus calleryana* 'Chanticleer' and *Tilia x europea* 'Pallida' which will suit the space available and satisfy the constraints imposed by Heathrow's birdstrike avoidance guidance.

Unum's Soft Landscaping Plan, ref. 058-LA-201 Rev B, includes a planting plan and plant schedules

- In spite of the limited space / opportunities for planting 34No. semi-mature trees will be planted around the perimeter, together with extensive 'instant hedging' and ornamental shrub planting.

- The scheme is supported by a Landscape Management / Maintenance Plan (document) by David Clarke which includes a technical (NBS) specification.

RECOMMENDATION

No objection subject to the implementation, establishment and maintenance of the scheme as submitted.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development was established under the grant of outline planning permission.

7.02 Density of the proposed development

Residential density is not relevant to this application which seeks approval of reserved matters of landscaping for a commercial development.

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

Matters relating to archaeology, and other heritage assets were considered under the grant of the outline application and are not relevant to this application for reserved matters approval.

7.04 Airport safeguarding

There are no airport safeguarding concerns in relation to the application.

7.05 Impact on the green belt

Matters relating to green belt were considered under the grant of the outline application and are not relevant to this application for reserved matters approval.

7.07 Impact on the character & appearance of the area

Matter relating to appearance, layout and scale were considered under the grant of the outline application. However as part of the landscaping condition, details were required to be submitted of the following:

- Refuse Storage (covered and secure)
- Cycle Storage (covered and secure)
- Means of enclosure/boundary treatments
- Hard Surfacing Materials
- External Lighting
- Other structures (such as play equipment and furniture).

This submission includes in the submitted drawings, details of the refuse store, cycle stands, boundary treatments, hard surfacing materials, external lighting and street furniture. The cycle storage is located part within the car park area (accessed from the southern entrance) and adjacent to the western elevation of the building (accessed from the southern perimeter road). The refuse storage is located within the building also at car park level, adjacent to the service yard on the southern elevation. These storage areas are considered acceptable and no objection is raised to these details in terms of their impact on the overall character and appearance of the area, given that they would not be highly prominent in views from the surrounding street scene.

The boundary treatments proposed, consist of a high hedge around the perimeter of the building. No objection is raised to this treatment, which is considered to soften and enhance the landscaping and appearance of the site.

The hard surfaces will be a mix of tarmac, Terrapave flags and concrete, to which no objection is raised as this will not appear out of keeping with the nature of the surrounding area.

Other structures proposed within the area include barriers, bins, seating, lighting and bollards. Careful consideration has been given to the siting of these additions and no objection is raised to their siting or design.

With regards to the details of functional services, a report and plan has been submitted providing detail of these and which highlights the services diversions required. The proposed levels and contours of the site are shown on the submitted hard landscaping plan and considered acceptable.

7.08 Impact on neighbours

Matters relating to neighbour impacts were considered under the grant of the outline application and it is noted that there are no residential occupiers in the vicinity of the site. Accordingly, these matters are not relevant to the consideration of this reserved matters application.

7.09 Living conditions for future occupiers

The proposal relates to a hotel which would not have future residential occupiers. The appropriateness of the design and layout of the hotel were considered under the outline consent.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Matters relating to highway impacts and pedestrian safety were considered under the grant of the outline application. It is noted that the landscaping proposals accord with the outline consent in respect of highways layout, parking provision and in all other respects. No objection is therefore raised to the car and cycle parking, and refuse storage shown on the submitted drawings.

7.11 Urban design, access and security

Issues relating to design, layout and access were considered under the grant of the outline permission and the proposed landscaping details do not raise any concerns in these respects.

The proposed landscaping is not considered to give rise to any security concerns.

7.12 Disabled access

Issues relating to accessibility were considered under the grant of the outline permission and the proposed landscaping details do not raise any concerns in these respects.

7.13 Provision of affordable & special needs housing

Affordable housing is not a relevant consideration in respect to this application which seeks approval of landscaping details in relation to a hotel.

7.14 Trees, landscaping and Ecology

The Landscape Strategy describes the generally poor quality of tree stock on the site which is unsuitable for retention with the approved building, and sets out the landscape objectives for the site. The Arboricultural Impact Assessment, by Broad Oak Tree Consultants, confirms that of the 30No. existing trees on the site, most are 'C' or 'U' grade trees, with only 4No. grade 'B' (moderate) and no grade 'A' (good) specimens.

New trees have been selected of medium to large height and columnar habit, including *Fagus sylvatica* 'Dawyck', *Carpinus betulus* 'Fastigiata', *Pyrus calleryana* 'Chanticleer' and *Tilia x europea* 'Pallida' which will suit the space available and satisfy the constraints imposed by Heathrow's birdstrike avoidance guidance. Unum's Soft Landscaping Plan, ref. 058-LA-201 Rev B, includes a planting plan and plant schedules.

In spite of the limited space 34No. semi-mature trees will be planted around the perimeter, together with extensive 'instant hedging' and ornamental shrub planting. The scheme is supported by a Landscape Management/Maintenance Plan, which includes a technical specification. This information has been reviewed by the Councils Tree and Landscape Officer who raises no objection to the proposed landscaping of the site.

With regards to living walls and roofs, these have not been included in the landscaping for the site. Given the proximity of the site to the airfield, the site is constrained by the need to avoid nesting birds. As such, living roofs and walls are not proposed as they offer an excellent source of nesting material for birds. In lieu of living walls, the applicants have proposed that the eastern and western side of the ground floor car park, be screened using a mixture of hornbeam and clipped box hedging. No objection is raised to this detail.

7.15 Sustainable waste management

Matters relating to waste management were considered under the grant of the outline application and should not be revisited as part of this application. It is noted that the landscaping proposals accord with the outline consent in respect of waste management and in all other respects.

7.16 Renewable energy / Sustainability

Matters relating to renewable energy and general sustainability were considered under the

grant of the outline application and should not be revisited as part of this application.

7.17 Flooding or Drainage Issues

Matters relating to flooding and drainage and general sustainability were considered under the grant of the outline application and should not be revisited as part of this application.

7.18 Noise or Air Quality Issues

Matters relating to noise and air quality and general sustainability were considered under the grant of the outline application and should not be revisited as part of this application.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

Necessary planning obligations were secured in granting outline planning permission for the development. Accordingly, no further obligations are necessary to mitigate development impacts.

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

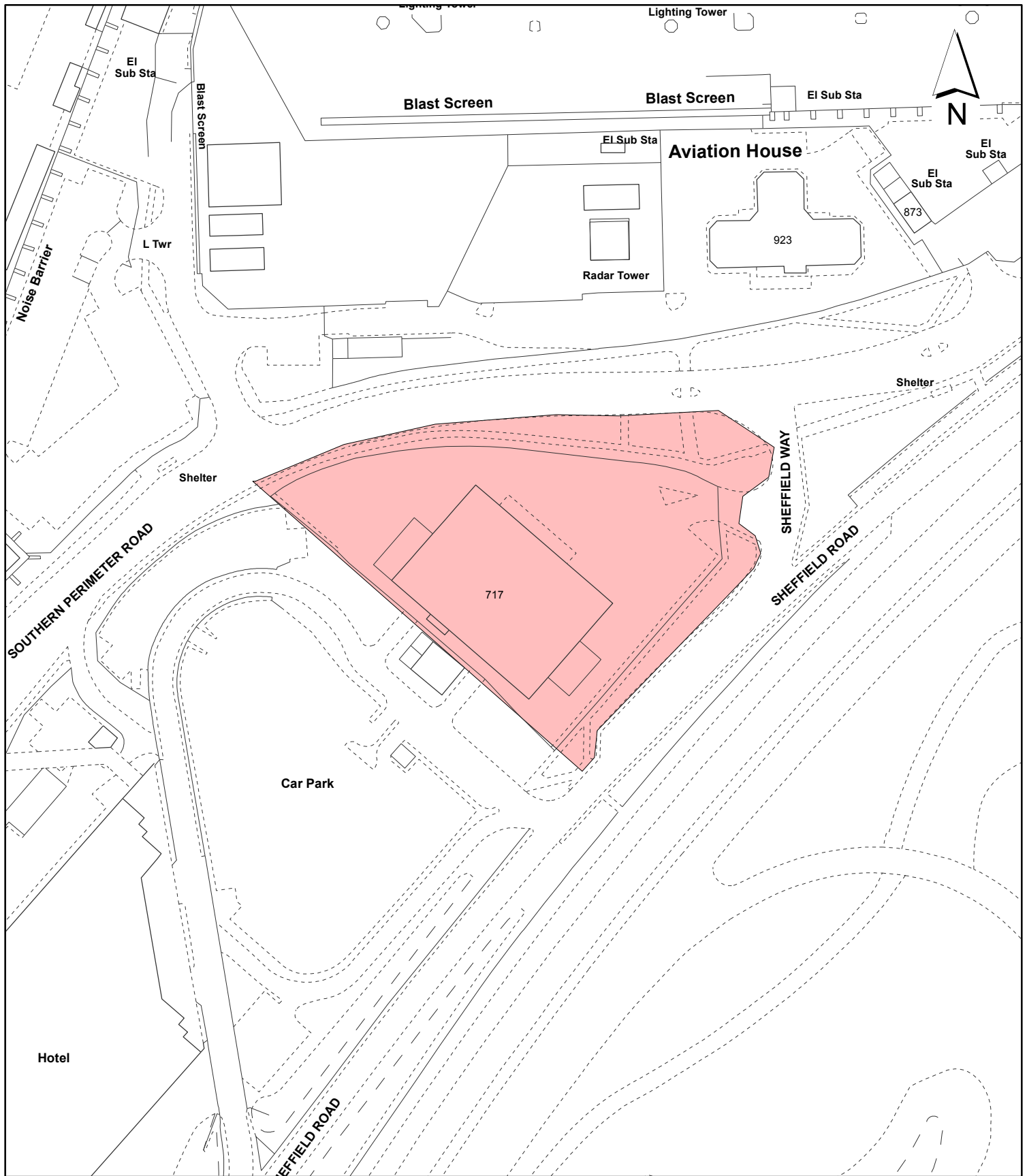
Conditions 2 and 3 of the outline planning consent (ref:50657/APP/2013/2214) required the provision of details of the landscaping of the development. This Reserved Matter application considers the landscaping to be acceptable, and in compliance with the relevant policies and planning guidance for the site. Therefore, 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)
The London Plan (March 2015)
National Planning Policy Framework 2012

Contact Officer: Charlotte Goff

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Site of building 717 Sheffield Way
 Heathrow Airport**

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

Planning Application Ref:
50657/APP/2015/1974

Scale:
1:1,250

Planning Committee:
Major Page 29

Date:
October 2015



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address TEMPORARY CAR PARK SITE SEALAND ROAD HEATHROW AIRPORT

Development: Installation of a multi-deck car park to provide 9 levels of parking to provide 21 staff car parking spaces for the neighbouring Gate Gourmet Building and the remainder of spaces to be a commercial car park (Outline Application seeking approval of access, appearance, layout and scale).

LBH Ref Nos: 65688/APP/2015/142

Drawing Nos: 048-EL-500
048-EL-501
048-EX-200
048-GA-100
048-GA-301-A
048-GA-302-A
048-GA-303-A
048-GA-304-A
048-GA-305-A
048-GA-306-A
048-GA-307-A
048-GA-308-A
048-SE-400
Covering Letter - Sealand Roac
Design and Access statement - Sealand Roa
048-GA-300-B
Air Quality Assessmen
Transport Assessmen
Planning Statemen
Archaeological Assessment dated April 201

Date Plans Received: 14/01/2015 **Date(s) of Amendment(s):** 14/01/2015
Date Application Valid: 11/02/2015

1. SUMMARY

Outline planning permission is sought for the erection of a ground plus 8 level multideck airport car park, comprising a total of 2,077 spaces. The ground floor of the car park would be for the exclusive use of the adjacent Gate Gourmet flight catering business workers. The upper floors would be used for airline passenger parking and would be operated as a meet and greet car park, whereby passengers hand over their car keys at the airport terminal and the car is driven to the car park by an employee of the parking company, with the process reversed on the return journey.

The application is made in outline with all matters included, apart from landscaping.

The principle of a car park 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).

The proposal is not considered to raise specific amenity or environmental issues and is

compatible with airport safeguarding.

The scale and specific design of the proposed building are considered, on balance, acceptable for this location within the Cargo area at Heathrow, which is dominated by large commercial buildings, including the larger British Airways Cargo Centre warehouse and the more recent Heathrow biomass plant.

Heathrow car parks are subject to a cap of 42,000 spaces, imposed at the time of the Terminal 5 permission. The cap condition is complex. However, it is considered that the condition applies to Heathrow Airport as a whole and not just to the airport operator (Heathrow Airport Limited). There is spare capacity within the cap for the proposed parking spaces and officers consider that whether or not the airport operator should retain a monopoly control over any additional parking at the airport is not a planning matter.

The development falls within the airport boundary and under the T5 cap. The development is not considered to be subject to the usual air quality/sustainability concerns associated with off airport car parking.

The applicant refers to exceptional circumstances applying to this particular site, involving a disputed legal requirement to provide a car park for Gate Gourmet workers, which effectively sterilises the considerable development potential of the site. The applicant considers that the provision of a multi-deck car park is the only practical option available in the circumstances to ensure an efficient use of this brownfield airport site.

The proposed development is considered to comply with relevant planning policies and approval is recommended subject to conditions.

2. RECOMMENDATION

Approval, subject to the following conditions:

1 COM1 Outline Time Limit

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

REASON

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

2 COM2 Outline Reserved Matters

Details of the landscaping (hereinafter called "the reserved matters" shall be submitted to the local planning authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The submitted details 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 (the species and coverage being acceptable in not attracting birds)
2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments

2.b Car Parking Layouts including demonstration that:

For the employee parking at ground level, 64 of all parking spaces are served by electrical charging points (43 active and 21 passive); 21 disabled parking bays; and 10 motorcycle bays.

For airline passengers on the upper floors, 131 of all parking spaces are served by electrical charging points (37 active and 94 passive spaces).

2.c Hard Surfacing Materials

2.d External Lighting

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 surfacing/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

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

REASON

(i) To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

(ii) To ensure that the proposed development will preserve and enhance the visual amenities of the locality, to avoid endangering the safe operation of aircraft through the attraction of

birds and provide adequate facilities, in compliance with policies A4, BE13, BE38 and AM14 of the 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).

3 COM27 Traffic Arrangements - submission of details

Notwithstanding the submitted plans, development shall not begin until details of all traffic arrangements (including 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. 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. 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.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015)

4 OM2 Levels

The total height of the development hereby approved, including the lift overruns, shall not exceed 47.94 metres above ordinance datum.

REASON

To avoid endangering the safe operation of aircraft, in accordance with Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM29 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered.

REASON

(i) To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); an
(ii) To avoid endangering the safe operation of aircraft, in accordance with Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 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

- i) information relating to make, product/type, colour of and photographs/images
- ii) The parapet enclosure to the new car park deck

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 Sustainable parking strategy

None of the development hereby permitted shall be commenced until a scheme for a sustainable parking strategy has been submitted to and approved in writing by the Local Planning Authority. The approved strategy shall then be implemented as soon as the facility hereby permitted are brought into use and the strategy shall remain in place thereafter, unless otherwise agreed in writing by the Local Planning Authority.

REASON

In order to reduce carbon emissions and improve air quality across the airport in compliance with policy 5.2 of the London Plan (2015).

8 NONSC Design and construction method statements

None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:-

- (i) Accommodate the proposed location of the Crossrail structures including tunnels, shafts and temporary works,
- (iii) Accommodate ground movement arising from the construction thereof,

(iv) Mitigate the effects on Crossrail, of ground movement arising from development

The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i), (iii) and (iv) of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied

REASON

To ensure that strategic transport infrastructure proposals are not prejudiced, in accordance with Policies 2.8 and 6.4 of the London Plan (2015).

9 NONSC Parking for Airline Passengers / Gate Gourmet Staff only

The parking spaces, disability standard spaces, and electric charging bays shown on the approved plans shall be marked out prior to the commencement of use of the car park. No more than 2,077 in total shall be provided, of which a maximum of 1,862 car parking spaces shall be used for airline passenger parking only, such parking to be pre-booked and not available on a turn up and park basis. The remainder of 215 car parking spaces shall only be used by employees at Heathrow Airport.

REASON

To control the level of parking of cars by employees at Heathrow Airport and ensure that all parking is directly related to the operation of Heathrow Airport in accordance with Policies A4, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 NONSC Low energy lighting scheme

No development shall commence until details of a low energy lighting scheme have been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved details.

REASON To ensure the development contributes to a reduction in carbon emissions in accordance with Policy 5.2 of the London Plan (2015).

11 NONSC Construction training scheme

Development shall not commence until a construction training scheme to secure employment strategies to maximise employment opportunities for local residents has been submitted to and approved in writing by the Local Planning Authority. The approved scheme and timescale of providing the proposed strategy shall then be implemented in accordance with the agreed scheme.

REASON

To ensure the development contributes to community and social infrastructure to cater for the needs of the existing community and future populations in compliance with Policy C11 of the Hillingdon Local Plan Part 1.

12 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
P01 048-GA-100 - Location Plan
048-EX-200 - Site plan as existing
048-GA-300B - Ground floor / site plan as proposed

048-GA-301A - First floor plan as proposed
048-GA-302A - Second floor plan as proposed
048-GA-303A - Third floor plan as proposed
048-GA-304A - Fourth floor plan as proposed
048-GA-305A - Fifth floor plan as proposed
048-GA-306A - Sixth floor plan as proposed
048-GA-307A - Seventh floor plan as proposed
048-GA-308A - Eighth floor plan as proposed
048-EL-500 - South and east elevations as proposed
048-EL-501 - North and west elevations as proposed
048-SE-400 - Section AA, BB & CC as proposed
Design & Access Statement
Air Quality Assessment
Transport Assessment
Planning Statement
Archaeological Assessment dated April 2015

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).

13 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 incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. 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.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

REASON

- (i) To ensure that surface water run off is controlled to ensure the development does not

increase the risk of flooding in accordance with Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 (Flood Risk Management) of the London Plan (July 2011) and the Planning Practice Guidance (ii) To ensure that surface water is 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 (2015).

14 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.

INFORMATIVES

1

Please note that the proposed development sits directly above London Underground (LUL) operational railway infrastructure, namely the Piccadilly Line. The Developer should consult LUL on their development proposals and of the potential impacts upon the operational railway.

You may inspect and/or purchase copies of Plans, Sections, Environmental Statements, Explanatory Notes and Non-Technical Summaries pertaining to the Crossrail proposals at specified Libraries, Local Authority Offices or directly from Crossrail Limited at 28th Floor, 25 Canada Square, Canary Wharf, London E14 5LQ.

2 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).

3 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
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.5	(2015) London's Visitor Infrastructure
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.17	(2015) Waste capacity
LPP 5.21	(2015) Contaminated land
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.6	(2015) Aviation
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
NPPF	National Planning Policy Framework

4 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.

5 125 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

6 13 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

7

With regard to condition 8 (Sustainable parking strategy), possible initiative could include:

- . The priority pricing for customers using electric zero emission cars
- . Provision for the future provision of electric charging points
- . Free charging facilities

8

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, and 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/policy_safeguarding.htm).

9 161 Lighting Near Aerodromes.

The development is close to the aerodrome and the approach to the runway. The applicant is advised that there is a need to carefully design any lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or

screen lighting which may endanger aircraft.

10 I62 Potential Bird Hazards from Buildings

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

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

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. For further information please refer to Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design'.

11 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

12

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £86,488.61, which is due on commencement of this development. 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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a 0.67 hectare roughly rectangular shaped plot, located on the west side of Sealand Road, towards the southern side of Heathrow Airport. The site is currently vacant and appears to be informally used for car parking for airport employees.

The site is bounded to the north by an electricity substation, beyond which is Southampton Road East and British Airways' World Cargo Centre; to the west by the Gate Gourmet Catering Centre; to the east by Sealand Road, beyond which is car parking; and to the south by the Southern Perimeter Road.

The site falls within the Heathrow Airport boundary as shown on the Hillingdon Unitary Development Plan Proposals Map. The Duke of Northumberland and Longford Rivers are located to the south of the Southern Perimeter Road, beyond which is Green Belt land falling within the jurisdiction of Spelthorne Borough Council. The site also falls within an Air Quality Management Area.

3.2 Proposed Scheme

Outline planning permission is sought, with all matters included, apart from landscaping, for the erection of a ground plus 8 level multideck airport car park, comprising a total of 2,077 spaces. The ground floor of the car park would be for the exclusive use of Gate Gourmet workers, who currently park in the P5 airport car park, on the east side of Sealand Road, under an agreement with the airport operator (Heathrow Airport Limited).

The upper floors of the proposed car park would be used for airline passenger parking and would be operated by a specialist airport car park company. It is proposed, given its location close to Terminals 4 and 5, that it would operate as a meet and greet car park, whereby customers hand over their car keys at the airport terminal and the car is driven to the car park by an employee of the parking company, with the process reversed on the return journey.

The ground floor includes a pedestrian security gate on the western boundary, to provide users with a direct pedestrian access to the adjoining Gate Gourmet catering facility site. The first floor comprises 215 parking spaces and a staff facility area comprising toilets / a disabled toilet, control office, rest room / kitchen, lifts and stairs. The upper floors each contain 234 parking spaces.

The car park would be constructed of reinforced concrete with steel frame and a circulatory system, incorporating a central ramp between each floor level. The elevations of the car park would comprise vertical metal louvers to the ground and first floors, with each of the upper floors comprising 4 horizontal banded metal cladding panels, with widths of 100mm and 300mm, with colour graded from darker at the bottom to lighter at the top. A steel mesh would infill between the lower banded cladding on each floor, to act as a vehicle crash barrier with open spaces above.

Existing landscaping around the road frontages would be largely retained, with the existing hedge to Sealand Road retained and reinforced as necessary, together with retention of the better trees / shrubs along the southern boundary fronting the Southern Perimeter Road, with additional tree planting as required. Access into the site would be from Sealand Road, a few metres further north from the existing access.

Energy efficient LED lighting would be provided within the car park and via reduced height illuminated bollards on the top level. Vehicular access and egress would be via electronic vehicle security barriers requiring swipe card and / or ANPR access.

Vehicular access into the site is proposed via modification of the site's existing access on Sealand Road with 2 entry barriers and 1 exit barrier. A further exit barrier is proposed further along the Sealand Road frontage that would be solely for use by the ground floor Gate Gourmet workers.

The applicant advises that their previous development proposals for this site, which included a 2009 permission for a Whitbread Premier Inn hotel plus 2 drive-through fast food

restaurants, have been prevented, partly due to an on-going legal dispute concerning a long-standing requirement to provide parking for Gate Gourmet workers. It is understood that failed mediation means the matter is scheduled to be heard at the High Court later this year and it is principally for this reason that the applicant seeks to incorporate the Gate Gourmet car park into a larger development that is compatible with it, rather than an inefficient use of the site as solely a surface level car park.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site was previously vacant land used for various temporary purposes, but has been used for several years for temporary car parking by an airport car park operator. Having examined the aerial photographs of the application site, it appears that it was cleared between 1999 to 2011. The site appears to have been used as a temporary car park since 2011.

65688/APP/2009/86

Erection of a 300 bedroom seven storey hotel with 67 ancillary car parking spaces (outline application). -Withdrawn 9 April 2009.

65688/APP/2009/1274

Erection of 240 bedroom 6 storey hotel and two drive through restaurants. Outline application with details of access, appearance, layout and scale. (Restaurant details comprise access and layout). -Approved 9 September 2009.

65688/APP/2011/2990

8,751m² Gross External Area (GEA)) 240 bedroom 6 storey hotel including access, car parking and ancillary works to the northern section of the site. Full Planning Application Site Area: 3,122 m²/0.3122 Hectare. Outline planning permission for 2 approx 325m²(Gross internal area (GIA)) Fast Food retail outlets to the southern section of the site. Outline application site area: 3,642m²/0.3642 hectare. Restaurant/Fast Food retail outlets details comprise access and layout (Hybrid Application.) - Withdrawn 30 October 2013.

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.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
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.5	(2015) London's Visitor Infrastructure
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.17	(2015) Waste capacity
LPP 5.21	(2015) Contaminated land
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.6	(2015) Aviation
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **9th March 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The Notice of Proposed Development was advertised under Article 13 of the Town and Country Planning (Development Management Procedure) (England) 2010 and 2 adjoining occupiers were consulted in the surrounding area. Site Notices were posted at the site.

SPELTHORNE BOROUGH COUNCIL

No response received.

LONDON UNDERGROUND

I can confirm that London Underground Infrastructure Protection has no comment to make on this planning application. However, the site above is within the area subject to the Department of Transport's Safeguarding Directive for the proposed Crossrail route.

CROSS RAIL

Crossrail is a proposed new railway that will link Heathrow and Maidenhead in the west to Shenfield and Abbey Wood in the east using existing Network Rail tracks and new tunnels under Central London. The Crossrail Bill which was introduced into Parliament by the Secretary of State for Transport in February 2005 was enacted as the Crossrail Act on the 22nd July 2008. The first stage of Crossrail preparatory construction works began in early 2009. Main construction works have started with works to the central tunnel section to finish in 2018, to be followed by a phased opening of services. Crossrail Limited administers a Direction issued by the Department for Transport on 24th January 2008 for the safeguarding of the proposed alignment of Crossrail. The site of this planning application is identified within the limits of land subject to consultation under the Safeguarding Direction.

The implications of the Crossrail proposals for the application have been considered and the detailed design of the proposed development needs to take account of the construction of Crossrail. Therefore if, as the Local Planning Authority, you are minded to grant planning permission for the development, Crossrail Limited are of the view that the following condition should be applied:

Crossrail condition for foundation design, noise, vibration and settlement C1

None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:-

- (i) Accommodate the proposed location of the Crossrail structures including tunnels, shafts and temporary works,
- (iii) Accommodate ground movement arising from the construction thereof,
- (iv) Mitigate the effects on Crossrail, of ground movement arising from development

The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i), (iii) and (iv) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied.

INFORMATIVE: Please note that the proposed development sits directly above London Underground (LUL) operational railway infrastructure, namely the Piccadilly Line. The Developer should consult LUL on their development proposals and of the potential impacts upon the operational railway.

You may inspect and/or purchase copies of Plans, Sections, Environmental Statements, Explanatory Notes and Non-Technical Summaries pertaining to the Crossrail proposals at specified Libraries, Local Authority Offices or directly from Crossrail Limited at 28th Floor, 25 Canada Square, Canary Wharf, London E14 5LQ.

GREATER LONDON AUTHORITY (GLA)

No response.

(Officer Note: The GLA has taken the view in the past that free-standing car park applications are not referable under category 3F of the Mayor of London Order 2008, as there has to be a development associated with the car parking, not just a car park application on its own. Officers have raised the lack of response with senior management at the GLA, who have verbally indicated that the GLA do not consider it a referable application).

TRANSPORT FOR LONDON (TfL)

The following comments are made by Transport for London officers on a 'without prejudice' basis only and are intended to ensure that this development is successful in transport terms and in line with relevant London Plan policies.

It should also be noted that any grant of planning permission would not discharge any requirements under the Traffic Management Act 2004 and additional notifications and approvals may be needed for any highway works that might arise from the proposals.

The site is bounded to the east by Sealand Road and to the south by the Southern Perimeter Road. Both of these roads are private and managed by BAA as part of Heathrow Airport. To the north is an electricity sub-station and infrastructure associated with the Heathrow Express railway, and to the west is a service yard. The nearest part of the Transport for London Road Network (TLRN) is the A30 Great South West Road 1.4km to the east.

The 482 and 490 bus routes stop immediately to the south of the site. However, as these are relatively low frequency routes, the site records a very poor Public Transport Accessibility Level (PTAL) of 1b, on a scale from 1a to 6b where 1 is lowest. The closest rail or underground services are located at Heathrow Terminal 4, approximately a 1.4km walk to the east of the site.

It is understood that the site is currently used as temporary airport car parking, but it is not clear whether this use benefits from a planning consent, or how the current car parking counts towards to Terminal 5 cap referenced below. It is also understood that a covenant exists to provide up to 280 car parking spaces for staff at the adjacent Gate Gourmet factory on the site.

However, these spaces are currently provided in a car park opposite the site on the eastern side of Sealand Road and this relationship should also be clarified.

A previous planning application for a hotel and drive through restaurants (65688/APP/2009/1274) was permitted but has since lapsed, and a subsequent application for similar uses (65688/APP/2011/2990) was withdrawn in 2013.

Airport capacity is of great importance to the London economy and plays a central place in London's international competitiveness and status as a world city. The London Plan however notes that Heathrow's location results in negative impacts to local communities. As such, London Plan policy 6.6, focusing on aviation, states:

'The Mayor supports improvements of the facilities for passengers at Heathrow to ensure the availability of viable and attractive public transport options to access.'

This position is also mirrored in the planning permission for Heathrow Terminal 5 which opened in March 2008. Following an inquiry into the proposal, the inspector concluded that a cap of 42,000 car parking spaces should be imposed on any consent for the terminal, of which no more than 17,500 spaces should be made available for staff. This was formalised through planning condition A85 of the relevant planning permission which imposes this cap on identified airport car parking sites only and specifically states that on sites elsewhere in the airport that are available for airport related development, the local planning authority's car parking standards should apply. The reason given for the imposition of this condition is 'to limit traffic generation and promote the use of sustainable transport modes'.

This is reinforced in your council's Development Management Policies in the Local Plan Part 2, consultation on a proposed submission version of which has recently concluded and therefore carries significant weight. Policy DMAV2 states:

'Development proposals within the Heathrow Airport boundary will only be supported where (ii) there is no intensification of noise and aircraft movements or increase in car parking numbers beyond the currently permitted levels in the Secretary of State's decision on planning application 47853/93/246'

It is our understanding that as the proposed car park is not located on a site identified for airport car parking, and would not be under the direct control of the airport that any car parking spaces delivered on it would not count towards the cap imposed by the inspector as part of the Terminal 5 decision and secured via condition A85.

We would be grateful if you could confirm whether this is also your view.

That being the case, we note from the applicant's submission that as of 2013 (the latest available data) there were 36,849 spaces provided within the airport and the addition of 2,087 spaces now proposed would not exceed that cap. We believe however, that the airport would also be able to build out the remaining 5,151 spaces without regard to these 2,087 spaces. In this case, the net effect would be a parking provision within the airport boundary greater than that considered appropriate by the inspector at the time of the Terminal 5 enquiry.

The National Planning Policy Framework confirms that the transport system should be balanced in favour of sustainable transport modes. It also references the government's Framework for UK Aviation, the latest draft of which states that 'All proposals for airport development must increase the use of public transport by passengers to access the airport, and minimise congestion and other local impacts'. Similarly, in addition to the above referenced aviation policy, London Plan Policy 6.13 states that

'The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use'.

If these proposals would result in a car parking provision above that set by the inspector in order to limit car trips and promote the use of sustainable modes, TfL is concerned that the application may not be compliant with national, London or local planning policy.

TfL's concerns in that respect are pertinent given the work currently being undertaken on the UK's airport capacity by the Airports Commission. Three options for additional capacity have been shortlisted, of which two involve the provision of additional capacity at Heathrow. Through the Mayor

of London's response to the Commission's consultation, we have raised concerns that the analysis of the two Heathrow options assumes a significant shift from road to rail, in part based on a number of uncommitted and unfunded surface access schemes. It should also be noted that as part of this work, the airport have stated that expansion can be achieved with 'no more Heathrow-related vehicles on the roads than today' ('A New Approach - Heathrow's options for connecting the UK to growth', January 2014). Clearly, the provision of additional car parking outside of a strategic approach to minimise congestion in the area round the airport is not compatible with these aims.

Given the issues outlined above, TfL have concerns over these proposals. The GLA will be providing a more detailed response in due course. I hope this is useful and please do not hesitate to contact me if I can be of any further assistance.

(Officer Note: It is considered that the parking spaces would count towards the cap, and would not result in a car parking provision above that set by the T5 Inspector in order to limit car trips and promote the use of sustainable modes).

HIGHWAYS AGENCY

No objection.

HEATHROW SAFEGUARDING

No objections to the proposed development. The following observations are however provided:

Birds:

The development is close to the airport and the landscaping may attract birds which may in turn create an unacceptable bird strike hazard. Any such landscaping should therefore be carefully designed to minimise its attraction to hazard bird species. Your attention is drawn to Advice Note 3 - Potential Bird Hazards: Amenity Landscaping and Building Design.

Lighting:

Lighting The development is close to the aerodrome and the approach to the runway. We draw your attention to the need to carefully design lighting proposals.

Cranes:

Given the nature of the proposed development it is possible that a crane may be required during construction. We would therefore draw the applicants 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.

NATS SAFEGUARDING

No safeguarding objections.

HEATHROW AIRPORT LTD

Background to the T5 car parking cap

As you are aware, the site falls within the Heathrow Airport boundary as identified within the Council's Local Plan. That same boundary formed an important basis for the Terminal 5 Inquiry in defining the extent to which we were able to control the use of 'on -airport' land to address the needs of an expanded airport. In particular, it set the effective boundary for Heathrow in providing additional employee and passenger car parking on land within its control. This of course is to be managed within an overall car parking cap of 42,000 spaces as set out in condition A85 of the 2003 Terminal 5 S.73 planning consent (or condition A88 of the original 2001 Terminal 5 decision).

The condition makes reference to a car parking plan T5/COND/PLAN15 which highlights those areas of Heathrow controlled parking to which the condition relates. This continues to broadly reflect the current geography of Heathrow controlled parking on-airport. The condition precludes us from transferring any car parking from those sites to other land on airport (comprising leased areas and sites for airport related development) without prior agreement and where a direct substitution is proposed.

Heathrow's approach to managing car parking

We continue to carefully manage our employee and passenger parking within the car parking cap, bearing in mind that the 42,000 spaces were intended to meet the needs of an airport serving 90-95mppa. Our annual car park count submission under part 3 of condition A85 illustrates how we manage our parking to meet the needs of passengers, employees and our construction workforce. You will see that spaces have broadly increased as passenger numbers have increased.

As part of this, we make considerable effort to promote sustainable travel choices and reduce parking demand. This includes:

- investment in Heathrow Express and commuter rail services (inc. Crossrail);
- investment in public transport initiatives, including funding support for bus routes and early morning services;
- heavily discounted staff travel on rail and bus;
- maintaining the largest car share scheme in the world; and
- promoting improved rail links to the airport from the west and south.

The parking that we provide on airport plays an important role in part-funding many of the above initiatives through the Public Transport Levy. At the same time, we look to ensure that the parking products we offer are sustainably located and provide a proportionate balance in the type of product offered and the locations that they serve.

All of the above is critical in maintaining and improving our public transport mode share - an objective which the Council strongly support through many of its local policies and its engagement in the Heathrow Area Transport Forum. It is also consistent of course with the T5 Inspector's reasoning for imposing the cap so Heathrow could make a real effort to minimise the use of the car.

Implications of third party public car parking on airport

Our efforts to manage and reduce car use reflect the whole purpose for which the condition was imposed - "to limit traffic generation and promote the use of sustainable transport modes ". Third party public parking on airport, presents us with challenges in meeting this objective:

- it does not contribute to funding the initiatives needed to drive down car use;
- the 'beneficial competition' that Arora points to in its application actually has the potential to encourage more trips to the airport through cheaper additional parking, rather than encouraging more

sustainable travel modes (which remains one of our primary objectives) through careful management of parking demand and supply; and

- it does not reflect our strategy to provide an efficient and balanced range of passenger parking product (short stay, long stay, valet) in convenient locations on airport which helps minimise traffic and emissions.

Only where we control the provision of and type of parking on airport, together with the incentivisation, funding and provision of other sustainable travel opportunities, can we properly achieve this objective in a coordinated and consistent manner.

It is our firm view, and previously the Council's view, that any third party parking on airport cannot be included within Heathrow's car parking cap. This is for the simple fact that it is not within our control. Approving the additional parking now and including it within our parking cap will simply increase supply at a disproportionate rate, meaning that our careful management of demand and supply for on airport parking will be frustrated. As above, if the parking is not within our control, the objectives and requirements of the condition cannot be achieved.

We are limited in our ability to prevent our tenants from operating public car parks on leased areas of the airport. It is clearly not our intention, however, that leased areas are utilised for this purpose bearing in mind our comments above. It was originally envisaged that the applicant, Arora, would utilise the application site for airport related development as per T5/COND/PLAN16 (also referenced under condition A85). The previous consent for a hotel and two drive-thru restaurants was essentially acceptable in that context.

Implementation of the current proposal for a multi-deck would effectively preclude any use of the site for airport related development. This goes against the requirements of the condition, particularly since Arora has no ability to substitute other airport land for airport related development.

It is the Council's responsibility to ensure that the spirit and requirements of planning condition A85 are being applied. Allowing third party parking on-airport does little to assist Heathrow and the Council in achieving its objectives of reducing traffic generation and promoting the use of sustainable transport modes.

Precedent

As highlighted in Arora's planning application, the Council, in approving the construction of a multi-deck car park off the A4 Bath Road to the east of the airport (adjacent to the Premier Inn), clearly accepted that the proposal was not subject to the Terminal 5 parking cap since it was one of the few sites not in our control. Moreover, the committee report notes that the additional parking was contrary to the spirit of the T5 condition but significant other considerations existed at the time to justify relaxing on airport parking restrictions (i.e. the fact that this parking was effectively replacing a number of unauthorised sites in the green belt).

Heathrow's overall position on the proposed application

We object to the application for the following reasons:

- The proposed parking cannot be included in Heathrow's car parking cap since it is not within our control;
- The proposed parking will inhibit our ability to achieve the objective of limiting traffic generation at the airport and promoting sustainable transport modes;
- The proposed parking will not contribute towards the funding of sustainable transport initiatives that help achieve this objective.

HISTORIC ENGLAND

Letter dated 24 August 2015

Recommend No Archaeological Requirement Recommend No Archaeological Requirement

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

A predetermination archaeological evaluation has been carried out as requested by this office as part of the application. The investigation has been a very useful exercise and provided sufficient information on the nature and significance of the archaeological remains which would be impacted by the proposed works. The Evaluation Report produced by Allen Archaeology Limited and dated August 2015 indicates that parts of the site have been subjected to significant truncation. Towards the southern end of the site, the truncation appears to be less however the only feature identified in this area comprised an undated pit/ditch terminus.

Having considered the proposals with reference to the results of the evaluation, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

No further assessment or conditions are therefore necessary.

Internal Consultees

HIGHWAY ENGINEER

. Provision for electric vehicles should allow for 20% active and 10% passive bays. These should be proportionally distributed across standard and disabled parking bays.

b. Given that the Gate Gourmet parking for 215 vehicles is a replacement parking currently taking place on the adjacent site, no assessment has been undertaken of the potential additional traffic generation / impact of an equivalent number of parking bays continuing to remain on the adjacent site

c. It is not clear how the car parking provision for Gate Gourmet compares with LBH maximum car parking standards, given that the parking on the adjacent site remains in place.

d. As previously indicated, the use of the non-Gate Gourmet parking should be conditioned to restrict use as a 'meet and greet' car park only.

e. The use of the replacement Gate Gourmet car parking should be conditioned to restrict use by employees of Gate Gourmet only. Some thought is required regarding control of this parking in the event that Gate Gourmet operations cease / relocate etc.

f. Given that Sealand Road is a private road, if it is acceptable, a condition should be attached requiring the design of the access junctions to be agreed, The northern access (exit only) shows an asymmetrical layout and the southern access shows the splitter island that should be set back from the edge of carriageway.

g. Motorcycle parking should be provided at a rate of 1/20 car parking spaces. The drawing appears to show 8 motorcycle parking bays only.

There are no highway objections to the proposed development subject to the above.

(Officer Note: The requirement for 10 motor cycle spaces has been secured by condition.)

ENVIRONMENTAL PROTECTION UNIT

No objections subject to a condition requiring a construction management plan and standard construction informative.

Air Quality

The scheme increases in road traffic along the southern perimeter road, contributes to exceedence of the air quality objective for annual mean nitrogen dioxide at two relevant receptors, albeit these receptors are located in Spelthorne, R1 and R2. The borough considers that any exceedence of the air quality objective will be deemed as significant given that it is a level set to protect human health. Local authorities have a duty to take action towards achieving compliance and to use mechanisms such as the planning process, to help achieve this aim.

There are no mitigation measures suggested to address the issue of the exceedences. Such measures could include a reduction in the number of car parking spaces and hence a reduction in the number of road traffic movements, priority pricing for customers using electric zero emission cars. The applicant should consider this.

A contribution towards monitoring in the area would be appropriate, £12,500 is equivalent to a year of automatic monitoring.

ACCESS OFFICER

The site is located on the west side of Sealand Road, on the southern side of Heathrow Airport. The Design & Access Statement refers to accessible parking being available in the adjoining Gate Gourmet site, and therefore proposes that accessible parking is not required as part of this proposal on the ground floor which is envisaged would be used exclusively for Gate Gourmet staff.

The other eight levels above ground would be used by airport staff operating a 'meet and greet' service. It is anticipated that the car park would not be used by members of the public, with a car park concierge collecting a car to be parked from the terminal and driving it back to the terminal upon the customer's return.

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.

Given the intended use of the proposed car park, no fundamental objection is raised from an accessibility standpoint, provided:

1. Disabled and older customers would ordinarily not be required to park their vehicles, or otherwise use the car park independently.
2. A minimum of one parking space per car parking deck is provided with a 1.2 metre wide side transfer zone (hatched markings); to cater for instances where it may not be possible or desirable for airport staff to drive a vehicle adapted for the specific needs of a disabled person.

Conclusion: No objection provided the issues raised in points 1 and 2 above are secured by way of a suitable planning condition.

(Officer Note: Revised plans show additional disabled parking bays)

URBAN DESIGN AND CONSERVATION OFFICER

The site lies within the proposed Heathrow Archaeological Priority Zone. It is noted that GLAAS has requested further work on this matter. No other historic assets appear to be likely to be affected by this application.

TREE AND LANDSCAPE OFFICER

LANDSCAPE CONSIDERATIONS: 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. Saved policy OL1 and 2, and the National Planning Policy Framework seek to restrict inappropriate development and retain the openness, character and appearance of the Green Belt.

- It is assumed that the hedge along the Sealand Road frontage will be removed to facilitate the construction of the car park.
- The Design & Access Statement confirms (4.3) that the most recent application submitted for the site (2011/2990) was for a 6-storey hotel (now expired). At 5.4 the report states that the overall height of the car park will be 23.8 metres to the top of the parapet (25.3 metres at the stairwells). The parapet height will be 2 metres(+) higher than the plant room height of the consented hotel scheme.
- Landscaping is referred to at 5.7, where it confirms that the landscape buffers to the south and east of the site will be either retained or re-inforced, to 'create a more pleasing environment at ground level'. The landscape should also be designed to part-screen / filter views of the new building.
- Unum's drawing No. 048SE-400 provides sections through the 9 level car park decks. - While some existing local street views have been photographed, there is no landscape or visual impact analysis to assess the effects of the development. Visualisations / computer generated images would have been useful.
- Unum's drawing No. 048-GA-300 Rev A indicates the retention of the roadside vegetation to the south of the site. It also indicates new buffer planting - a mix of trees, shrubs and grass areas - on the Sealand Road frontage.
- Although landscaping is a reserved matter, the siting and layout of the development safeguards space and opportunity for landscape retention and /or enhancement in accordance with BE38.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS:

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

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application 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. Airport car parking is directly related to the operation of Heathrow Airport and the proposal is therefore considered to be in accordance with Policy A4.

The proposed use of the ground floor area of the car park for Gate Gourmet workers is also considered to be in accordance with Policy A4, as Gate Gourmet provides in-flight meals for airlines and is located in large commercial premises adjoining the site's western boundary and is itself within the airport boundary.

The site is located within the airport's cargo area where it is surrounded by commercial airport activities largely comprising airport warehousing; commercial units; the airport's major new biomass plant; and car parking. However, the applicant points out that the size of the site and its vehicular access off Sealand Road limit its ability to physically accommodate an airport sized warehouse or air cargo transit sheds. Previously, the site has been used for airport car parking, but the planning permission granted for a hotel in September 2009 (ref: 65688/APP/2009/1274), which included 2 drive through restaurants has not been implemented, due to commercial issues. Accordingly, the applicant submits that the size of the site and its location within the cargo area militate against its use for traditional airport cargo purposes.

The applicant further submits that the requirement for use of the site to provide parking for Gate Gourmet workers sterilises use of the site for alternative development such as the previously permitted hotel and drive through restaurants. The legal requirement also effectively precludes a mixed use development at the site and consequently, the applicant submits that a multi-deck car park is considered the only practical development option that makes efficient use of the site, whilst accommodating the necessary Gate Gourmet car park.

Heathrow Airport Car Parking

The issue of Heathrow Airport car parking was considered in great detail at the Terminal 5 planning Inquiry. In his decision to permit Terminal 5 in November 2001, the Secretary of State placed a condition upon the permission, limiting the number of on-airport car parking spaces to 42,000 (including a maximum of 17,500 staff spaces). This condition places a strategic limit on the level of parking at Heathrow Airport and helps secure the required long-term modal shift of airport users onto public transport.

Condition A85 of the T5 Permission provides, at paragraph 1:

"No more than 42,000 car park spaces shall be provided of which no more than 17,500 spaces shall be available to employees at Heathrow Airport on the land shown as yellow on T5/Cond/Plan 15 ('Car parking land identified in connection with 46,000 proposed car parking cap') or such substituted land as may from time to time be notified in writing to the Local Planning Authority."

Paragraphs 2-5 make further provision in relation to car parking at Heathrow Airport.

The application site is within the red line boundary of Heathrow Airport depicted on the plans accompanying the T5 Permission.

The issue that has arisen in relation to the current application is firstly, whether there is capacity for the proposed 2,077 parking spaces under the T5 cap. The current total stands at 38,448 spaces (as stated in the 2014 A85 Terminal 5 car park count submission), which is well within the cap limit, despite the airport's runways effectively operating at full capacity. The latest annual count referred to above had the following commentary, which is considered by officers to marry completely with the on ground observations and planning records:

"Since the submission last year (2013), the total number of HAL parking spaces has increased from 37,649 spaces to 38,448, which represents a 2% increase. This increase can primarily be attributed to the opening of MSCP2. Some additional capacity at T1 Business Car Park and Click Park on Sanctuary Road also contribute to the increase.

Staff parking has seen a reduction in parking from 15,605 last year to 13,496 this year, representing a 14% decrease. This drop in parking is mainly due to the change in the Parking Express (PEX) site switching from staff to public parking.

Construction parking has increased slightly from 800 to 839 spaces. This change has been balanced by the conversion of the N2 car park from part staff, part construction to a wholly construction car park and loss of the construction parking in the E2 car park to staff parking

Tenanted parking has seen an increase of 440 spaces, from 11,555 last year to 11,995 this year. Most of the increase is due to British Airways re-opening spaces in their TBC car parking block which were out of use during 2013 due to construction work."

The second issue is whether the new parking spaces proposed by the applicant would count towards the cap, so that if permission was granted, the 2,077 further new spaces could be provided at Heathrow Airport without breaching condition A85.

Having sought legal advice, it is officers view that the proposed parking spaces would count towards the cap, as the intention and effect of paragraph 1 of Condition A85 is that the total amount of parking spaces within the red line boundary of Heathrow Airport (as shown on the plans accompanying the T5 permission) must not exceed the 42,000 cap (no more than 17,500 of which must be staff parking), and the application site falls within that red line boundary.

It is also noted that paragraph 15.6.1 of the T5 Inspector's Report arising out of the Terminal 5 inquiry states that the parking cap was intended to apply to "the whole airport if terminal 5 were approved."

The consequence of this is that the total amount of parking within the red line boundary of Heathrow Airport, inclusive of the current application scheme, would not exceed the 42,000 cap and condition A85 would not be breached.

In light of the above mentioned considerations, no objections are raised to the principle of passenger and staff parking at this location within the Heathrow airport boundary.

7.02 Density of the proposed development

The London Plan density matrix, and HDAS density guidelines relate specifically to residential developments. As such, the density of commercial and industrial schemes needs to be assessed on a case by case basis taking into account issues such as urban design, landscaping, parking, traffic impact, etc. These issues are all discussed later in the report.

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

The site does not fall within close proximity to any listed buildings, conservation areas, or areas of special local character.

The site is within the Heathrow Archaeological Priority Zone, a designated area of archaeological interest particularly, but not exclusively, for pre-roman remains. In this case GLAAS required the submission of a desk based assessment and consequent on-site

investigations which were carried out in June 2015. The site investigations confirmed that no evidence of significant archaeological remains remain at the site and the archaeological potential of the site is low.

Historic England (GLAAS), having considered the proposals with reference to the results of the evaluation, conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and no further assessment or conditions are therefore necessary.

7.04 Airport safeguarding

BAA Safeguarding and National Air Traffic Services (NATS) have both confirmed that they have no objections to the proposal, subject to appropriate conditions and informatives.

7.05 Impact on the green belt

Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to protect the Green Belt from nearby developments which may prejudice its visual amenity. Whilst the proposed multi deck car park would be visible from Green Belt land, the nearest of which is located approximately 140m to the south in Spelthorne, the Southern Perimeter Road, Duke of Northumberland and Longford Rivers, and Bedfont Road to the south, provide a buffer between this land and the proposed building. Hoardings along Bedfont Road also limit these views to an extent and extensive tree planting within and on the boundary of the Green Belt land would also restrict any long distance views from here.

In addition, the proposed car park would be seen in context with other large scale airport related developments. As such, and the distance of approximately 140m, it is not considered that the proposal would have such a detrimental impact on the visual amenity of the Green Belt sufficient to justify refusal.

It should be noted that no objections have been received from Spelthorne Borough Council

7.07 Impact on the character & appearance of the area

The northern side of the Southern Perimeter Road is dominated by Heathrow's main cargo area and, as such, is characterised by large scale functionally designed warehouses, hangars and industrial buildings. Sealand Road provides access to the large British Airways World Cargo buildings and associated office buildings and car parks, and the adjacent Gate Gourmet catering facility. The southern side of the Southern Perimeter Road is bounded by the Duke of Northumberland and Longford River corridors and associated landscaping and footpaths, which run parallel with the road. Beyond the rivers is Green Belt land falling within the jurisdiction of Spelthorne Borough Council.

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 7.6 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 proposed car park would be 8 stories high but each storey is only 2.72m high (apart from the 3.6m ground floor) making the total height only 23.8m (excluding an extra 1.5m for lift overruns). This is comparable with the height of the hotel previously permitted on the site (6 levels plus roof plant) although it would have a greater mass than the hotel and would be sited further south within the site. The proposed car park would be one of the tallest buildings in this area, but would be smaller than the approximately 35m high BA World Cargo

building to the north west and lower in height than the 34.8m high flue stacks on the 18.6m high main building of the airport's biomass power station, on part of the P5 car park on the opposite side (east side) of Sealand Road.

Neither NATS or Heathrow Safeguarding have raised objections to the height of the proposed car park. However, given the location of the development close to the approach to the runway, a condition is recommended, to ensure that the height of the building does not exceed that shown on the submitted plans.

The proposed elevational treatment for the car park seeks to limit the perceived mass of the building by using a mix of different width hit and miss cladding panels interspersed with 300mm gaps to create a geometric rhythm to the facades. The shading of these blue panels with lighter grading relative to height "lightens" the facade and its resultant visual impact. In contrast to the upper floors, the ground and first floor would be clad with vertical louvres with limited windows to stair cores and the first floor operator's office area. This treatment will present a better appearance to pedestrians by providing appropriate screening to parked cars inside and providing the building with a commercial character, that would be different to standard multi-deck car parks. It is not considered that the size, height or scale of the proposed building would be out of keeping with the many existing, large scale, and eclectic airport buildings that characterise Heathrow in general and specifically the Cargo area.

The proposed provision of enhanced boundary screening to the site's 2 road frontages not only reflects the existing landscape screening but enables the planting of trees which would provide improved visual greening compared to the existing.

On balance, it is not considered that the proposed development would be out of keeping with the character or appearance of the surrounding area sufficient to justify refusal. In view of these considerations, and subject to appropriate conditions, the proposed multi-deck car park is considered to comply with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.6 of the London Plan.

7.08 Impact on neighbours

The site is bordered by commercial development within Heathrow Airport and, as such, it is not considered that that the proposal would have any significant detrimental impact on the neighbouring uses in terms of overlooking, overshadowing or noise.

7.09 Living conditions for future occupiers

Not relevant to this type of application. Guidelines referring to living conditions relate to residential developments.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

TRAFFIC IMPACT:

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that proposals for development will be assessed against their contribution to traffic generation and impact on congestion, having regard to the present and potential capacity of public transport and that the traffic generated by proposed developments would need to be accommodated on principal roads without increasing access demand along roads or at junctions already used to capacity, not prejudice the free flow of traffic, nor diminish environmental benefits brought about by other road improvement schemes or infiltrate local roads.

All roads surrounding the site are Airport Roads and are not therefore under the control of

the highway authority. However, the anticipated traffic generation is not considered to have an adverse impact on the road network on the basis of an average stay of 4 days for the airport car parking and continuous 8 hour shift changes for the ground floor Gate Gourmet staff. Gate Gourmet parking already takes place in the Airport's P5 employee car park on the opposite side of Sealand Road although it should be noted that the proposed ground floor provision of 215 spaces for Gate Gourmet would be less than the 350 car park spaces issued to each shift of Gate Gourmet workers to park in the airport's P5 car park. So there would be a reduction in parking provision available to Gate Gourmet.

All of the vehicles using the car park can only access the site via the dual carriageway Southern Perimeter Road only. There should be no measurable adverse impacts on any local authority controlled roads or any local roads as the dual carriageway Southern Perimeter Road does not pass any residential properties and is designed to cater for airport cargo and T4 traffic. In addition, predicted traffic generation levels are significantly below the level of trips predicted for the previously approved hotel and drive through restaurants.

It is considered that the proposed airline passenger parking on the upper floors ought to be calculated as part of the airport's T5 Car Park Cap Condition (maximum 42,000 spaces). The mechanics of the T5 Car Park Cap Condition are complex and it is considered it should apply to all land at Heathrow Airport, whether under the ownership of the airport operator or not. Ownership of land is not normally a material planning consideration and it is not considered that the T5 Car Park Cap Condition should enable the airport operator to construct a car park on this site but at the same time prevent a different owner from doing so.

The current car park cap total stands at 38,448 spaces (as stated in the 2014 A85 Terminal 5 car park count submission), which is well within the cap limit of 42,000, despite the airport's runways effectively operating at full capacity. This condition places a strategic limit on the level of parking at Heathrow Airport and helps secure the required long-term modal shift of airport users onto public transport. The 1,862 spaces to be used for airline passenger parking would represent an additional 5% of spaces compared to the current level on airport (including the recent additions at the T5 Business & N2 car parks) and would be over 3,000 spaces short of the 42,000 cap figure.

In addition to the Gate Gourmet legal dispute, the applicant has put forward a number of arguments in support of the proposed car park, including the future loss of 7,500 airport car parking spaces at the Southall Gas Works site once it is redeveloped, which is likely to result more airline passengers using friends, family and mini cabs to be dropped-off when taking flights and when picked up again on their return which normally results in 4 separate road trips to and from the airport compared with only 2 trips if a passenger drives and parks their own car at the airport.

Figures provided by the applicant derived from 2008 CAA survey data from Heathrow indicate that taxis comprise 26% of passenger journeys, kiss and fly 23.5% and park and fly only 11.3%, the remaining percentage being via public transport and other modes. Significantly, the Heathrow Airport Limited's Sustainable Transport Plan 2014 - 2019 states that:

The highest demand is from passenger drop-off modes (taxi and kiss & fly) and from staff in single occupancy cars. Therefore our approach to managing traffic growth and congestion will be to focus on reducing these elements of Heathrow-related traffic. There are also on-

airport capacity challenges, with terminal forecourts and the Heathrow road network subject to peak-period congestion. We need to improve the resilience of our network, for example in the Central Terminal Area, where there is a single point of access. Some of our car parks are also approaching capacity, and are often full during the busiest periods of the year. Lack of on-airport parking space can cause passengers to shift to drop-off and taxis, which increases traffic volumes and emissions.[Page 23]

Accordingly, there is some merit to ensuring an appropriate level of passenger parking at Heathrow as a method of limiting the extent of vehicle drop-offs which involve a doubling of the number of trips to and from the airport.

CAR/CYCLE PARKING:

At the request of the Highway Engineer amendments have been made to the ground floor plan to provide disabled spaces, electric charging bays and amend a dual exit barrier lane to a single lane. The upper levels of the car park would only be accessed by car park employees and not by members of the public. Meet and Greet parking enables customers to drive direct to the airport terminal drop-off where their car is then parked by a car park employee so avoiding the need for customers to transfer from the car park to the terminal.

7.11 Urban design, access and security

The surrounding area is characterised by large scale industrial buildings and associated car parking associated with Heathrow Airport. This includes the very large scale, approximately 300m by 90m by 35m high BA World Cargo building, which is located approximately 180m to the north west of the site, and its ancillary approximately 110m by 57m by 10m high Premium Products Cargo building and 2-storey car park located beyond Southampton Road immediately to the north of the site. There is also the recently completed biomass power station on part of the P5 car park on the opposite side (east side) of Sealand Road, which has a main building height of around 20m with the main flue stacks at 34.8m.

The proposed decked car park would be 23.8 metres high (excluding lift overrun). Given the large scale nature of nearby buildings, and the site's on airport location, it is not considered that the size, scale, mass or height of the proposed building would be out of keeping with that of surrounding development in this location or around the airport.

The design approach to the proposed car park is considered reasonable in seeking to break down the perceived scale of the building by using horizontal banding with lightening blue colour in relation to height. This approach has been used successfully on a range of large building such as warehouses and is necessary given the scale of the proposed building. The provision of enhanced landscaping will also help soften the lower levels of the building in contrast to nearby airport sites the generally have less landscaping to the Sealand Road and Southern Perimeter Road frontages.

The airport's cargo area is strongly commercial in character and the existing Cargo multi-deck car park located approximately 350m to the west of the site also fronts onto the Southern Perimeter Road and provides a precedent for multi-decked parking along the airport's southern perimeter road. Accordingly, it is considered the proposed design is satisfactory.

ACCESS:

Addressed in Section 7.10.

SECURITY:

It is proposed that the car park will be provided with external and internal CCTV coverage as part of the process to obtain Park Mark accreditation. This can be secured by condition.

7.12 Disabled access

The car park would have level lift access to every floor along with 10% disabled parking bays on the ground floor. 10% of the staff parking at ground floor level would be suitable for use for mobility impaired persons.

7.13 Provision of affordable & special needs housing

Not relevant to this application. There is no requirement for this type of development to contribute towards the borough's affordable or special housing needs.

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 site currently benefits from a tall evergreen hedge along its eastern boundary, and a mix of tall shrubs and trees along the southern boundary, although the quality of the existing vegetation is relatively poor.

The existing operational site area is fenced and comprises a compacted hardcore surface with areas of tarmac and concrete but no landscaping. The wider site ownership area benefits from a mature hedge and grassed verge along most of its eastern boundary frontage to Sealand Road, and a mix of tall shrubs and trees along the road frontage to the Southern Perimeter Road although the quality of the existing vegetation is relatively poor. The other northern and western boundaries do not front onto roads and contain no landscaping, only security fencing. Whilst landscaping is reserved for future consideration, the indicative landscaping plan proposes an appropriate landscaped green edge to both reinforce / improve or replace the existing landscaping. The provision of hedge planting interspersed with appropriate tree planting along the site's road frontages would help to mitigate the impact of the car park building.

The tree and Landscape Officer raises no objections. Subject to necessary conditions, including reserved matters landscaping requirements, the scheme is considered to comply with Policy BE38.

7.15 Sustainable waste management

Not applicable to this car park.

7.16 Renewable energy / Sustainability

The only energy consumed by the car park would be electricity, primarily for lighting. The building has no roof and it is recommended that a planning condition ensuring an energy efficient lighting scheme would be adequate to limit energy use. Accordingly the development is considered to comply with relevant London Plan energy / sustainability policies in this regard.

30% of the airport staff parking spaces at ground level (20% active and 10% passive) would be required to be served by electric charging bays in order to comply with London Plan

standards. It is also proposed to provide 2% active electric charging bays (37 spaces) and 5% passive spaces (94 spaces) for use on the upper floors. This level of provision is considered appropriate in this case, as charging would be carried out by the car park operator, enabling electric cars to be moved once charged; which enables more efficient use to be made of charging bays, compared to standard car parks, where vehicles are parked on a daily basis. This has been secured by condition.

In addition a condition is recommended requiring a sustainable parking strategy. Amongst the measures that could be incorporated include the priority pricing for customers using electric zero emission cars, measures for the future provision of electricity charging points as demand increases and subsidised/free electricity for the charging of electric vehicles.

It is also noted that in the HAL Sustainable Transport Plan 2014 - 2019, it is stated that it will look at ways of reducing passenger kiss and fly mode share as the 'empty' return trip made after drop-off is an inefficient use of road capacity. The key benefit of providing adequate car parking at major airports is that without it the most likely alternative is the use of mini-cabs or drop offs by friends and relatives. Both options have negative highway capacity implications as they result in 4 movements, rather than 2 movements, when passengers use Heathrow Airport.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and is less than 1ha in size such that no Flood Risk Assessment is required. London Plan policies 5.12 and 5.13 require development proposals to 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. Conditions are proposed requiring the provision of site drainage which should be SUDs appropriate.

Subject to conditions, it is considered that the proposal would 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

7.18 Noise or Air Quality Issues

NOISE:

The Council's Environmental Protection Unit has been consulted on the application and raises no objection.

AIR QUALITY:

The site falls within an Air Quality Management Area and an Air Quality Assessment has been submitted. The Air Quality Assessment concludes that the proposed development will have an insignificant effect on local air quality in terms of its operation or dust from the construction phase.

The Environmental Protection Unit advises that scheme increases in road traffic along the southern perimeter road, contributes to exceedence of the air quality objective for annual mean nitrogen dioxide at two relevant receptors, albeit these receptors are located in Spelthorne.

The Borough considers that any exceedence of the air quality objective will be deemed as

significant, given that it is a level set to protect human health. There are no mitigation measures suggested to address the issue of the exceedences in the submitted Air Quality Assessment. The Environmental Protection Unit therefore recommends a scheme for the priority pricing for customers using electric zero emission cars. This could be secured by way of a condition in the event of an approval.

Whilst the proposed increase in parking spaces would be likely to have some impact on air quality compared to the current situation, it is noted that the overall parking provision would fall well within the 42,000 space cap set by the Terminal 5 Planning Inspector, which could be considered to be the lawful base line in respect of this matter. Accordingly, subject to the above mentioned mitigation measures, it is not considered that the proposal would have such a significant impact on air quality so as to raise an objection to the scheme.

7.19 Comments on Public Consultations

The main issues raised by TfL and HAL have been dealt with in the main body of this report and are summarised below:

TfL

There is uncertainty about whether the site falls within the Heathrow Airport Terminal 5 Car Park Cap Condition. If it does not then TfL objects on the basis that it will potentially add to the number of car parking spaces at Heathrow that exceed the cap.

Response:

Officers take the view that the parking spaces would count towards the cap, and would not result in a car parking provision above that set by the T5 Inspector in order to limit car trips and promote the use of sustainable modes.

Heathrow Airport Ltd (HAL):

HAL raise no planning objection to the provision of car parking at this particular site at Heathrow Airport in relation to traffic congestion on adjacent roads, visual amenity, impact on airport operations or adjacent sites etc. The concerns may be commercially led, but they do touch on planning matters.

Use of the site for airport related development:

HAL seem to suggest that airport car parking is not an airport related development and therefore, the current planning application precludes any use of the site for airport related development. It is considered that a car park (for passengers and employees) is an airport related use or development.

Implications of third party public car parking on airport

HAL believe that any third party parking cannot be included in the Cap as it is land not within HAL's control thereby preventing them achieving the objectives and requirements of Condition A85. HAL argue that they are limited in their ability to prevent tenants from operating car parks on leased areas of the airport.

Planning permission runs with the land and therefore, any current or future freeholder (whether HAL or not) will be required to abide by the condition and they too would need to ensure they promote sustainable modes of transport and ensure traffic is limited.

Sustainable travel choices

Reference is made to the promotion of sustainable travel choices. The Public Car Park Levy that helps to part-fund such sustainability initiatives is simply a funding mechanism devised by the airport. The levy funding comes directly from HAL's income and from HAL's car park revenues. It is totally at the discretion of HAL to determine how it funds such initiatives and there is no requirement for it to use a notional car park levy to raise revenue.

Competition:

Monopoly control of Heathrow car parks and the ability of HAL to control the airport car park operators and the types of parking products in order to maximise parking revenues is not a planning matter.

Precedent:

A precedent for granting planning permission for airport parking outside the Heathrow Car Park Cap was previously established at the former Budget Rent a Car site on Bath Road (ref: 975/APP/2006/164). This site is inside the airport boundary but the Council permitted a 2,275 space airport car park on 5 June 2006 that was excluded from the car park cap. The site had not been owned by the airport operator at the time of the Terminal 5 decision (unlike the Sealand Road site) as it was one of the few sites at the airport that had been in separate private ownership.

Permission was granted due to exceptional circumstances. These were that the car park was proposed as a replacement for extensive areas of airport parking that had been taking place over many decades on a number of Green Belt sites on land within the Crane Valley just to the east of the airport. Much of this parking was unauthorised or disputed and proposed enforcement action would have been compromised by this complex situation and the uncertainty as to the lawfulness of much of the parking. A section 106 agreement therefore secured the transfer of this Green Belt land to the London Wildlife Trust and its subsequent restoration for nature conservation purposes.

7.20 Planning obligations

CIL

The development will be liable for the Mayoral CIL but not Hillingdon's own CIL. The ground floor Gate Gourmet worker's parking is ancillary to the existing B2 General Industrial use of the main Gate Gourmet facility and therefore is not subject to the Hillingdon CIL.

7.21 Expediency of enforcement action

Not relevant 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

Not applicable.

10. CONCLUSION

The principle of the proposed development is in accordance with Local Plan Part 2 Policy A4, being directly related to the operation of Heathrow Airport. The total amount of parking within the red boundary of Heathrow Airport, inclusive of the current application scheme, would not exceed the 42,000 parking cap imposed by condition A85 at the T5 Inquiry. As

such, no objections are raised to the principle of passenger and staff parking at this location within the Heathrow Airport boundary.

The scale and design of the proposed building are considered, on balance, acceptable for this location within the Cargo area at Heathrow Airport.

The anticipated traffic generation is not considered to have an adverse impact on the local road network.

The proposal complies with relevant planning policy and accordingly, approval is recommended.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

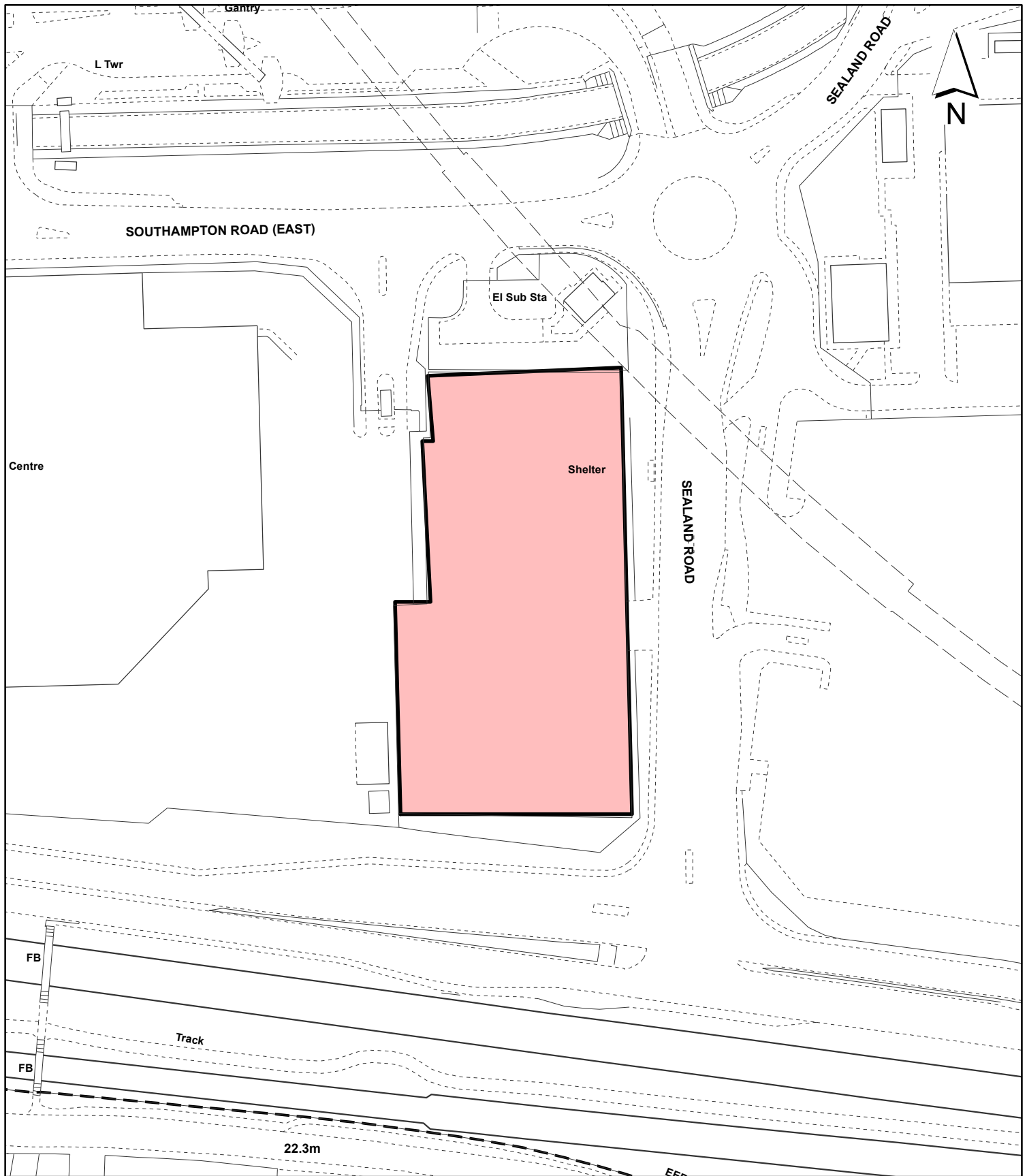
Hillingdon Supplementary Planning Document: Accessible Hillingdon (May 2013)

London Plan (2015)

National Planning Policy Framework (March 2012)

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Temporary Car Park Site
 Sealand Road
 Heathrow Airport**

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

Planning Application Ref:
65688/APP/2015/142

Scale:
1:1,250

Planning Committee:
Major Page 65

Date:
October 2015



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address UNIT 3 (MEDIA HOUSE) SPRINGFIELD ROAD HAYES
Development: Change of Use from Use Classes B1/B8 to Use Classes B1/B2/B8
LBH Ref Nos: 44110/APP/2015/2570
Drawing Nos: Email from agent dated 01-09-15
S3087/AL(0)003 Rev B Ground and First Floor - Propose
S3087/AL(0)002 Rev B Ground and First Floor - Existin
L150368-D09-002 Site Plan

Date Plans Received: 08/07/2015 **Date(s) of Amendment(s):**
Date Application Valid: 08/07/2015

2. **RECOMMENDATION**

APPROVAL subject to the following:

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,

L150368-D09-002 Site Plan
S3087/AL(0)003 Rev B Ground and First Floor - Proposed
S3087/AL(0)002 Rev B Ground and First Floor - Existing

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 (2015).

3 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).

4 NONSC Cycle Parking

Prior to occupation of the development hereby approved, details of covered and secure parking for 23 cycles 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 adequate cycle parking is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

5 COM20 Air extraction system noise and odour

No operations or activities falling with Use Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) shall commence until details of an air extraction system to control emissions and odour emanating from the site has first been submitted to and approved in writing 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 occupants of surrounding properties in accordance with policy OE1 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.

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
LE3	Provision of small units in designated Industrial and Business Areas

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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the eastern side of Springfield Road and comprises a vacant B1/B8 unit. The site is located behind Unit 1 Springfield Road with additional commercial units to the north, to the east and to the south. The application site lies within the Springfield Road Industrial and Business Area (IBA) as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and is within the Hayes/West Drayton Corridor. The site has a PTAL of 1a.

3.2 Proposed Scheme

Planning permission is sought for the change of use from Use Classes B1 (Office/Light Industry) and B8 (Storage and Distribution) to a mixed B1, B2 and B8 Use. The proposed change of use is to allow for the industrial unit to be used for Industrial Bakery purposes (Use Class B2) with ancillary office use.

3.3 Relevant Planning History

44110/A/90/3545	Komatsu House, Unit 3	Springfield Road Hayes
	Installation of an internally illuminated free standing pole sign	

Decision: 04-05-1990 Approved

Comment on Planning History

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.23 To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes.
- PT1.24 To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.
- PT1.25 To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.

Part 2 Policies:

- 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
- LE3 Provision of small units in designated Industrial and Business Areas

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 7 local owners/occupiers and a site notice was displayed. No responses were received.

Friends of Minet Country Park:
No response received.

Hayes Chamber of Commerce:
No response received.

Internal Consultees

Highways:

Clarification is required regarding the allocation of car parking and provision for HGV vehicles between the units within the estate and the GFA of each unit.

a. LBH maximum Car park standards is one space/100sqm. This would equate to a maximum provision of 17 spaces.

- b. London Plan indicates parking for commercial vehicles should be provided at a maximum standard of one space/500qsm. This equates to a maximum provision of 3 spaces.
- c. 10% car park provision for disabled users should be provided
- d. 20% active and 10% passive provision for electric vehicles should be provided.
- e. Minimum cycle parking provision of 1 space/75sqm for B1/B2 uses and 1 space/250sqm for B8 use should be provided.

Officer comments:

There are 29 parking spaces allocated for the existing Unit 3; 20 parking spaces for cars and commercial vehicles are required by the Council's Car Parking Standards.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site comprises an industrial unit located within the Springfield Road Industrial and Business Area (IBA).

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 in this area for B1(c), B2 or B8 purposes, provided that site specific issues can be satisfactorily addressed.

It is considered that the proposed change of use from B1 and B8 use to a mixed B1, B2 and B8 use would be acceptable in principle subject to compliance with relevant Hillingdon Local Plan Policies (November 2012) relating to the impact on the amenity, character & appearance of the area, and on highways impact and parking provision.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to 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 to 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. Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Council's adopted Car Parking Standards.

The Council's Car Parking Standards states that for B1, B2 and B8 use, one car parking space per 100sqm should be provided whilst the London Plan standards states that one commercial vehicle parking space should be provided per 500qsm. As such, 17 car parking spaces and 3 commercial vehicle parking spaces should be provided.

Unit 3 has an existing parking provision for 29 vehicles located in front of the building and so would exceed the recommended parking standards for B1, B2 and B8 use. As the proposal is for a flexible B1, B2 and B8 use at an existing building in B1 and B8 use, the existing parking arrangements for the site are considered to be acceptable.

Notwithstanding the London Plan requirements to make provision for electric vehicles, this is an existing site with existing car parking provision. The application merely seeks a greater flexibility for uses to maximise the ability for the building to be put to beneficial use. In this context it is not considered necessary or reasonable to impose a requirement for electric charging facilities to be retrospectively created within the existing car park.

Cycle parking provision helps to support the adoption of sustainable travel choices in accordance with Policy 6.9 of the London Plan. This will be achieved through the use of a condition to ensure adequate provision is made.

In regards to the impact on traffic, the proposed mixed B1, B2 and B8 is not likely to result in a significant increase in the number of vehicle movements to and from the site and so considered to be acceptable in terms of traffic generation, in accordance 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 existing disabled access as a result of this proposal.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to 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 to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

The application would extend the range of uses that could be accommodated within the premises to include general industrial operations falling within Use Class B2. These activities would by definition introduce a greater likelihood for detrimental impacts to arise than the existing B1(c) and B8 activities consent on the site. In order to prevent future emissions or odour a restrictive condition is recommended that would ensure that adequate filtration was installed prior to any B2 use being commenced.

The site is located away from residential properties in an area dominated by other employment uses. On this basis it is not considered that there is a sensitivity to noise in this location that would justify the imposing of restrictive conditions such as controls on the hours of operation.

7.19 Comments on Public Consultations

No responses were received during the public consultation.

7.20 Planning obligations

Not applicable to this application.

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

Not applicable to this application.

10. CONCLUSION

Planning permission is sought for the change of use from Use Classes B1 (Office/Light Industry) and B8 (Storage and Distribution) to a mixed B1, B2 and B8 use, in order to allow Unit 3 to be used for Industrial Bakery purposes (Use Class B2) with ancillary office use.

The proposed change of use from B1 and B8 use to a mixed B1, B2 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 proposal is considered to be acceptable in regards to highways impact and parking provision.

The proposal complies with Policies AM7, AM14, BE13, BE25, LE1, LE2 and LE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application is therefore recommended for approval.

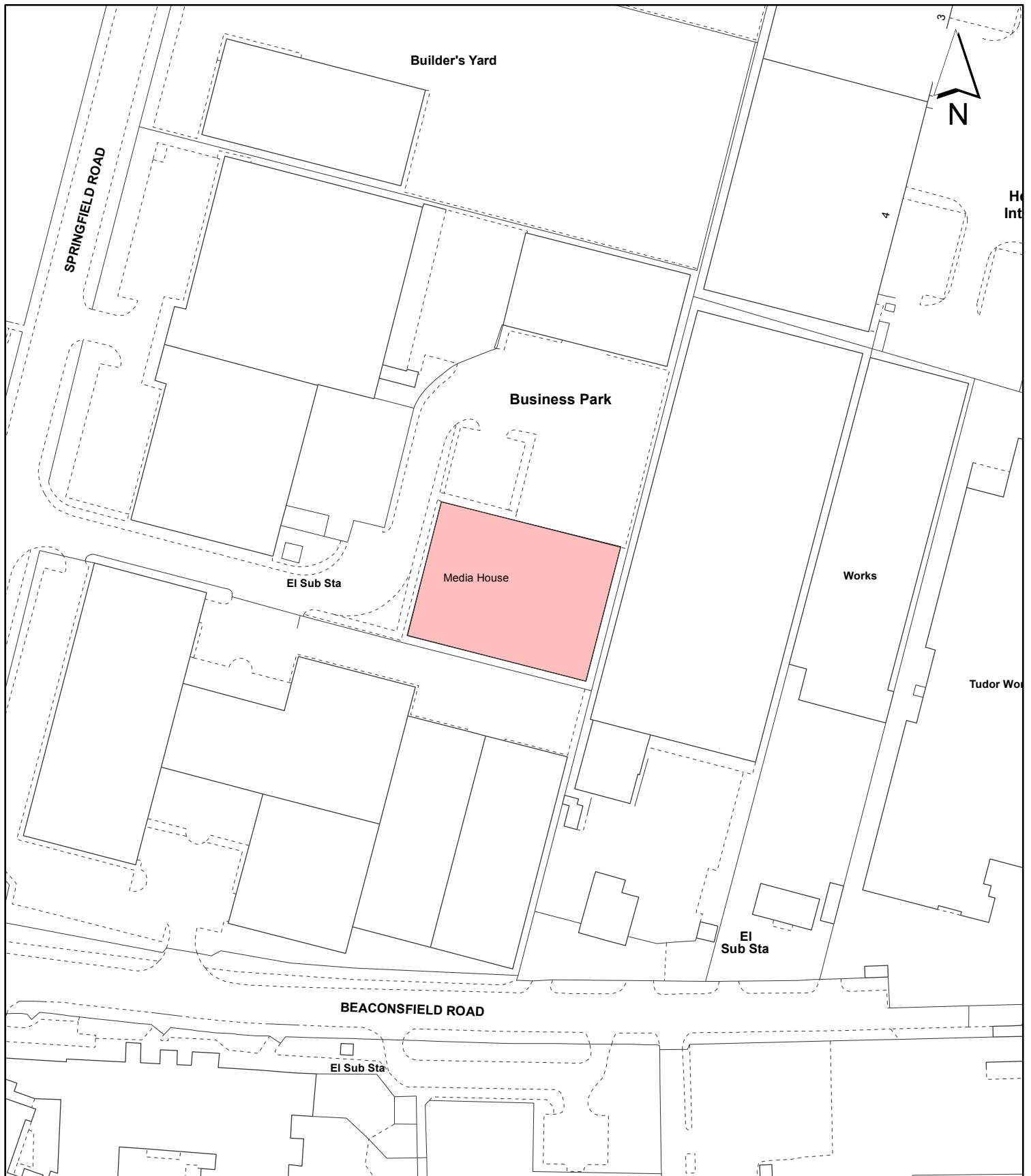
11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

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

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:
Unit 3 (Media House)
Springfield Road
Hayes

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

Planning Application Ref:
44110/APP/2015/2570

Scale:
1:1,250

Planning Committee:
Major Page 76

Date:
October 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address 5 STATION ROAD WEST DRAYTON

Development: Demolition of existing public house and erection of 38 flats and 237sqm of retail floorspace with parking, landscaping and amenity space

LBH Ref Nos: 65480/APP/2015/1862

Drawing Nos: 1720-104 E
1720-105 E
1720-106 F
1720-107 E
1720-108 E
20.04.15 Tracking Into Bays - BEM Plan 1
20.04.15 Tracking Into Bays - BEM Plan 2
Phase 1 (Desk Study) Investigation Report
Sustainability, Energy and Environmental Report
Planning, Design & Access Statement (including Appendices)
Transport Assessment
Flood Risk Statement
Air Quality Assessment
Noise and Vibration Assessment
1720-100 G
1720-101 Q
1720-102 E
1720-103 E
Addendum to the original Sustainability, Energy and Environmental Report
Arboricultural Report

Date Plans Received: 20/05/2015

Date(s) of Amendment(s):

Date Application Valid: 16/06/2015

1. SUMMARY

This application is a re-submission of a very similar consented scheme to re-develop this 0.27 hectare town centre site comprising the Blues Bar Public House fronting Station Road, together with the open yard areas behind to provide a mixed residential / retail scheme which was presented to the Major Application Planning Committee on 6/8/14 (App. No. 65480/APP/2014/1018 refers). With the exception of some very minor changes to the internal layout of some of the residential units, this scheme only differs from that previously approved in that the children's play area, instead of being located on the end of Tachbrook Road has been re-sited within the internal courtyard area as was initially proposed in the previous application and the car parking layout has been amended accordingly with 14 of the spaces now using stackers to provide a total of 36 spaces.

The site with the open yard areas being used for parking and open storage does currently present a poor quality environment. This proposal is for the comprehensive re-development of the site to provide a 237sqm retail store fronting Station Road and 14 x one and 24 x two-bedroomed flats within 2 three to four storey 'L'- shaped blocks.

Previously committee was advised that there is no objection to the loss of the public house

use or the building, which is of little architectural or historical interest and the retail unit would provide an acceptable use within the primary shopping frontage of the town centre, helping to maintain and enhance the centre's vitality and retail interest. Also, the scheme has been well designed and would provide two courtyard areas, a new publically accessible landscaped area at the front of the site which would separate the new retail unit and the adjoining Grade II listed Railway Arms Public House and a more private central courtyard, which would mainly provide car parking and now a children's play area. The Council's Design/ Conservation Officer considered the scheme to be of an appropriate scale within the town centre and one which integrates successfully with the existing built and historic environment. Furthermore, the proposed residential units would provide an acceptable standard of residential accommodation of which 34% would be affordable, shared amenity space would mainly be provided in the form of roof top gardens, with the children's play area within the courtyard, the scheme would not be detrimental to the amenities of surrounding residential occupiers and would not be prejudicial to highway safety. The scheme also provides a commensurate package of planning benefits.

There has been no change in policy to suggest that this assessment is no longer appropriate. Furthermore, there has been no significant change on the ground other than the redevelopment of the former Kitchener House on the opposite side of Tachbrook Road has now commenced, of which the implications of the approved scheme for this development were discussed in the previous report. As such, this revised scheme is recommended similarly for approval.

2. RECOMMENDATION

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

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

- 1. Affordable Housing: 34% unit provision as proposed.**
- 2. Highway: S278/S38 for Highways works to include the reconfiguration and extension of the existing loading bay adjacent to the site along Station Road, in accordance with the details first to be submitted and agreed in writing by the LPA and the existing vehicle crossover providing access to the site from Station Road, is reinstated as pedestrian footway, prior to occupation of the development.**
- 3. Construction Training: Training Cost: £2500 per £1m build cost + coordinator costs: 38/160 x £71,675**
- 4. Air Quality: £12,500**
- 5. Project Management & Monitoring Fee: 5% of total cash contributions**

B) That in respect of the application for planning permission, 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 and conditions of approval.

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 13th November 2015, or any other period deemed appropriate that delegated authority be given to the Head

of Planning and Enforcement to refuse the application for the following reason:

'The applicant has failed to provide a commensurate package of planning benefits to maximise the health and social benefits, namely affordable housing, highway improvements, construction training and project management of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'

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 legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That should the application be approved, the applicant pay the required levy on the additional floorspace actually created.

G) 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 plans, numbers 1720-100 G, 1720-101 Q, 1720-102 E, 1720-103 E, 1720-104 E, 1720-105 E, 1720-106 F, 1720-107 E and 1720-108 E 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 COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, , including details of balconies 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).

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

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

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
- 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
- 3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of 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 (March 2015).

6 NONSC Details of parking stackers

Prior to the occupation of the first residential unit, details and design specifications of the proposed vehicle stacker system as identified on Drw. No. 1720/101 Rev. Q shall be submitted to and approved in writing by the Local Planning Authority. This should include details of the management and maintenance regime of the proposed car parking stackers, which should include a strategy for dealing with any stackers that fail. The stackers and their layout shall only be installed in strict accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

The parking stackers shall be retained and maintained in good order to the reasonable satisfaction of the Local Planning Authority for so long as the development remains in existence.

REASON

To ensure that accessible off-street car parking is provided, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7 RES22 Parking Allocation

No unit hereby approved shall be occupied until a car parking allocation scheme, that also include 2 motorcycling spaces, has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car and motorcycling parking provision is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (March 2015).

8 RES11 Play Area provision of details

No development shall commence until details of play areas for children have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 3.16 of the London Plan (March 2015).

9 NONSC Crossrail infrastructure not impeded

None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing, by the Local Planning Authority to include arrangements to secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels is not impeded.

REASON

To ensure that the development does not prejudice the construction of Crossrail, in accordance with Policy 6.2 of the London Plan (March 2015).

10 RES13 Obscure Glazing

The bedroom windows of Flat 5 on the first floor and Flat 10 on the second floor facing the Railway Arms Public House shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 NONSC Revised Energy Assessment

Prior to the commencement of development, a detailed energy assessment showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development shall be submitted to and approved by the Local Planning Authority. 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 (e.g. residential, commercial etc.).
- 2) The methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- 3) Full details, specification and location of low carbon and renewable energy technology and the impacts they have on the baseline
- 4) 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).

12 NONSC 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 (follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by POUS dated October 2013 Ref D1132 R03 incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:-

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.

- b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- c. measures taken to prevent pollution of the receiving groundwater and/or surface waters
- d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. 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.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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. incorporate water saving measures and equipment.
- v. provide details of water collection facilities to capture excess rainwater;
- vi. provide details of how rain and grey water will be recycled and reused in the development.

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 (November 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 (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

13 NONSC Noise rating

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 Local Plan: Part Two - Saved UDP policies (November 2012).

14 NONSC Sound Insulation

The development shall not begin until a sound insulation scheme for the control of noise transmission to the adjoining dwellings/premises 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

15 NONSC Energy

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies. Where a scheme to mitigate emissions is required, this shall be submitted to the LPA for approval. The said scheme should be implemented, and maintained for the life of the development.

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).

16 NONSC Glazing/ Ventilation Specification

The double glazing/ ventilator acoustic specification recommended in the Noise and Vibration Assessment Report 31429 shall be implemented in full, including the recommendations regarding balconies in Section 5.8 of the report and shall thereafter be retained.

REASON

To ensure a satisfactory residential environment is achieved, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

17 RES24 Secured by Design

The dwelling(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 dwelling 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).

18 RES26 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 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.

(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.

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

(iii) All works which form part of the remediation scheme shall be completed and a verification report 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).

19 NONSC Contaminated Soils

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, or reused onsite topsoils 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.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

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).

20 NONSC Barrier Details

Prior to the commencement of the development hereby approved, details of the pedestrian/vehicular gates/barriers into the site, incorporating facilities for the operation of gates/barriers by disabled persons, and manual operation of any gates/barriers in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the gates/barriers shall be installed in accordance with the approved details and maintained for 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) and the HDAS - Accessible Hillingdon.

21 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (2015) Policies 3.1, 3.8 and 7.2

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.

NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.15	(2015) Town Centres
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.2	(2015) Improving health and addressing health inequalities
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.8	(2015) Housing Choice
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.14	(2015) Existing Housing - Efficient use of stock
LPP 3.16	(2015) Protection and enhancement of social infrastructure
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and relate facilities and services

LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.9	(2015) Overheating and cooling
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
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LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.21	(2015) Contaminated land
LPP 6.2	(2015) Providing public transport capacity and safeguarding land for transport
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LPP 6.9	(2015) Cycling
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LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
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LPP 7.6	(2015) Architecture
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LPP 7.9	(2015) Heritage-led regeneration
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LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.21	(2015) Trees and woodland
LPP 8.2	(2015) Planning obligations
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties

	and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

3 I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

4 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

5 I13 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

6 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should

ensure that the following are complied with:-

A. Demolition and construction works 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.

7

Network Rail advise that:-

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Fencing

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Drainage

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

Access to railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall

be kept open at all times during and after the development.

Site layout

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

Childrens play areas/ Open spaces/ Amenities

Children's play areas, open spaces and amenity areas must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railing, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 2 metres and the fence should be not able to be climbed.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

Environmental issues

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

Landscaping

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

Plant, scaffolding and cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere

with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

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This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

3. CONSIDERATIONS

3.1 Site and Locality

The 0.27ha roughly rectangular site is located on the eastern side of Station Road within Yiewsley/West Drayton Town Centre, just to the south of the railway bridge where the Great Western Main Line crosses the road. The site comprises the detached two storey Blues Bar PH with a beer garden on its southern side at the front of the site and associated informal parking at the rear, accessed from Tachbrook Road/ Warwick Road on the eastern side of the site. On the northern side of the public house, the site provides a small retail unit/open yard area which is accessed via a gated entrance from Station Road and on the eastern side, the site comprises open yard areas which are in use for car parking and storage. There are a number of trees on site, mainly along its boundaries.

Station Road adjoins the site to the west which slopes down towards the north to pass under the railway bridge. Immediately adjoining the site to the north is the Grade II Listed Railway Arms PH which is elevated above the sunken level of Station Road and to the north and rear of this building is the raised embankment of the railway line. On the other side of the railway is the De Burgh Arms Hotel and Station Approach which provides access to the locally listed West Drayton Station. Adjoining the site at the rear is Tachbrook Road, on the opposite side of which is Kitchener House, a two storey commercial building and an attached large single storey garage/workshop which contains a number of commercial occupiers. Beyond this to the east and south east is a traditional housing area. Adjoining the site to the south at the rear of the site is a single storey office building, beyond which is terraced housing which fronts Warwick Road. To the south of the site on Station Road is a mix of two and three storey retail properties/parades with residential and commercial uses on the upper floors, which mainly characterise this part of the town centre.

The whole of the site is located within the Yiewsley/West Drayton Town Centre, with the front of the site forming part of the town centre's primary shopping frontage. The site is also located within the Hayes/West Drayton Corridor. The site has a Public Transport Accessibility Level (PTAL) ranging between 2 on the eastern part of the site and 3 on the west, on a scale of 1 to 6 where 1 denotes the lowest level of accessibility and 6 the highest.

3.2 Proposed Scheme

This revised scheme, as per the consented scheme, involves the demolition of the existing public house and erection of two 'L'-shaped buildings sited around an internal courtyard comprising 14 x one-bedroom and 24 x two-bedroom flats and 237sqm of retail floorspace with associated parking, landscaping and amenity space.

Block A would front Station Road where the ground floor would provide 237sqm of retail space, returning along the side of the listed Railway Arms PH where the block would be set

back from the road to accommodate a landscaped paved courtyard area. The remainder of the ground floor of Block A would provide parking and servicing areas, with the main pedestrian entrance being provided from the paved courtyard which also links through to the internal courtyard. The block would be predominantly three storeys and on the upper floors comprise a total of 10 flats (2 x one-bedroom and 3 x two-bedroom units on each of the first and second floors), and incorporate a cut away pitched roof which would conceal two roof gardens, accessed from small four storied lift and staircase towers within the internal corner of the block.

Block B would front Tachbrook Road where it would be three storeys, but return along the railway embankment within a four storey block. The three storey element would incorporate the same cut away pitched roof, concealing a roof top garden, whereas the four storey wing would have a more conventional crown roof, matching the slope and proportions of the rest of the roof. The main pedestrian entrance would be from Tachbrook Road, towards the southern end of the block with a new section of pavement provided to link Warwick Road with the lobby and bin storage areas. The lobby area would link via an internal corridor to the rear entrance on Block B which would access the internal courtyard and link directly through to Station Road via the lobby area of Block A and the paved courtyard. A separate footpath would also run around the northern side of Block B, which would access the internal courtyard, but this would be gated from Tachbrook Road and is intended for emergency use. The block would comprise a total of 28 units, 6 units (1 x one-bedroom and 5 x two-bedroom units) together with servicing areas would be provided on the ground floor (of which 1 of the one-bedroom and 3 of the two-bedroom units would be fully wheelchair accessible), 9 units (3 x one-bedroom, 6 x two-bedroom units) on the first floor, 10 units (6 x one-bedroom and 4 x two-bedroom units) on the second floor and 3 units (all two-bedroomed) on the third floor.

Of the 38 flats, 25 (6 x one-bedroom and 19 x two bedroom units) would be for market housing with 13 (8 x one-bedroom and 5 x two bedroom) or 34% of the total being for social rental.

Residential parking for 36 cars, including 4 disabled person spaces would be provided within the internal courtyard and adjoining ground floor parking area within Block A which would be accessed through a gated archway entrance at the southern end of Block B from Tachbrook Road/ Warwick Road. Two main cycle storage areas would be provided, with residential provision being made on the opposite sides of the vehicular entrance within Block B which would provide a total of 20 spaces and retail provision sited at the side of the returning wing of Block A adjacent to the Railway Arms PH which would provide 18 spaces. Servicing of the retail unit would take place from an enlarged servicing bay on Station Road. The internal courtyard also now provides a 192 sqm play/ amenity area which has been re-sited from the end of Tachbrook Road, adjacent to the railway embankment on the consented scheme due to ownership/ interest rights on this piece of land being contested. Bin storage would be provided within each of the two blocks, adjacent to their main entrances.

The following documents have been re-submitted in support of this application which were originally submitted in support of the previously consented scheme (App. No. 5480/APP/2014/1018 refers):-

Planning, Design and Access Statement:-

This provides an introduction to the statement and describes the site and surroundings. The

planning history of the site is outlined, the proposed development described and relevant planning policy and legislation assessed. A planning analysis of the proposals is then provided and the design principles and concept discussed. Climate change mitigation and planning obligations are then briefly discussed before the report concludes that the scheme would satisfy a number of policy objectives and act as a catalyst for further regeneration to the south side of the railway line, which would add to the vitality of the centre. The layout, scale and massing of the development is appropriate to the local context and the opportunities arising through the emerging gateway associated with the Crossrail station at West Drayton.

Transport Statement:-

This provides an introduction to the study and assesses relevant national and local planning policy and guidance. The existing site is described, together with the local highway network and transport infrastructure. The assessment methodology is outlined, the proposed development described and likely impacts evaluated. The proposed parking provision and alternative sustainable transport options are discussed. The report then goes on to assess junction capacity and results are presented. A review of personal injury records is then undertaken. The report concludes by advising that the retail element would be unlikely to generate new vehicular trips due to its size and nature in its town centre surroundings where it would benefit from 'linked trips'. The junction capacity results show that committed development sites and traffic growth from 2013 to 2023 has the greatest bearing on increased traffic flows within the study area, and not the impact of the proposed development itself. The Station Road/ Station Approach mini-roundabout is the key junction in the vicinity and this junction is already likely to encounter capacity issues, prior to the introduction of committed development traffic and overall, the scheme would have a negligible impact on the adjacent highway network and no further assessment is required.

Arboricultural Report:-

This provides survey information and explains the tree classification used. It advises that all 12 trees on the site are self seeded and are growing either immediately adjoining existing buildings or within fence lines which should either be removed or are of low quality which do not merit retention.

Phase 1 (Desk Study) Investigation Report:-

This provides an introduction to the study, describes the site and its recorded history. The geology, hydrogeology and hydrology of the site are briefly described and potential sources of pollution identified. A preliminary geotechnical assessment describes the construction techniques likely to be required and potential remediation measures. The study concludes by recommending that further intrusive ground investigation is carried out to assess on site ground conditions, chemical characteristics of the site, nature and strength of underlying strata, infiltration rates and potential gas emissions.

Sustainability, Energy and Environmental Report:-

This provides an introduction to the study and describes the proposed development. The report identifies and evaluates the various measures and available technologies that would assist in maximising the energy efficiency of the two blocks and conclusions are drawn and recommendations are made. The report then assesses the Code for Sustainable Homes and

considers noise and vibration issues and results are presented and mitigation measures recommended.

Noise and Vibration Assessment:-

This provides an introduction to the study and a description of the site and the development proposals. Relevant acoustic criteria are discussed and the noise and vibration survey methodology outlined. Results of the noise and vibration surveys are presented, daytime and night-time noise levels determined and mitigation measures recommended.

Air Quality Assessment:-

This provides an introduction to the study and describes relevant legislation and policy. The study then establishes baseline conditions for air quality using Hillingdon's monitoring data and describes the study's methodology. Results are presented and the report concludes that air quality should not prevent planning permission from being granted.

Flood Risk Statement:-

This provides the background to the report and describes the site. The report identifies the site as being within Flood Zone 1 and assesses the source and extent of possible flood risk. Results are presented and storm water management and attenuation discussed. The report concludes by stating the development is suitable in this location which is free from any identified flood risk and flood risk therefore should not prevent planning permission from being granted, subject to suitable conditions to control the discussed proposed drainage strategy.

3.3 Relevant Planning History

Comment on Relevant Planning History

With the exception of the siting of the children's play area, the layout of the car parking and very minor alteration to the internal layout of some of the units, an identical scheme was approved on this site on 26/9/14, following its presentation to the Major Application Committee on 6/8/14 and the completion of a S106 Agreement (App. No. 5480/APP/2014/1018 refers).

An application for a very similar redevelopment scheme (App. No. 65480/APP/2013/3034 refers) was also withdrawn by the applicant on 20/1/14 to allow revisions to be made to the scheme.

A scheme for the re-development of Kitchener House on the opposite side of Tachbrook Road, approved on 10/12/13 to provide a part single, two, three and four storey building with 250sqm of retail/commercial space and parking on the ground floor and 23 residential units mainly on the upper floors is currently being implemented and relevant to the consideration of this application (App. No. 18218/APP/2013/2183 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:

- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.E5 (2012) Town and Local Centres
- PT1.E7 (2012) Raising Skills
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.CI2 (2012) Leisure and Recreation

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF2 NPPF - Ensuring the vitality of town centres
- NPPF4 NPPF - Promoting sustainable transport
- NPPF6 NPPF - Delivering a wide choice of high quality homes
- NPPF7 NPPF - Requiring good design
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
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BE10	Proposals detrimental to the setting of a listed building

BE13	New development must harmonise with the existing street scene.
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BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
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H3	Loss and replacement of residential accommodation
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R2	Provision of recreation, entertainment and leisure facilities in Town Centres
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SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 18th August 2015

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

53 neighbouring properties have been consulted, the application was advertised in the local press on 5/8/14 and 2 notices have been displayed on site, dated 4/8/15. One response from the general public has been received, objecting to the proposals on the following grounds:-

- (i) The traffic in the High Street and egressing of Warwick Road is terrible,
- (ii) The High Street is being completely ruined by all this building work, changing it for the worst, and
- (iii) We can not take any more flats as we do not have enough doctors, dentists and school places.

YIEWSLEY & WEST DRAYTON TOWN CENTRE ACTION GROUP:

Last time we were opposed to the proposed overall appearance of this development although it has been noted that planning approval was given on 26/9/14. This application raises the ongoing ownership dispute of Tachbrook Road. This application has put the proposed development back within the owner's boundary and to place the play area in the central courtyard. Other amendments have also been noted, and we would hope that approval will not be granted.

ENVIRONMENT AGENCY:

We recommend that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be additional to the risk to human health that your Environmental Health Department will be looking at.

We expect reports and Risk Assessments to be prepared in line with our 'Groundwater protection: Principles and practice' document (commonly referred to as GP3) and CLR11 (Model Procedures for the Management of Land Contamination).

In order to protect groundwater quality from further deterioration:

- No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution.
- Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:

From www.gov.uk:

- Groundwater Protection: Principles and Practice (August 2013)
- Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency's Guiding Principles for Land Contamination) in the 'overarching documents' section
- Use MCERTS accredited methods for testing contaminated soils at the site

From the National Planning Practice Guidance:

- Land affected by contamination

British Standards when investigating potentially contaminated sites and groundwater:

- BS 5930: 1999+A2:2010 Code of practice for site investigations
- BS 10175:2011 Code of practice for investigation of potentially contaminated sites
- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points
- BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

NETWORK RAIL:

Initial comments:-

Whilst there is no objection in principle to this proposal, we do have concerns over the building height, this is not clear on the documents submitted and could impact upon the signalling in the area, and we may have further comments to make other than those supplied below. We therefore request the applicant provides the requested details.

It should be noted that any interface with any Network Rail's structures e.g. bridges etc, will need to be considered and mitigated through Network Rail's Asset Protection process.

Also the applicant should be aware that this area is due to be electrified in the near future.

Notwithstanding the above I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin

Fencing

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Drainage

Additional or increased flows of surface water should not be discharged onto Network Rail land or into

Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

Access to railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

Site layout

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

Childrens play areas/ Open spaces/ Amenities

Children's play areas, open spaces and amenity areas must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railing, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 2 metres and the fence should be not able to be climbed.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

Environmental issues

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

Landscaping

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

Plant, scaffolding and cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

Further comments:-

Further to my email dated 4th August regarding the above application, please note I have now received comments from our Drainage and Earthworks Engineer who would like to bring the following to your attention.

There has been no information provided with regards to hydrological impact, surface water and drainage considerations imposed by new development.

I trust full cognisance will be taken in respect of these comments.

Officer's comments:-

Network Rail's detailed comments have been included within an informative. As regards their query regarding the building height, it has been pointed out to Network Rail that the elevational drawings have marked heights on them which show that the development has a maximum ridge height of 13.4m on the railway side. As regards the lack of drainage information, the Council's Water and Flood Management Officer advises that the scheme is acceptable subject to a sustainable drainage condition.

CROSSRAIL

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.

METROPOLITAN POLICE

This development should incorporate all of the Secured by Design requirements detailed in the New Homes 2014 Guide and detailed criteria are listed.

Officer's comment

A Secure by Design condition has been attached.

Internal Consultees

HIGHWAY ENGINEER:

This is a variation of an approved earlier application ref: 65480/APP/2014/1018. Condition 6 of that Planning Consent requires a minimum of 6 of the parking spaces to provide stackers.

This proposal is for the reduction in the number of surface car parking spaces, but an increase in the use of stackers so that 36 off-street car parking spaces would be provided. No further assessment of the Transport Assessment reports relevant to this proposed development have been made, in the

belief and understanding that those would have been reviewed at application stage under the approval referred to above.

On the substantive issue for consideration under this application, no highway objection is raised to the proposed stacker car parking system.

If you are minded to approve this application, please include (a) Condition(s) substantially similar to those in the existing approval, together with a new condition requiring the applicant to submit details and design specifications of the specific stacker system to be installed, to ensure that they comply with the applicant's parking layout as indicated in the drawings submitted with this application.

HOUSING OFFICER:

I note that this scheme is basically the same as the consented scheme 65480/APP/2014/1018 but that the footprint of the site has been reduced to remove land in Tachbrook Road which will reduce the communal amenity space but still meet the Hillingdon standards for amenity space.

It therefore seems unreasonable to make any significant changes to the affordable housing that was agreed although it is disappointing to note no larger 3 bed family homes are included in either application.

The previous application offered 13 affordable housing units or 34% affordable housing. This application proposes 13 affordable housing units 8 x 1 beds and 5 x 2 beds or 31 habitable rooms in total, which equates to just 31% affordable housing calculated on a habitable room basis.

A large number of 1 bedroom flats in any development can cause management issues for the landlord as the majority of eligible applicants are vulnerable in some way, the preference therefore would be for as higher % of 2 bed flats within the affordable housing quota. 5 x 1 beds and 8 x 2 bed flats would equal 34 habitable rooms and 34% affordable housing calculated on a habitable room basis.

I would like to see an accommodation schedule showing exactly which flats will be designated as affordable housing and the wheelchair accessible units to be included within the affordable housing.

To ensure the borough benefits from the maximum number of rented units and to avoid the requirement for any Deed of Variations at a later stage, I suggest the S106 simply allows a Registered Provider to deliver up to 40% of the affordable housing on a shared ownership basis.

All the affordable housing units will need to meet the London Housing Design guide standards.

EPU (NOISE):

I have considered the Noise and Vibration Assessment report Ref: 31429 (August 2013) for the above planning application prepared by Hepworth Acoustics. Since this report was drafted, two of the British standards referenced have been update, namely BS8233:2014 and BS4142:2014. The changes in BS8233 are that a new internal noise level of 35 dB for bedroom at daytime and there are no longer a separate good and reasonable standard, just single internal level for each different use. In terms of BS4142, as the 1997 version is referenced in our current noise spd we will continue to use that version and hence the assessment in the report is acceptable.

The report makes recommendations for the acoustic specification of double glazing in the residential properties in order to provide satisfactory internal noise levels. For habitable rooms facing the railway, glazing with a minimum 4-12-4.4 laminated and an acoustically treated ventilation system with

minimum acoustic rating Dn,e,w 35dB is recommended. For bedrooms/habitable rooms overlooking Station Road glazing with 4-12-6.4 laminated together with acoustically treated ventilation system with minimum acoustic rating Dn,e,w 45dB is recommended. I agree that the recommendations on double glazing acoustic specification together with acoustically treated ventilation system contained in the Hepworth Acoustics report are satisfactory and, when implemented and maintained, will provide suitable internal noise climate.

In order to ensure that the recommendations of the report are complied with, I suggest informing the applicant as follows:

It is important that the double glazing/ventilator acoustic specification recommendations in Noise and Vibration Assessment report 31429 are implemented in full, including the recommendations regarding balconies in section 5.8 of the report. Failure to comply with the recommendations could result in a requirement for expensive remedial works.

I also agree the measured vibration levels (tables A4 to A11) are within the guidelines provided in BS6472:2008 and no additional mitigation measures will be required. However, the vibration monitor appears to be out of calibration when the measurements were made. This should not affect the results significantly but it is good practice to have monitors in calibration.

The following two conditions are recommended for fixed mechanical plants and separation between commercial/residential premises respectively:

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.

Sound insulation of commercial premises

The development shall not begin until a sound insulation scheme for the control of noise transmission to the adjoining dwellings/premises 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 of the Hillingdon Unitary Development Plan.

I also recommend the following informative:

Control of environmental nuisance from construction work

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

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard

5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974; (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

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

EPU (LAND CONTAMINATION):

The previous permission (65480/APP/2014/1018) had two contaminated land conditions numbered 17 (standard contaminated land condition) and 18 (imported soil condition).

The information above is the same desk study that was previously submitted and reviewed by Nayani. I refer to our previous memo of 15 November 2013. The recommended site investigation has not been undertaken so I cannot comment on the actual site conditions and whether or not there are significant contamination works necessary. The garage is probably the key source of contamination as there is no information on any clean up available to us. The two advised conditions again are essential for any permission.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The acceptability of the principle of the mixed retail/ residential re-development of this town centre site has been established by the previous grant of planning permission (App. No. 5480/APP/2014/1018 refers). Although a new version of the London Plan has been adopted (in March 2015) since the previous application was considered, its changes are not material to the original assessment of the scheme. Furthermore, there has been no significant changes on site to warrant a re-assessment of the scheme.

7.02 Density of the proposed development

This scheme was previously considered to be in general conformity with the Mayor's density guidelines. These guidelines have not been revised since the last assessment.

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

The previous committee report advised that the proposals would be unlikely to affect any archaeological remains and the application site is not located within or on the fringes of a conservation area or an area of special local character. Furthermore, as regards the adjoining Grade II Listed Railway Arms PH, the development would be sufficiently set back from this heritage asset, separated by the proposed open landscaped courtyard and has been sensitively designed so as not to affect the setting of the listed building. The Council's Urban Design/Conservation Officer is fully supportive of the scheme.

7.04 Airport safeguarding

There are no airport safeguarding issues raised by this application.

7.05 Impact on the green belt

This site does not form part of the Green Belt, nor is it located close to the Green Belt boundary. As such, no Green Belt issues are raised by the proposal.

7.07 Impact on the character & appearance of the area

The Council's Urban Design /Conservation Officer advised previously that the overall scale of the proposed buildings is appropriate, reflecting the urban street scale, with the blocks generally being three storied in height with pitched roofs above adjoining the road frontages, one of which steps up to four storeys on the northern part of the site, adjacent to the elevated railway line.

The block fronting Station Road would roughly maintain the alignment of the adjoining retail parade to the south. A landscaped courtyard would open onto Station Road and separate the new development from the listed Railway Arms PH to the north. The layout of the buildings also provides an opportunity to enclose an internal courtyard which offers the scope for some planting, which now includes a landscaped children's play area.

The Design Officer went on to advise that although the form and massing of the scheme is fairly extensive, the application proposes a design which is traditional in appearance and is both convincing and well-articulated. The massing of the blocks is broken down by projecting vertical elements giving depth to the elevations and visual interest and the design seeks to reinforce local distinctiveness which is characterised by inter-war development and is vaguely in the 'Tudorbethan' style. On the Station Road frontage, the commercial retail unit on the ground floor integrates with the residential units above. Adjacent to the listed Railway Arms PH, open metal balconies pick up on the balconied design of the public house which would help to frame the courtyard. The roofscape has deep eaves with projecting half timbered gabled elements being a feature which is carried through to the courtyard where there are more projecting gables (with glazed balconies) at regular intervals and to the rear. The north elevation features a tower element decorated with diamond-shaped brick panels.

The facades would mainly be finished in a combination of London Stock brick walls, sections of render and timber cladding and slate roof tiles. Solid timber doors, brick arches, stone cills would also feature. Although there is limited scope for soft landscaping, with the main amenity space located on the roof, the Urban Design/ Conservation Officer considers that curtilages and boundaries have been well defined with soft landscaping where possible.

It is therefore considered that the development successfully integrates with surrounding buildings in this urban and historic setting and the development will contribute positively to the streetscene, enhancing the site which has a somewhat unkempt appearance and its sensitive redevelopment would improve the character and appearance of this part of the town centre. Subject to the conditioning of all materials, no objections are raised on design grounds and the scheme complies with Policies BE13, BE19 and BE26 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies 7.4 and 7.6 of the London Plan (March 2015).

7.08 Impact on neighbours

Previously, the officer's report to committee advised that as regards loss of sunlight, the proposed blocks would mainly overshadow the railway embankment and the Railway Arms PH to the north. Although the public house does contain residential accommodation, this is on the first floor, where there are no first floor side windows facing the application site and its rear facing windows would not be materially affected by overshadowing. The rear garden space is also mainly used as a beer garden. As such, it is considered that the proposal would not result in any unacceptable overshadowing of neighbouring residential property.

It went on to advise that in terms of dominance and overlooking, the nearest main elevations of residential properties would be the first floor rear elevation of the Railway Arms PH and

the flats above the shops on the opposite side of Station Road. Although there are currently no residential properties immediately opposite the site on Tachbrook Road, there is an extant permission for the partial residential redevelopment of this site (App. No. 18218/APP/2013/2183 refers).

As regards the Railway Arms, the proposed side elevation of Block B would be sited directly to the rear of the building but at a distance of over 22m from the public house's main rear elevation. Block A would be sited to the side of its curtilage. Taking a 45 degree line of sight from the nearest first floor rear window, at its nearest point Block A would be sited some 11.9m away from this window and at this point, the block would be set back some 2.3m from the side boundary. This proposed elevation would also contain main habitable room windows and balconies but given their siting, it is only the two bedroom windows of Flat 5 on the first floor and Flat 10 on the second floor that would allow more direct views overlooking the rear elevation of the public house, but given the design of the block, with the bedrooms being within a projecting gable feature, which also includes windows serving the bedrooms in its sides, the rear windows could be obscure glazed and made to be unopenable below a height of 1.8m, controlled by condition. On this basis, it is considered that the scheme, given the proposed relationship and separation distances would not be harmful to the residential amenity of the public house occupants in this town centre location.

As regards the flats on the upper floors within the retail parades on the opposite side of Station Road, the frontages of these units face the road and would be sited some 20.9m away from the nearest part of Block A so that their existing amenity would not be unduly affected.

As regards the proposed redevelopment at Kitchener House, this involves a part three storey block fronting Tachbrook Road, rising to 4 stories at the northern end of the site, with residential accommodation on the upper floors including main habitable room windows overlooking the road. The block would be set back some 0.9m from the back edge of Tachbrook Road, which would reduce to 0.5m on the overhanging upper floors as compared to this scheme, which would be set back some 3.5m from the road. The main elevation of Block B of this scheme would be sited some 15.0m from the nearest part of the proposed frontage of the flatted block at Kitchener House, with its balconies sited some 13.7m away. Although this distance does comply with the Council's minimum 15m distance as regards dominance, it does not comply with the 21m distance regarding privacy. However, this is an across the road relationship, where privacy is naturally compromised. The previous report went on to advise that the former siting of the children's play area on Tachbrook Road would allow some landscaping and selective tree planting to be provided along much of this frontage which would assist with providing additional screening in the longer term. Whilst this additional landscaping would no longer be provided on this revised scheme, the relationship remains as being across the street where privacy is often compromised. If future residents were concerned about privacy, it could be enhanced with planting on their private balconies.

As regards the roof top amenity areas, their design, concealed within the pitched roofs of the buildings would ensure that the potential for overlooking from their use would not arise.

It is therefore considered that the scheme would not result in any significant adverse impact upon the amenities of existing and proposed surrounding residential occupiers, in accordance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

The proposed flats would have internal floor areas ranging from 50sqm to 53sqm for the 1 bedroom, 2 person and 70sqm to 92sqm for the 2 bedroom, 4 person flats. These areas are sufficient to ensure that all the units satisfy the Mayor's minimum floor space standards for these types of unit of 50sqm and 70sqm respectively. The very minor alterations made in this revised proposal do not alter the sizes of the flats but seek to improve the usability of the floor space by reducing length of hallways etc.

The residential amenity afforded by the flats would be acceptable, with their habitable rooms providing an acceptable outlook and natural lighting. All the units would have their own patio areas/balconies, which would range in size from 4sqm to 8sqm, with a typical average size of 6sqm. The distance across the internal courtyard between the two blocks would be greater than 21m and the scheme has been carefully designed to ensure that there is defensible space to ground floor habitable room windows and the opportunities for overlooking between adjoining flats in the internal corners of the blocks has been minimised. As mentioned in Section 7.08 above, if the planning permission on Kitchener House on the opposite side of Tachbrook Road were to be implemented, there would be main habitable room windows overlooking each other within a 15m distance, which reduces to 13.7m on the proposed balconies, but this is an across the street relationship where reduced standards of privacy can be expected.

As regards external amenity space, the Council's amenity space standards require a minimum total of 880sqm of shared amenity space to be provided for the 38 units. The patio areas/balconies would provide a combined total of 222sqm of private amenity space, with the two roof gardens on Block A and the larger garden on Block B providing 525sqm of shared space. In addition, the re-sited children's play area would provide a further 192sqm of usable amenity space, to give a good mix and interest of space that totals 939sqm, satisfying the Council's standard.

It is therefore considered that the scheme would afford an appropriate level of amenity for future occupiers, in accordance with policies 3.5 and 3.6 of the London Plan (March 2015) and policies BE20, BE21, BE23 and BE24 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The application site is centrally located within the Yiewsley/West Drayton town centre, adjacent to West Drayton Railway Station and bus services on Station Road. The site has a moderate public transport accessibility with a PTAL rating ranging from 2 to 3 which would be further upgraded once Crossrail has been implemented.

As on the previous consented scheme, this revised proposal includes 36 car and 38 cycle parking spaces to serve the residential element and there would be no parking to serve the retail unit, although 12 cycle spaces would be provided for use by staff and customers. As before, vehicle and pedestrian access to the proposed flats would be provided from Tachbrook Road, with a pedestrian link provided from Station Road. Servicing of the flats would also be undertaken via Tachbrook Road with the retail unit being serviced from Station Road via an existing service lay-by which would be extended.

A Transport Assessment has been submitted in support of the application which was reviewed at the time of the last application. The Council's Highway Engineer concluded that any increase in vehicle trips as a result of the development would not have a material impact

along the adjacent highway network.

This scheme, as did the previously approved scheme proposes 36 off-street car parking spaces to serve the residential units which equates to a ratio of 1:0.95. This is the same ratio used on two fairly recently approved schemes, at Padcroft Works and 21 High Street and is very close to the 1:1 ratio on the Kitchener House scheme.

The Highway Engineer previously advised that given the PTAL level of the site, which is located immediately adjacent to all public transport facilities including West Drayton Rail Station (which will be upgraded as part of the Cross Rail development), the 36 space provision would be acceptable to serve the proposals, however, some of the parking spaces within the site, although suitable for a medium sized car, would be difficult to access for a larger car and would require excessive manoeuvring and recommended that a condition be attached to ensure that some of the spaces would have stackers. A condition was attached, requiring a minimum of 6 spaces to be served.

The car parking layout has now been revised in view of the need to accommodate the children's play / amenity area within the internal courtyard with a consequent reduction in the number of surface car parking spaces (to 22) but with a corresponding increase in the use of stackers which would now serve 14 of the spaces to give the total of 36 spaces.

The Highway Engineer raises no objections to the revised scheme. Therefore, as per the previous permission, subject to conditions/S106 Agreement to ensure that the parking provision within the site shall include 20% active and 20% passive electric charging points; details of the proposed cycle parking facilities; the existing loading bay adjacent to the site along Station Road being reconfigured and extended; the existing vehicle crossover providing access to the site from Station Road, being reinstated as pedestrian footway; the submission of a Delivery and Servicing Management Plan and Construction Management plan, the scheme is acceptable from a highway perspective.

7.11 Urban design, access and security

A secure by design condition has been added.

7.12 Disabled access

The scheme would provide four wheelchair accessible units on the ground floor within Block B, with the remainder being compliant with Lifetime Home Standards.

The Access Officer advised on the previously consented scheme that lifts and stairs are to be provided giving access to the upper floors, as regards car parking, four accessible spaces would be provided for the residential units, whereas the retail element would not be provided with car parking facilities. The officer advised that the flats demonstrate compliance with the requisite Lifetime Homes Standards for planning purposes. In conclusion, the Access Officer advised that there are no objections on accessibility grounds, with the need to provide level access being covered by the Building Regulations.

As this scheme and its revised parking layout re-provides 4 accessible spaces close to one of the entrances on Block B, it is considered that the scheme is acceptable from an accessibility perspective.

7.13 Provision of affordable & special needs housing

This revised scheme does not alter the provision made for affordable housing on the consented scheme, namely 13 units, comprising 8 x one-bedroom and 5 x two-bedroom units. This equates to 34.2% of the total number of units, although using habitable rooms, it

equates to 31% affordable as referred to in the Housing Officer's comments. Although the scheme is strictly contrary to guidance, the agent is not prepared to alter the provision and as there has been no material change in policy, it is considered that a reason to refuse permission of the application on this ground could not be justified. As regards the Housing Officer's comments as regards an accommodation schedule identifying the affordable units, this would be a matter for discussion at the detailed stage of the S106 Agreement.

7.14 Trees, landscaping and Ecology

The Council's Tree/Landscaping Officer previously advised that the only trees on or close to the site are a set of self-seeded Sycamore trees running through the site and Ash and Sycamore trees adjoining the wooded railway embankment which are not protected and have been assessed as being of poor quality which do not constrain the development. The Council's Tree Officer advised that the trees have a limited useful life expectancy and are not significant in terms of their amenity value so that their loss is justified, provided that suitable replacement planting is secured as part of the new development.

On the previous scheme the Council's Tree/ Landscape Officer noted that with most of the amenity space being provided at roof top level and the ground floor, particularly the central courtyard being utilised for parking, only limited opportunities for landscaping were afforded. However, the Council's Tree Officer did recognise that new planting, including tree planting will feature in the open courtyard fronting onto Station Road which has the potential to make a significant and welcome contribution to the West Drayton public realm. Within the site, there was limited landscaping potential but with the revised layout, including the landscaped children's play/ amenity area there is far greater opportunities for planting, including specimen trees. Landscaping within the roof top gardens would also assist in greening the area.

The Council's Tree Officer concluded that landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area in accordance with the submitted plans and illustrations. As such, the scheme complies with Saved policy BE38 of the Hillingdon Local Plan (November 2012).

Ecology

The site has no significant ecological interest.

7.15 Sustainable waste management

The scheme makes adequate provision, integral within the buildings for waste and recycling at two points adjacent to the main entrances to each of the blocks.

7.16 Renewable energy / Sustainability

The submitted energy assessment is considered to be inadequate as it refers to outdated London Plan policy but subject to the imposition of a condition, the scheme could be made to comply with current sustainability policies. A condition, requiring a revised energy assessment has been attached to this revised application.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer advises that no objections are raised to the development of the site in principle but as insufficient information has been submitted at this stage, a condition is required. This forms part of the officer recommendation.

7.18 Noise or Air Quality Issues

NOISE ISSUES

The Council's EPU (Noise) Officer advises that since the Noise and Vibration Assessment report was drafted, two of the British standards referenced have been updated, but as these changes have not yet been incorporated in the current Noise Supplementary Planning Document, the assessment in the report is acceptable.

The officer advises that the recommendations for the acoustic specification of double glazing and ventilation are acceptable in order to provide a suitable internal noise climate and these would be controlled by condition. The officer also advises that vibration levels are within recommended guidelines and no further mitigation is required. The other recommended conditions to restrict noise generated by plant and/or machinery and a sound insulation scheme are recommended, together with the construction informative.

AIR QUALITY ISSUES:

The application site is located within the Borough's Air Quality Management Area (AQMA). On the previously consented scheme, the Environmental Protection Officer did assess the Air Quality Assessment which has now been re-submitted with this application and detailed a number of limitations of the study but concluded that given the nature of the scheme, the impact of the proposal upon air quality would not be significant and recommends two conditions and the need for a S106 contribution for air quality monitoring in the area which form part of the officer recommendation on this application.

7.19 Comments on Public Consultations

As regards the comments raised by the individual objector, the acceptability of the scheme in terms of traffic impacts, design and its implications for local services has already been established by the granting of an almost identical scheme (when no objections were raised by the general public). Furthermore, the scheme would not give rise to any significant increase in traffic using the High Street, or congestion at the Warwick Road/ High Street junction, particularly given the existing use of the site with much of the open yard areas which are accessed from the rear providing parking space (Point i). In terms of point (ii), the scheme is well designed and will improve a somewhat derelict and poor quality environment in the town centre and a commensurate package of public benefits would be provided as part of the S106/CIL contributions (point (iii)). As regards the comments raised by the Yiewsley & West Drayton Town Centre Action Group, which object to the scheme, mainly on visual appearance grounds, as raised by the individual objector, this has previously been considered in the officer's report to committee and the scheme found to be acceptable.

7.20 Planning obligations

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

1. Affordable Housing: 34% Provision as proposed.
2. Highway: S278/S38 for Highways works sought.
3. Construction Training: Training Cost: £2500 per £1m build cost + coordinator costs: 38/160 x £71,675
4. Air Quality: £12,500
5. Project Management & Monitoring Fee: 5% of total cash contributions

The applicant has previously agreed to the above heads of terms. As such, the scheme

complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

The development also represents chargeable development under both the Council's and the Mayor's Community Infrastructure Levies which would equate to £95 per sq. m and £35 per sq.m of floorspace adjusted for inflation.

7.21 Expediency of enforcement action

There are no enforcement issues raised by this application.

7.22 Other Issues

Land Contamination

A land contamination desk study has been submitted with the application which concludes that further investigation of the site is required. The study has been reviewed by the Council's Environmental Health Protection Officer. They advise that the study is quite limited, but do not raise objection to the scheme, subject to appropriate conditions to ensure that further assessment of gas and vapour contamination as well as any contamination that could affect the buildings and water pipes etc. is undertaken. They also require a condition to ensure that imported soils are tested for contamination. These conditions are recommended.

Tachbrook Road Land

The previous scheme did also include within the application site the land at the end of Tachbrook Road that was in use for car washing/ valeting, although it is now in use to provide a builder's yard in association with the redevelopment of the adjacent Kitchener House site. The previous consented scheme would have seen this land utilised as a landscaped childrens' play/ amenity area which would have resolved the uncertainties over the future use of the land and improved the appearance of the street so that its omission from the current application is regrettable. Although appropriate notices etc were served at the time, since the granting of permission, ownership rights have been challenged so that this issue can not be resolved at this time.

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

This is a revised submission for a scheme of mixed use re-development scheme on a town centre site which seeks to re-locate the childrens' play/ amenity area from the end of Tachbrook Road to within the proposed internal courtyard and re-configure the proposed parking which involves the greater use of stackers.

No objections are raised to the changes and there has been no material change in planning policy or site circumstances to suggest that the scheme should no longer be recommended favourably. The scheme is therefore recommended for approval, subject to a deed of variation/S106 Agreement and conditions.

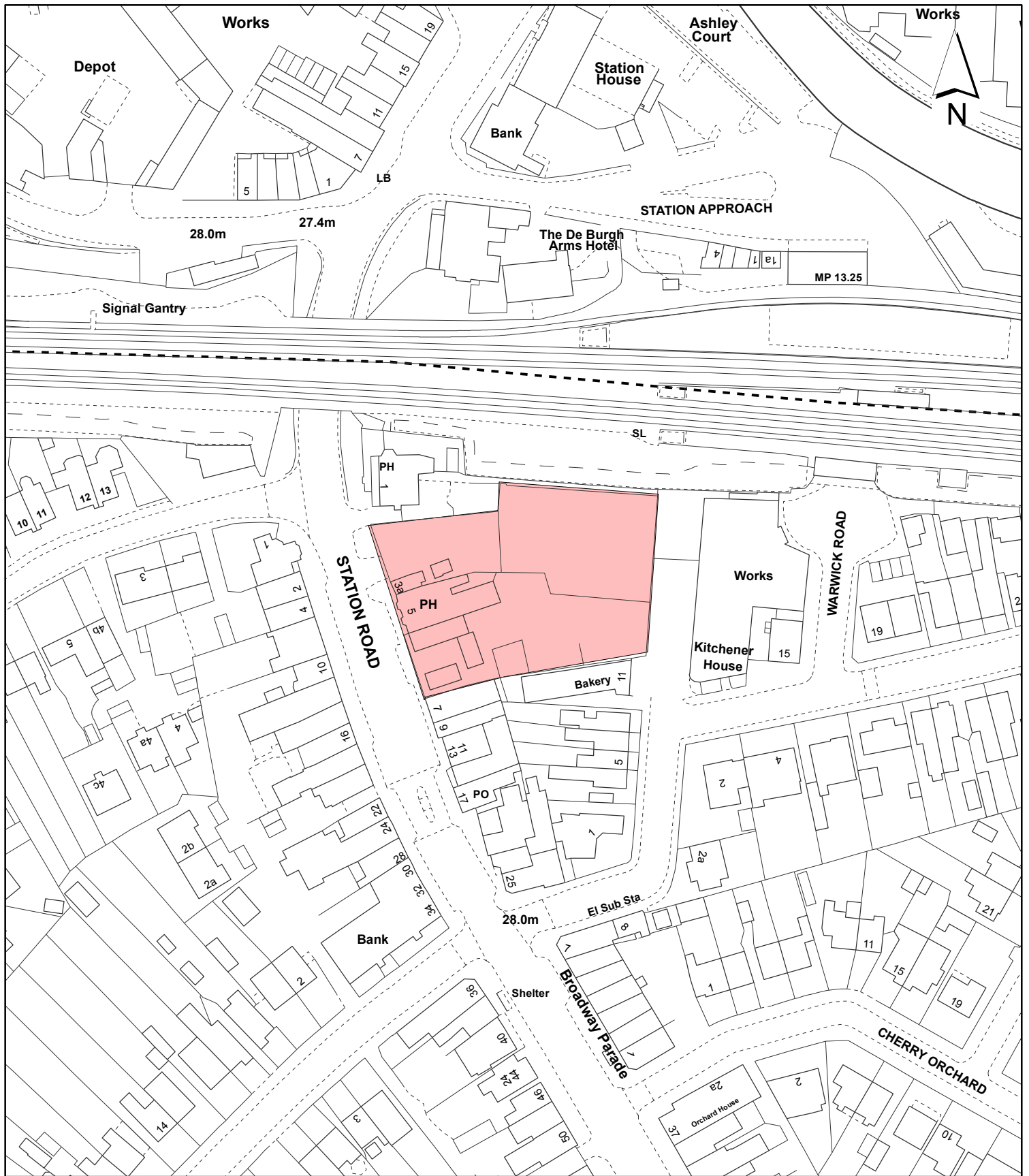
11. Reference Documents

National Planning Policy Framework (March 2012)

London Plan (March 2015)
Mayor's Housing Supplementary Planning Guidance, November 2012
Hillingdon Local Plan (November 2012)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**5 Station Road
 West Drayton**

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

Planning Application Ref:

65480/APP/2015/1862

Scale:

1:1,250

Planning Committee:

Major Page 114

Date:

October 2015



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

6th October 2015



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Page 115

Report of the Head of Planning, Sport and Green Spaces

Address HEATHROW ENERGY CENTRE, CENTRAL TERMINAL AREA HEATHROW
AIRPORT HOUNSLOW

Development: Proposed temporary enabling boilers with associated pipe work and
permanent header building (Consultation Under Part 8, Class F of the Town
and Country Planning (General Permitted Development) Order 2015)

LBH Ref Nos: 62360/APP/2015/2664

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 Holder AL10000571.

Name: Contract Reference No. Lot Name Accession No. Scale
 Number: 13000-XX-SE-200-000004 13000-XX-SE-200-000005
 13000-XX-SE-200-000006
 13000-XX-SE-200-000007
 13000-XX-SE-200-000008

Version: 02
 P2
 P2
 P2

SPM / HAZOP & ENVIRONMENTAL INFORMATION
 All work on this drawing must be done in accordance with the Heathrow Airport Limited Environmental Policy and the Heathrow Airport Limited HAZOP Policy.
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ALL SETTING OUT OF THE CURRENT DESIGN OF THE TUNNEL AND PASSENGER TUNNEL, EXISTING SERVICES AND EXISTING SERVICES TO BE MAINTAINED AND EXISTING UNIDENTIFIED SITE SURVEY INFORMATION.

Drawings - Road Layouts as per related drawings:
 10000-XX-XXX-XXX-000024 P2 E2 D
 Heathrow Basecamp Grid Model -
 10000-XX-XXX-XXX-000051 P2 S D

THIS DRAWING NEEDS TO BE IN CONJUNCTION WITH DRAWING 13000-XX-SE-200-000004

ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

- NOTES**
1. THE CONTRACTOR SHALL IDENTIFY ALL EXISTING SERVICES IN THE AREA BEFORE COMMENCING THE WORKS.
 2. EXISTING SERVICES TO BE ISOLATED AND RETAINED WHERE POSSIBLE AS PER MEP DRAWINGS.
 3. DRAWINGS TO BE READ IN CONJUNCTION WITH MEP DRAWINGS.
 4. INDICATIVE, SUBJECT TO DETAIL LOAD ASSESSMENT & DESIGN DEVELOPMENT

No.	Date	Description Of Change	By	Checked
1.0	10/04/14	ISSUED FOR PERMIT	MM	MM
2.0	10/04/15	PLANNING ISSUE (DRAFT)	MM	MM
3.0	10/04/15	PLANNING ISSUE	MM	MM
4.0	20/04/15	PLANNING ISSUE	MM	MM

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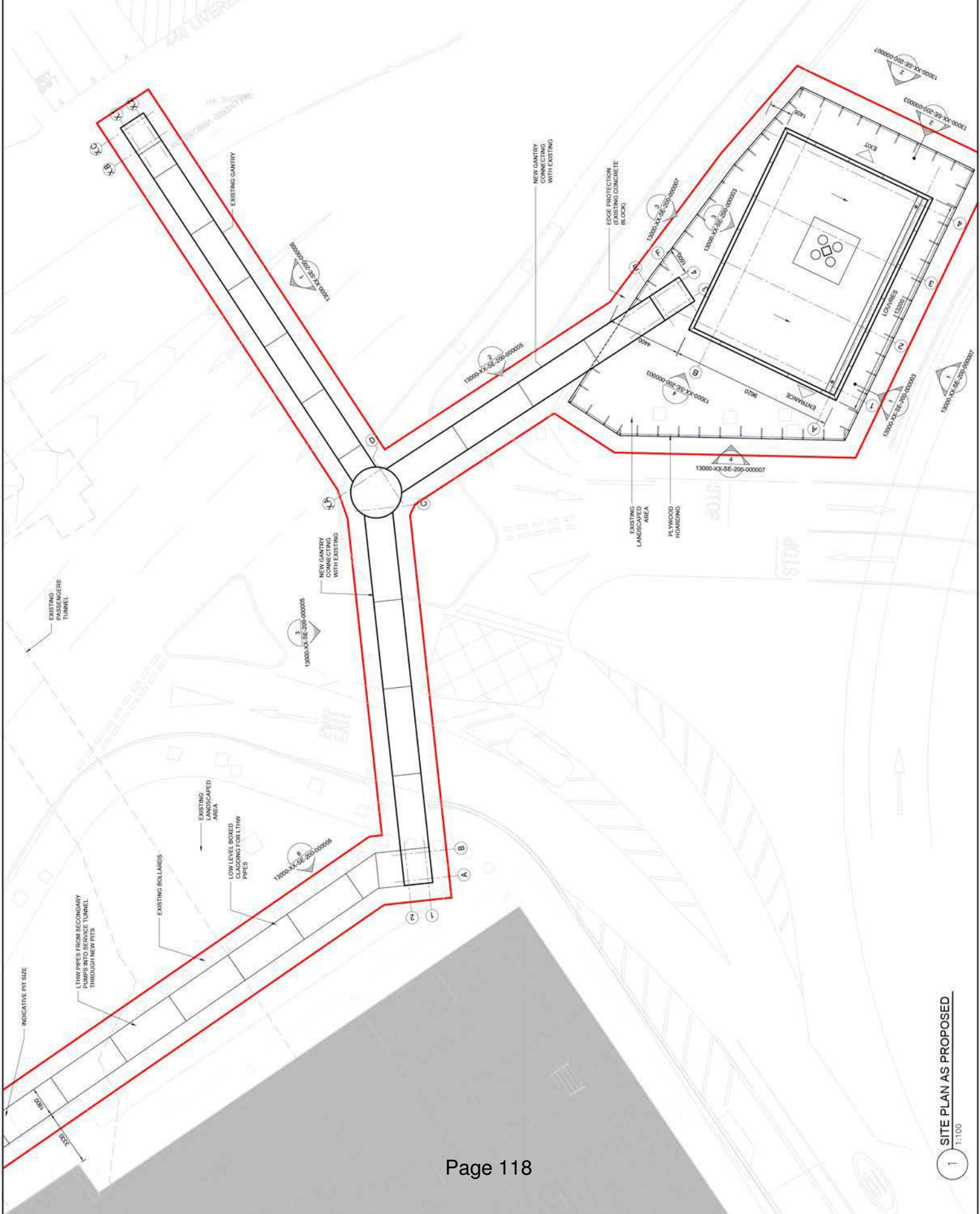
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Project Name: ENERGY & UTILITIES MANAGEMENT SUPPLY ENABLING BOILER - SOUTH
 Drawing Title: SITE PLAN AS PROPOSED
 Drawing No: 13000-00-GA-200-000003
 Version: 4.0



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Project Name: Heathrow Terminal 5
 Project Number: 13000-00-GA-200-000031
 Drawing Title: ENABLING BOILER - NORTH
 Drawing Number: 13000-00-GA-200-000031
 Drawing Date: 11/12/2014
 Drawing Scale: 1:100
 Drawing Status: P2

Version	Drawn By	Checked By	Date
1.0	MM	MM	11/12/2014
2.0	MM	MM	11/12/2014
3.0	MM	MM	11/12/2014
4.0	MM	MM	11/12/2014

ALL SETTING OUT OF THE CURRENT DESIGN OF THE ENABLING BOILER - NORTH TUNNEL AND PASSANGER TUNNEL AND EXISTING BUILDING LOCATIONS ARE BASED ON AS YET UNVERIFIED SITE SURVEY INFORMATION.

Buildings - Royal Layouts as per linked drawings.
 Bearings - As per linked drawings P2 5.0
 Heathrow Basecode Grid Model - 10000-XX-M2-XXX-000051 P2 5.0

THIS DRAWING NEEDS TO BE IN CONJUNCTION WITH DRAWING 13000-XX-PD-800-000006

ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

- NOTES:
1. THE CONTRACTOR SHALL IDENTIFY ALL EXISTING SERVICES IN THE AREA BEFORE COMMENCING EXISTING SERVICES TO BE ISOLATED AND PROTECTED DURING CONSTRUCTION AND DRAWINGS WHERE POSSIBLE AS PER MEP DRAWINGS.
 2. DRAWING TO BE READ IN CONJUNCTION WITH CIVIL ENGINEERS AND HIGHWAYS ENGINEERS INDICATIVE - SUBJECT TO DETAIL LOAD ASSESSMENT & DESIGN DEVELOPMENT

No.	Date	Description of Change
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1.2	15/05/15	PLANNING ISSUE
1.3	15/05/15	PLANNING ISSUE
1.4	15/05/15	PLANNING ISSUE
1.5	15/05/15	PLANNING ISSUE
1.6	15/05/15	PLANNING ISSUE
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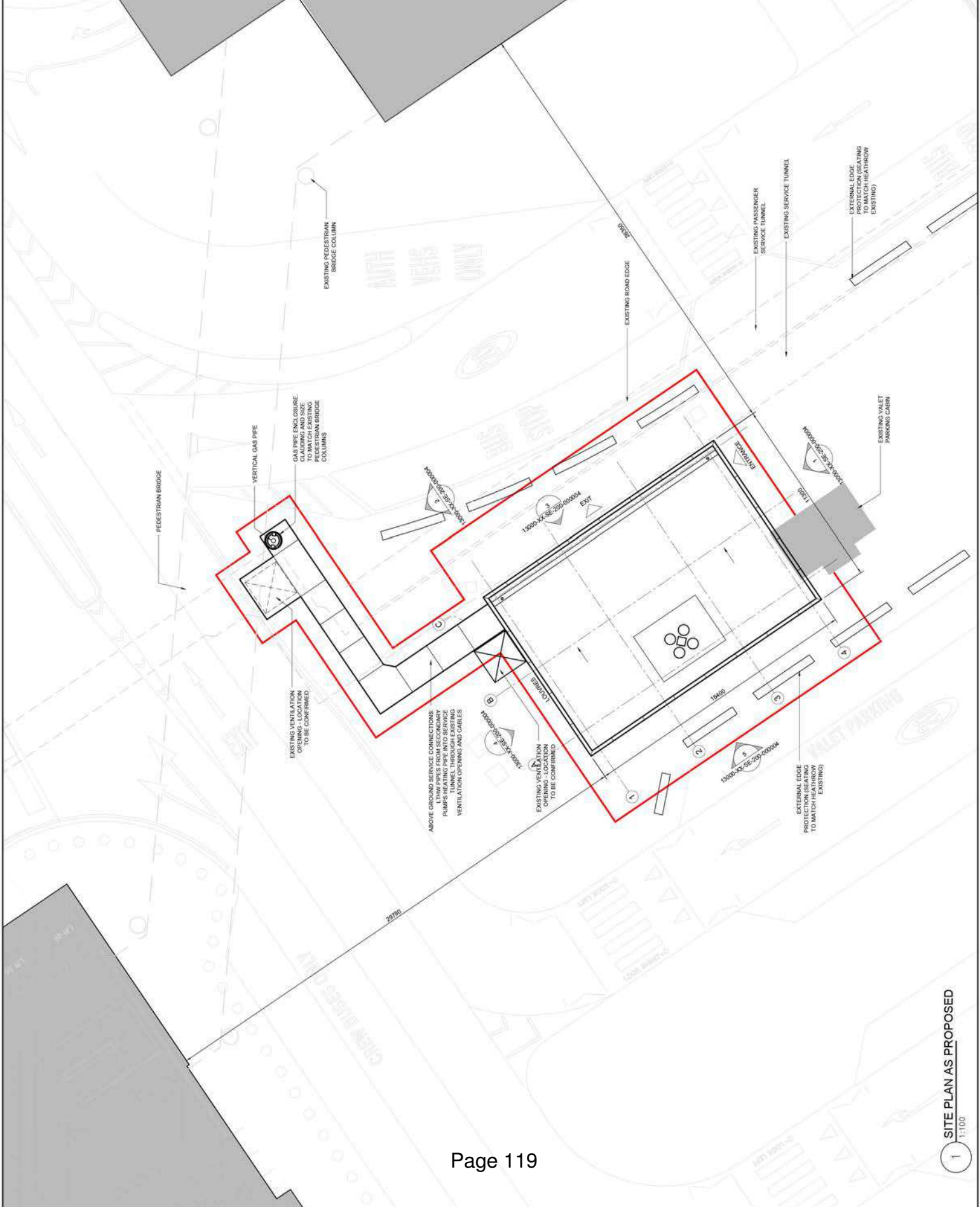
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Project Name: ENABLING BOILER - NORTH
 Project Number: 13000-00-GA-200-000031
 Drawing Title: ENABLING BOILER - NORTH
 Drawing Number: 13000-00-GA-200-000031
 Drawing Date: 11/12/2014
 Drawing Scale: 1:100
 Drawing Status: P2

13000-00-GA-200-000031
 4.0



Safety, Health & Environmental Information

All works are to be carried out by a contractor competent to undertake the type of work specified. The contractor shall be responsible for ensuring that all workers are adequately trained and that all necessary safety measures are in place. The contractor shall be responsible for ensuring that all necessary health and safety measures are in place. The contractor shall be responsible for ensuring that all necessary environmental measures are in place.

- CONTRACTOR:**
1. Use prefabricated elements where possible.
 2. Use high level cleaning and maintenance. Use of cranes and other lifting equipment to be specified.
 3. Oversized cladding panels.
 4. Working at height.
- Decision/Adaption:**
1. Oversized cladding panels.
 2. Working at height.

Maintenance/Cleaning/Replacement:

1. High level cleaning and maintenance. Use of cranes and other lifting equipment to be specified.
2. Working at height.

Environmental:

1. DO NOT SCALE FROM THE DRAWING.
2. ALL DIMENSIONS ARE IN MILLIMETRES (mm), UNLESS NOTED OTHERWISE.
3. ALL DIMENSIONS & SETTING OUT TO BE VERIFIED ON SITE BY THE CONTRACTOR.
4. THE DRAWING SHALL BE READ IN CONJUNCTION WITH ALL LATEST ARCHITECTS, SPECIALISTS, ENGINEERS AND SUPPLIERS DRAWINGS AND SPECIFICATIONS.
5. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY PROVISIONS FOR PROTECTING ADJACENT STRUCTURES AND SERVICES.
6. CONTRACTOR TO REFER TO ALL RELEVANT DRAWINGS AND SPECIFICATIONS FOR LOADS REQUIREMENTS.
7. FOR MOVEMENT TO BE ACCOMMODATED BY THE FACADE SYSTEM REFER TO FACADE CONTRACTOR DRAWINGS AND SPECIFICATIONS.
8. PANELS TO BE SHOWN IN THIS DRAWING ARE INDICATIVE ONLY FOR THE PURPOSE OF THE SETTING OUT PRINCIPLES. CONTRACTOR TO BE DETERMINED BY FACADE CONTRACTOR.
9. THE SECONDARY STEEL STRUCTURE TO SUPPORT THE FACADE TO BE DETERMINED BY FACADE CONTRACTOR.
10. FOR ENVELOPE PERFORMANCE REFER TO MECHANICAL, ELECTRICAL, PLUMBING, SPECIFICATIONS AND BASIS OF DESIGN DOCUMENT.

ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

Rev	Date	Description of Change	By	Chk
1.0	20/01/15	PLANNING ISSUE
2.0	15/02/15	PLANNING ISSUE
3.0	10/03/15	PLANNING ISSUE (DRAWN)
4.0	23/03/15	FOR INFORMATION

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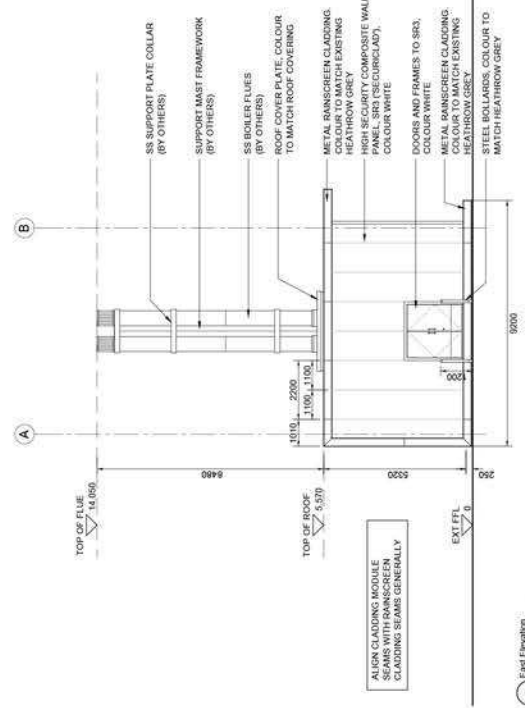
Revision History

Rev	By	Appr	Date	Description
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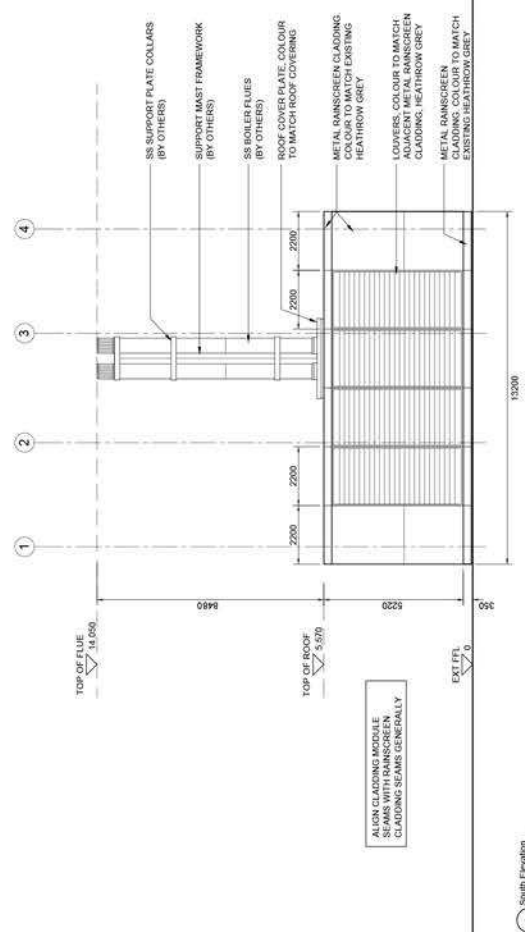
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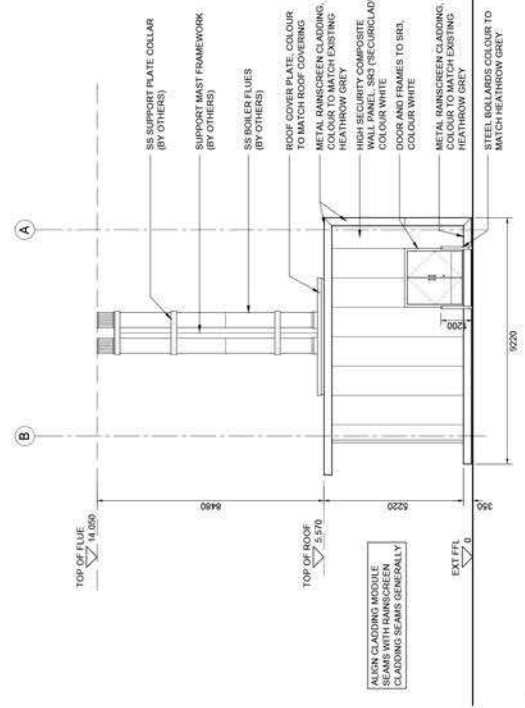
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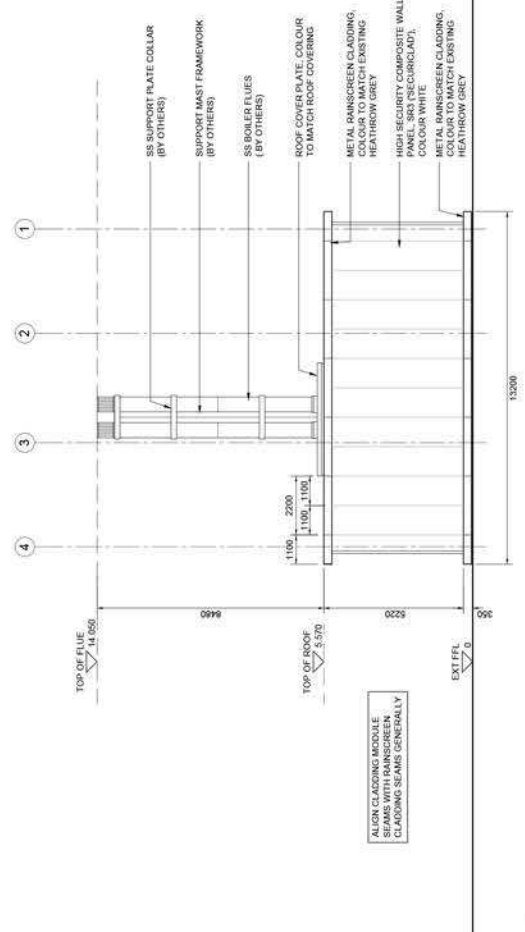
2 East Elevation



1 South Elevation



4 West Elevation



3 North Elevation

Item	Description	Version	Status
13000-XX-SE-200-000004	Enabling Boiler - North	1.0	Final

Safety, Health & Environmental Information
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CONSTRUCTION:
 1. Use prefabricated elements where possible.
 2. Over-size cladding panels.
 3. Working at height.
 4. Oversized cladding panels.
 5. Working at height.

MAINTENANCE/CLEANING/REPLACEMENT:
 1. High level cleaning and maintenance. Use of cranes and method statements required to ensure staff and public are not affected.
 2. Working at height.
 Environmental.

1. DO NOT SCALE FROM THE DRAWING.
 2. ALL DIMENSIONS ARE IN MILLIMETRES (MM), UNLESS NOTED OTHERWISE.
 3. ALL DIMENSIONS & SETTING OUT TO BE VERIFIED ON SITE BY THE CONTRACTOR.
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, APPROVALS, NOTICES AND CONSENTS FROM ALL RELEVANT AUTHORITIES, LOCAL COUNCILS, ENGINEERS AND SUPPLIERS.
 5. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY WORKING AND PROTECTION MEASURES.
 6. CONTRACTOR TO REFER TO ALL RELEVANT STANDARDS AND SPECIFICATIONS FOR MATERIALS AND COMPONENTS.
 7. FOR MOVEMENT TO BE ACCOMMODATED BY THE FACADE SYSTEM REFER TO FACADE CONTRACTOR'S DRAWINGS AND SPECIFICATIONS.
 8. PANEL SIZES AS SHOWN IN THIS DRAWING ARE INDICATIVE ONLY FOR THE PURPOSE OF THE SETTING OUT PROVIDED BY THE CONTRACTOR. THE FINAL PANEL SIZES TO BE DETERMINED BY THE CONTRACTOR.
 9. THE SECONDARY STEEL STRUCTURE TO SUPPORT THE FACADE IS BY THE FACADE CONTRACTOR.
 10. FOR ENVELOPE PERFORMANCE REFER TO MECHANICAL CONTRACTOR'S DRAWINGS, SPECIFICATIONS AND BASIS OF DESIGN DOCUMENT.

ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

Item	Description	Unit
4.0	200x150 PLANNING ISSUE	NO
5.0	150x150 PLANNING ISSUE	NO
6.0	100x150 PLANNING ISSUE (DRAWN)	NO
7.0	200x150 FOR INFORMATION	NO
8.0	200x150 FOR INFORMATION	NO
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20.0	200x150 FOR INFORMATION	NO

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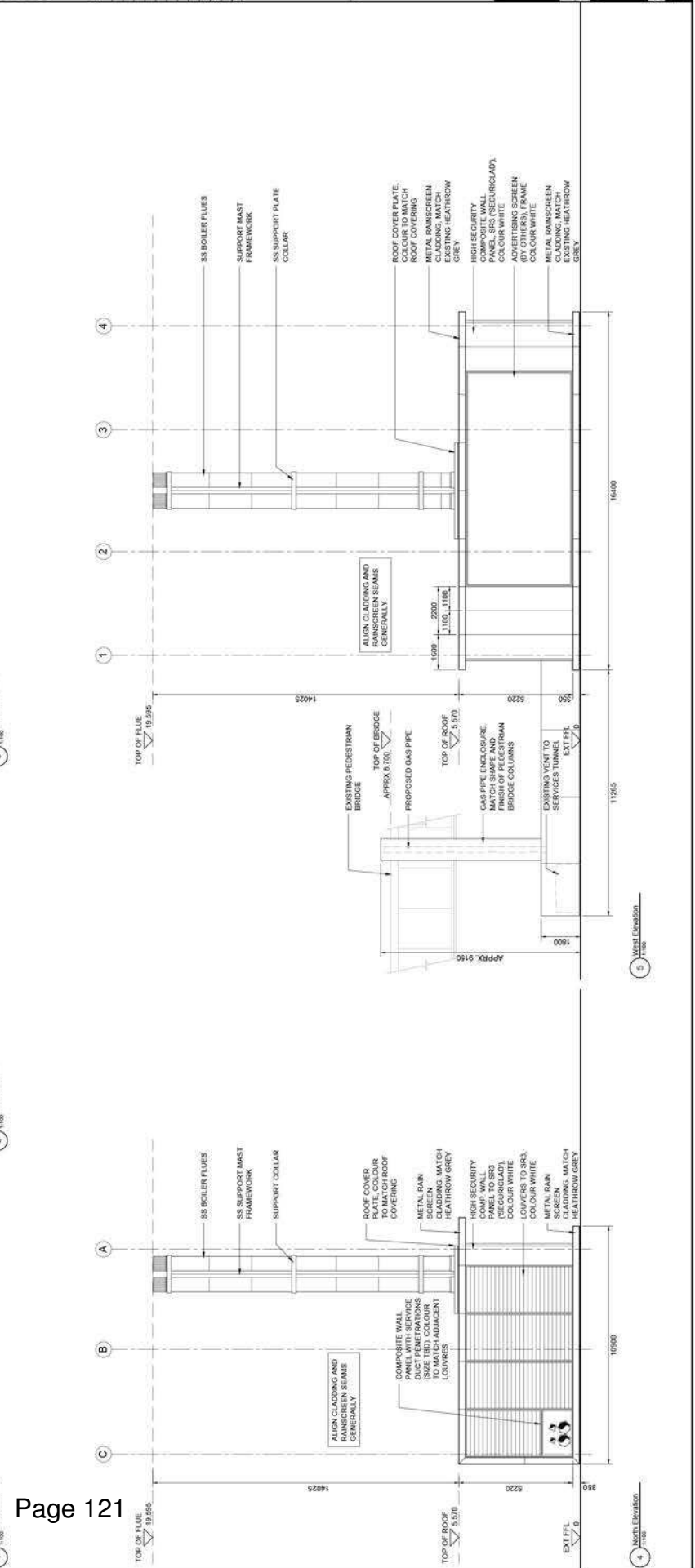
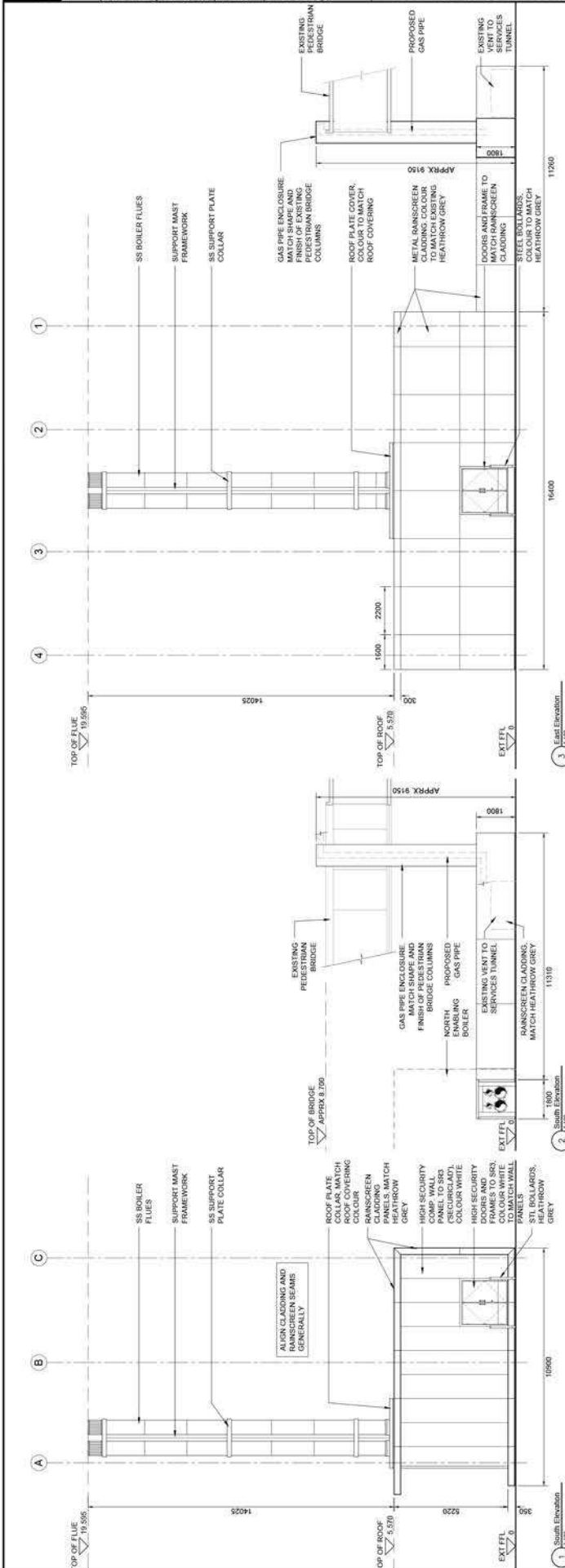
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 Date: 13/03/2015

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Safety, Health & Environmental Information

All work to be carried out by a contractor must be carried out in accordance with the Health and Safety at Work Act 1974 and the Construction (Design and Management) Regulations 2015. The contractor must ensure that all work is carried out in accordance with the relevant legislation and standards. The contractor must ensure that all work is carried out in accordance with the relevant legislation and standards. The contractor must ensure that all work is carried out in accordance with the relevant legislation and standards.

CONTRIBUTOR:

1. Use prefabricated elements where possible.
2. Use standard components.
3. Oversize cladding panels.
4. Working at height.
5. High level cleaning and maintenance. Use of cranes and other lifting equipment. Required to ensure safe and public are not affected.
6. Working at height.

Maintenance/Cleaning/Replacement:

1. High level cleaning and maintenance. Use of cranes and other lifting equipment. Required to ensure safe and public are not affected.
2. Working at height.

Environmental:

1. DO NOT SCALE FROM THE DRAWING.

2. ALL DIMENSIONS ARE IN MILLIMETRES (MM), UNLESS NOTED OTHERWISE.

3. ALL DIMENSIONS & SETTING OUT TO BE VERIFIED ON SITE BY THE CONTRACTOR.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, APPROVALS, NOTICES AND CONSENTS FROM ALL RELEVANT AUTHORITIES, LOCAL COUNCILS, LOCAL RESIDENTS AND OTHERS.

5. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY WORKING AND PROTECTION WORKING.

6. CONTRACTOR TO BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, APPROVALS, NOTICES AND CONSENTS FROM ALL RELEVANT AUTHORITIES, LOCAL COUNCILS, LOCAL RESIDENTS AND OTHERS.

7. FOR MOVEMENT TO BE ACCOMMODATED BY THE FACADE SYSTEM REFER TO FACADE CONTRACTOR DRAWINGS AND DRAWINGS/SPECIFICATIONS FOR LOADS/REQUIREMENTS.

8. PANELS TO BE SHOWN IN THIS DRAWING ARE INDICATIVE ONLY FOR THE PURPOSE OF THE SETTING OUT PRINCIPLES. CONTRACTORS TO BE DETERMINED BY FACADE CONTRACTOR.

9. THE SECONDARY STEEL STRUCTURE TO SUPPORT THE FACADE IS TO BE PROVIDED BY THE FACADE CONTRACTOR.

10. FOR ENVELOPE PERFORMANCE REFER TO MECHANICAL, ELECTRICAL, PLUMBING, SPECIFICATIONS AND BASIS OF DESIGN DOCUMENT.

ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

Rev	Date	Description of Change	By	Chk
1.0	20/05/15	PLANNING ISSUE	AS	AS
1.5	15/05/15	PLANNING ISSUE	AS	AS
2.0	15/05/15	PLANNING ISSUE (DMAT)	AS	AS
3.0	23/05/15	FOR INFORMATION	AS	AS

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Client: **Heathrow Airport Ltd**
Project: **ASSET MANAGEMENT PROGRAMME - CPS1317**

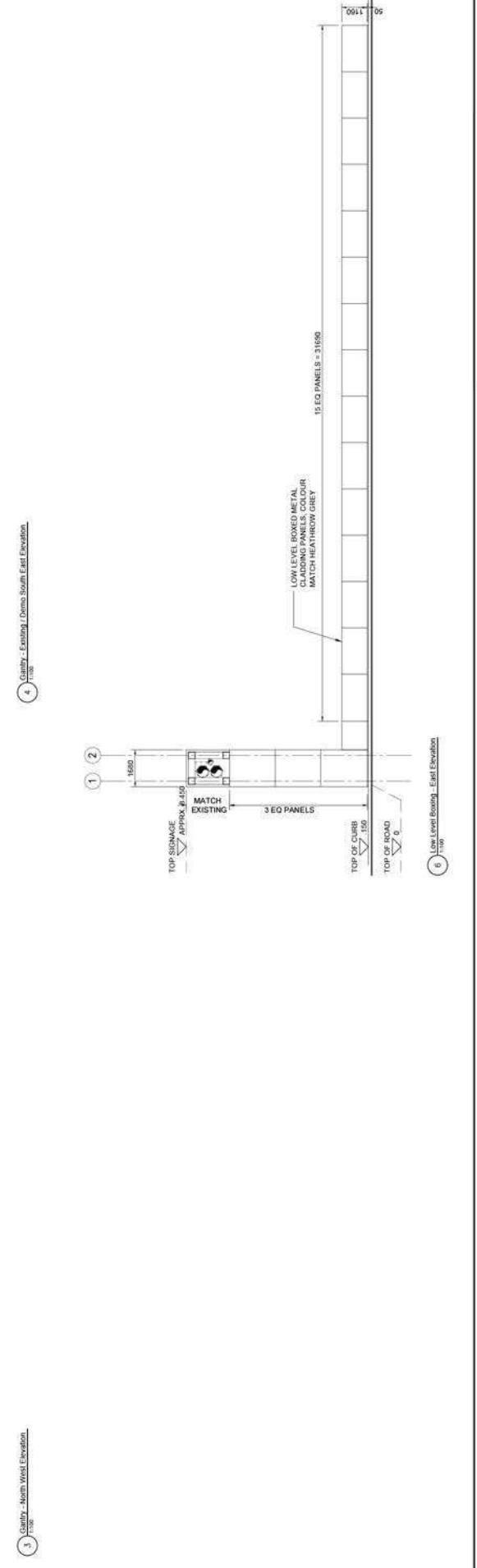
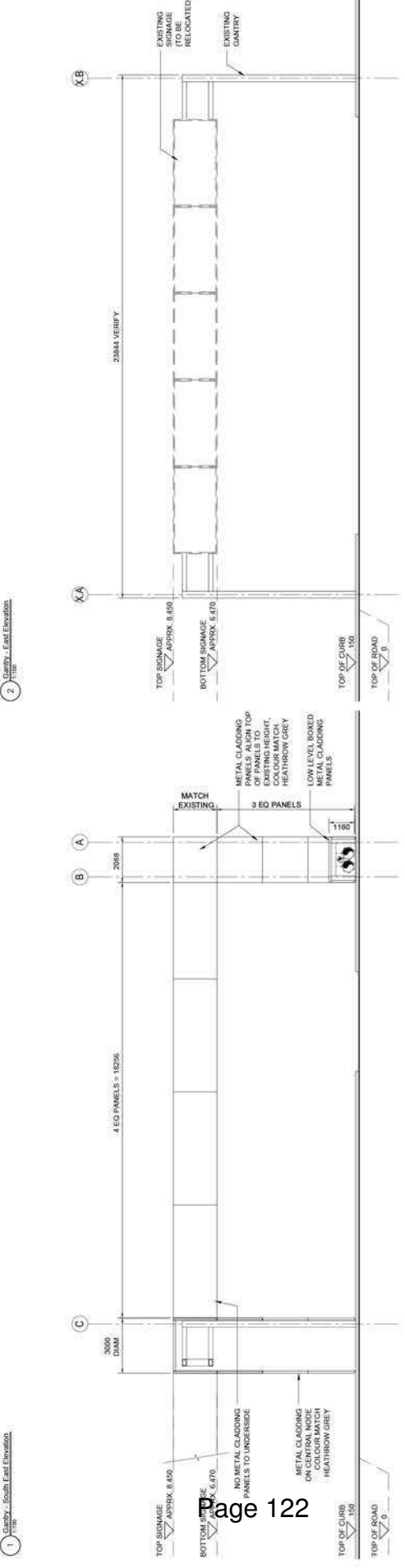
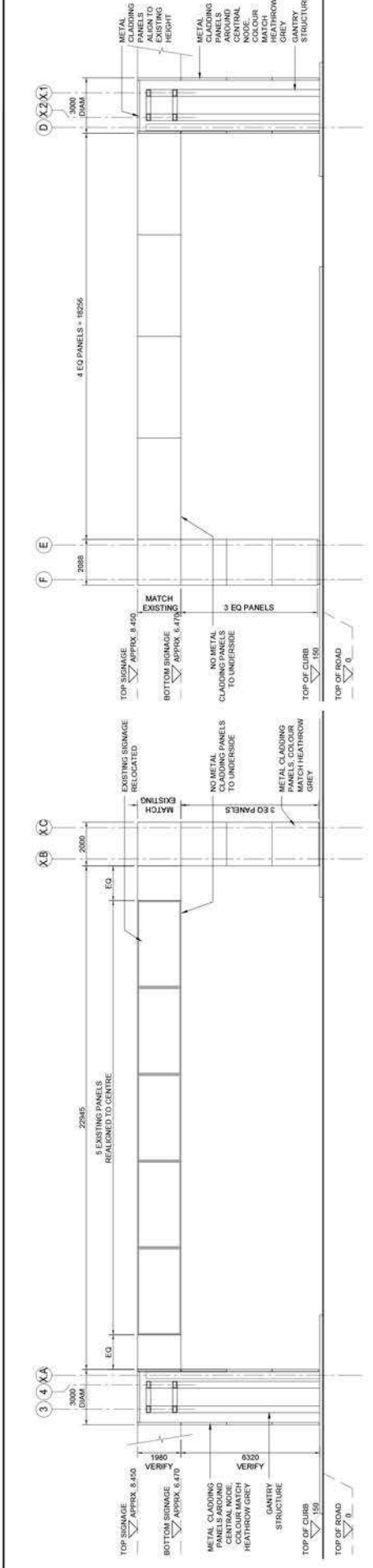
Contract: **13000-XX-SE-200-000005**

Contractor: **ATKINS**

Contract No: **13000-XX-SE-200-000005**

Revision: **4.0**

Document Uncontrolled When Printed



Name	Version	Status
Model: Customer Information List - Name, Version & Status		

Safety, Health & Environmental Information

All works are to be carried out in accordance with the relevant Health and Safety legislation. The contractor is responsible for ensuring that all workers are fully briefed on the safety requirements of the work. The contractor is also responsible for ensuring that all workers are fully briefed on the environmental requirements of the work. The contractor is also responsible for ensuring that all workers are fully briefed on the safety, health and environmental requirements of the work.

CONTRIBUTOR:

- Use prefabricated elements where possible.
- Use appropriate safety equipment.
- Over-sized cladding panels.
- Working at height.

Demolition/Adaption:

- Over-sized cladding panels.
- Working at height.

Maintenance/Cleaning/Replacement:

- High level cleaning and maintenance. Use of cranes and method statements required to ensure safe and public are not affected.
- Working at height.

Environmental:

- DO NOT SCALE FROM THE DRAWING.
- ALL DIMENSIONS ARE IN MILLIMETRES (mm), UNLESS NOTED OTHERWISE.
- ALL DIMENSIONS & SETTING OUT TO BE VERIFIED ON SITE BY THE CONTRACTOR.
- THE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL LATEST ARCHITECTS, SPECIALISTS, ENGINEERS AND SUPPLIERS DRAWINGS AND SPECIFICATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY WORKING AND PROTECTIVE MEASURES.
- CONTRACTOR TO REFER TO ALL RELEVANT STANDARDS AND DRAWINGS/SPECIFICATIONS FOR LOADS REQUIREMENTS.
- FOR MOVEMENT TO BE ACCOMMODATED BY THE FACADE SYSTEM REFER TO FACADE CONTRACTORS DRAWINGS AND SPECIFICATIONS.
- PANEL SIZES AS SHOWN IN THIS DRAWING ARE INDICATIVE ONLY FOR THE PURPOSE OF THE SETTING OUT PRINCIPLES. THE FINAL PANEL SIZES TO BE DETERMINED BY FACADE CONTRACTORS.
- THE SECONDARY STEEL STRUCTURE TO SUPPORT THE FACADE IS BY THE FACADE CONTRACTOR.
- FOR ENVELOPE PERFORMANCE REFER TO MECHANICAL, ELECTRICAL, PLUMBING, SPECIFICATIONS AND BASIS OF DESIGN DOCUMENT.

ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

Rev	Date	Description Of Change	Drawn	Check
1.0	20/04/15	PLANNING ISSUE	AK	
2.0	10/05/15	PLANNING ISSUE	AK	
3.0	10/05/15	PLANNING ISSUE (DMAT)	AK	
4.0				
5.0				
6.0				
7.0				
8.0				
9.0				
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11.0				
12.0				
13.0				
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17.0				
18.0				
19.0				
20.0				

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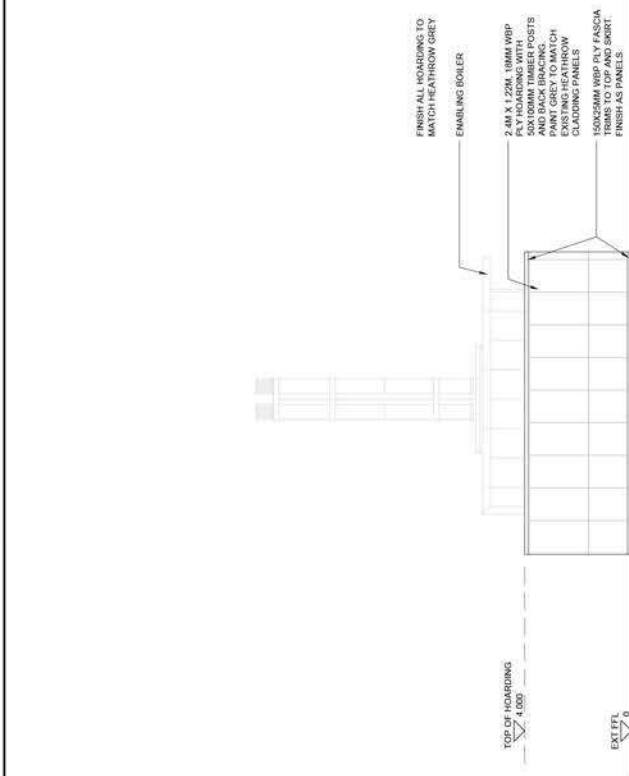


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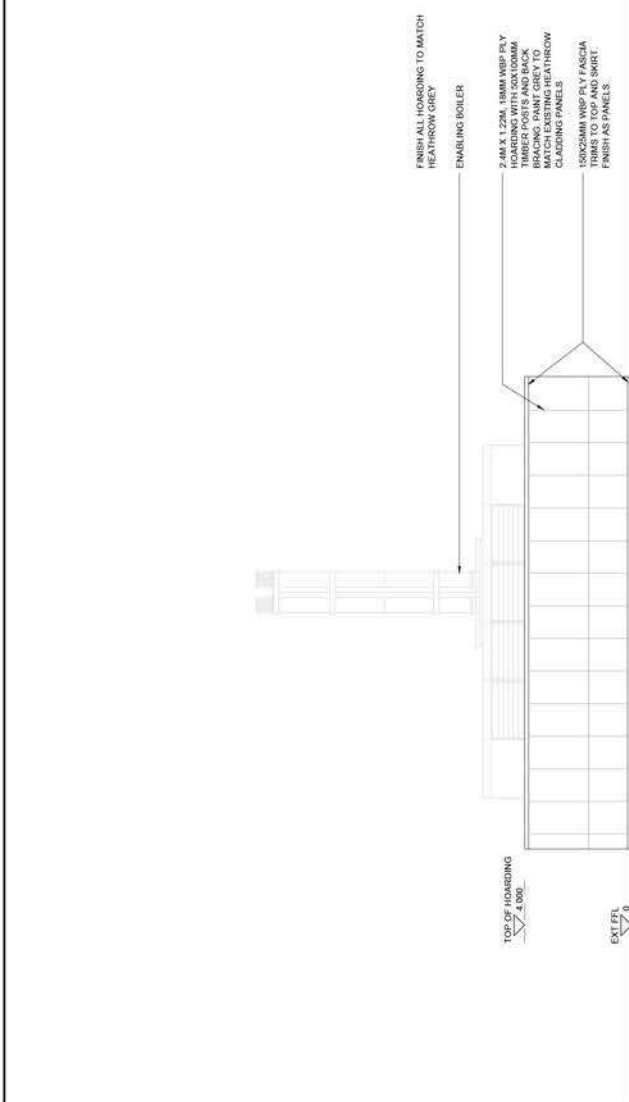
ASSET MANAGEMENT PROGRAMME
 Energy & Utilities Management Supply
 Enabling Boiler - South
 HOARDING ELEVATIONS

Contract No: 13000-XX-SE-200-000007
 Version: 3.0



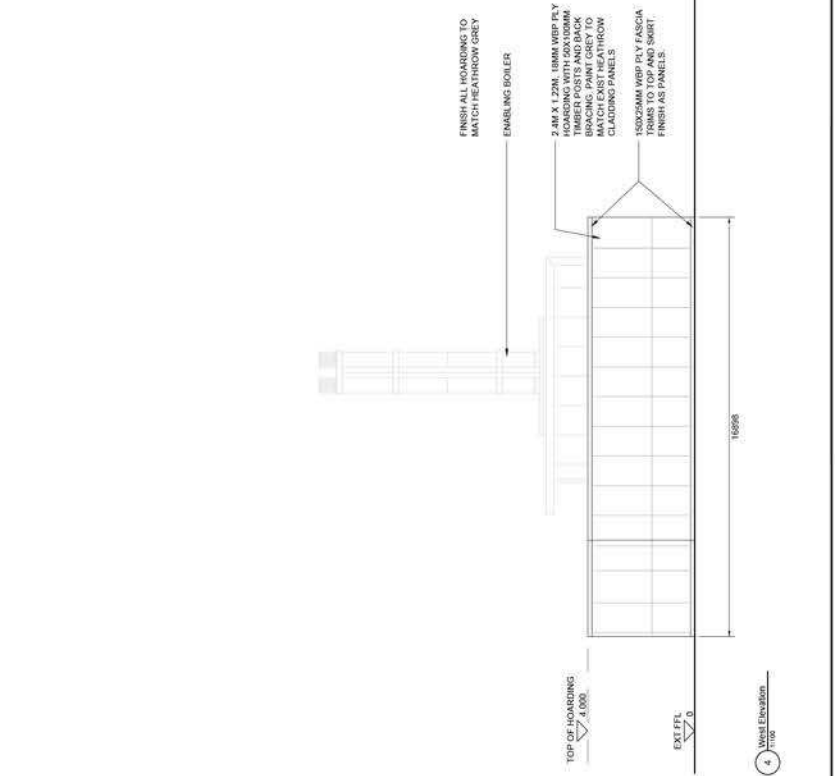
1 South Elevation
 17664
 11315
 TOP OF HOARDING 4.000
 EXT FFL 0

2 East Elevation
 11315



1 South Elevation
 17664
 23196
 TOP OF HOARDING 4.000
 EXT FFL 0

3 North Elevation
 23196



2 East Elevation
 11315
 16698
 TOP OF HOARDING 4.000
 EXT FFL 0

4 North Elevation
 16698

SURVEY, DESIGN & ENVIRONMENTAL INFORMATION

1. **Survey**
 All new buildings shall be surveyed in accordance with BS5400-4:1976. All existing buildings shall be surveyed in accordance with BS5400-4:1976. All existing buildings shall be surveyed in accordance with BS5400-4:1976. All existing buildings shall be surveyed in accordance with BS5400-4:1976.

2. **Design**
 All new buildings shall be designed in accordance with BS5400-4:1976. All existing buildings shall be designed in accordance with BS5400-4:1976. All existing buildings shall be designed in accordance with BS5400-4:1976. All existing buildings shall be designed in accordance with BS5400-4:1976.

3. **Environment**
 All new buildings shall be designed in accordance with BS5400-4:1976. All existing buildings shall be designed in accordance with BS5400-4:1976. All existing buildings shall be designed in accordance with BS5400-4:1976. All existing buildings shall be designed in accordance with BS5400-4:1976.

ALL SETTING OUT OF THE CURRENT DESIGN OF THE NEW BUILDING, ROAD LAYOUTS, EXISTING SERVICES AND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR. UNVERIFIED SITE SURVEY INFORMATION.

Buildings + Road layouts as per listed drawings:
 10000-XX-142-XXX-000004 P2 E 2.0
 10000-XX-142-XXX-000005 P2 E 2.0
 10000-XX-142-XXX-000005 P2 E 2.0
 Service Tunnel, section, above road signage and posts as per listed drawings
 Construction Management T3 Road (TMS)
 12137-XX-GA-756-000042, P4, V18.0

KEY: SUB SURFACE AREAS

No.	Date	Description of Change	By	Check
1.0	16/03/2015	INITIAL ISSUE	MM	MM
2.0	20/04/15	PLANNING ISSUE	MM	MM

ATKINS

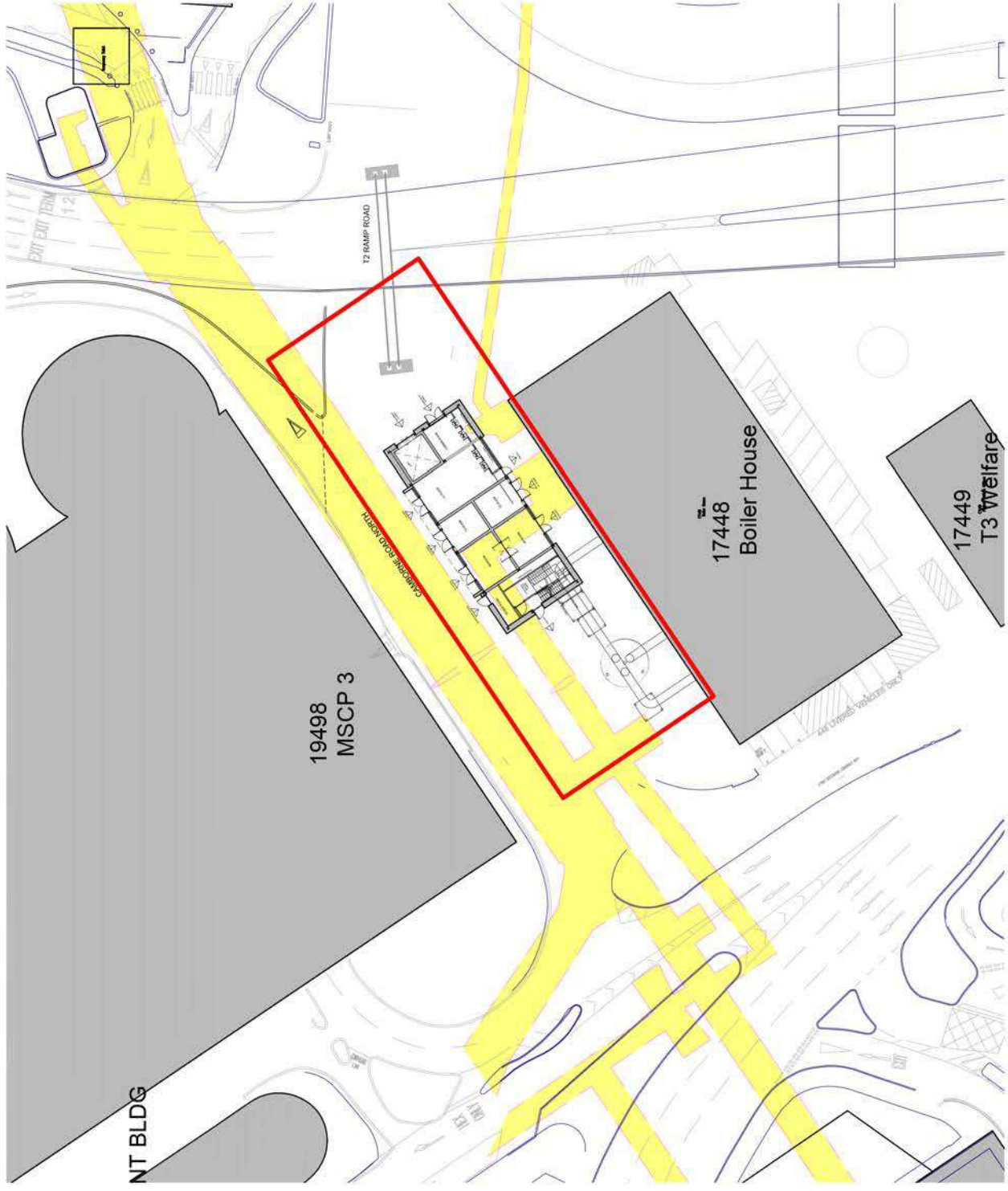
Woodlands Grove
 Kingsley Road
 KINGSLEY
 KINGSLEY
 KINGSLEY
 KINGSLEY
 KINGSLEY
 KINGSLEY
 KINGSLEY
 KINGSLEY
 KINGSLEY

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Project Name: **ENERGY & UTILITIES MANAGEMENT SUPPLY**
 Project Code: **17447-00-GA-200-000004**
 Version: **2.0**



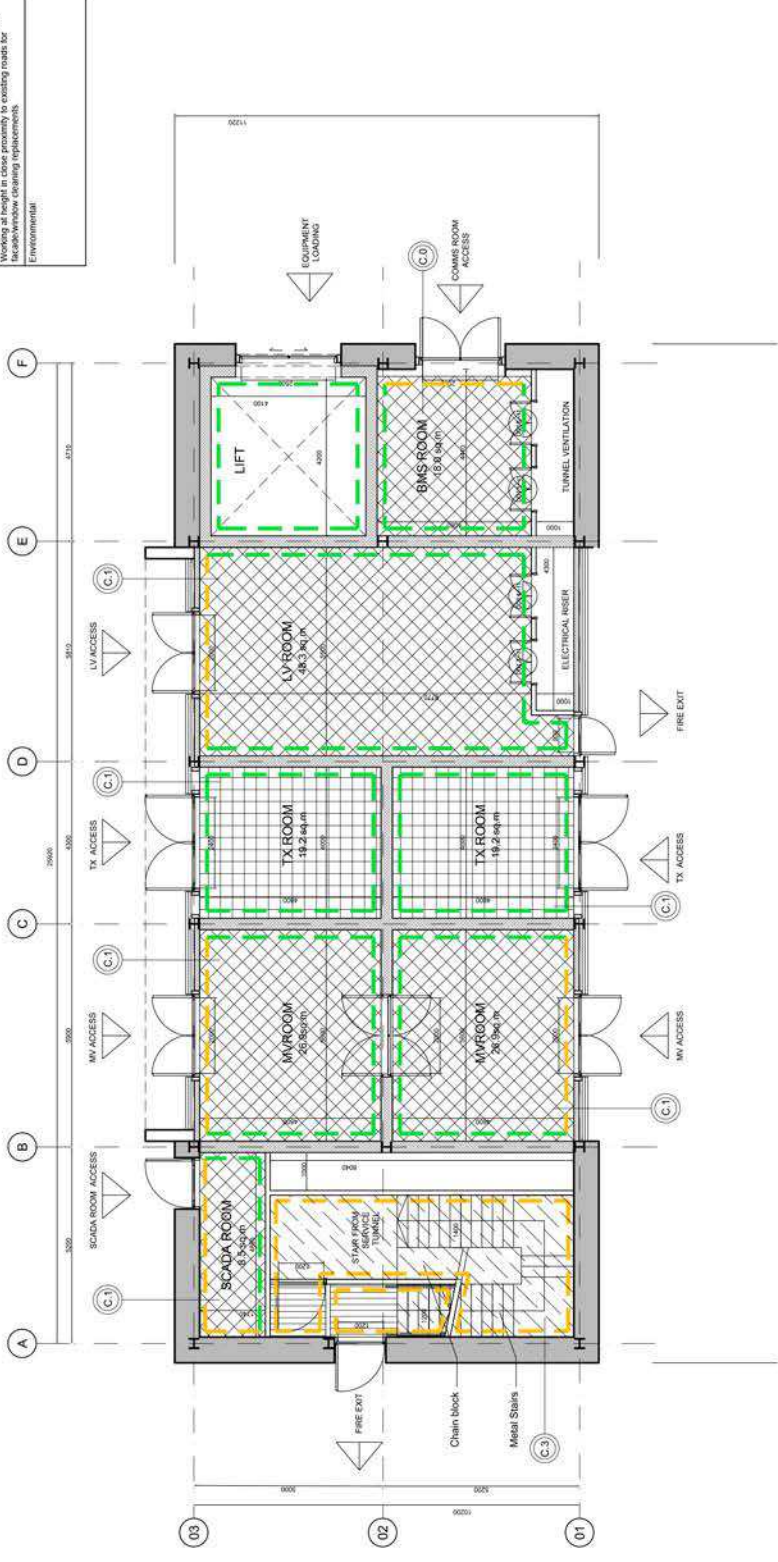
- NOTES:
1. THE CONTRACTOR SHALL IDENTIFY ALL EXISTING SERVICES IN THE AREA BEFORE COMMENCING THE WORKS.
 2. EXISTING SERVICES TO BE RETAINED WHERE POSSIBLE AND KEPT OPEN FOR CONSTRUCTION DRAWINGS TO BE READ IN CONJUNCTION WITH CIVIL ENGINEERS AND HIGHWAYS ENGINEERS DRAWINGS.

1 SITE PLAN AS PROPOSED
 1:200

Safety, Health & Environmental Information
 This drawing is a preliminary design and is subject to change without notice. It is intended for information only and should not be used for construction or other purposes without the written approval of the design team. The design team is not responsible for any safety, health or environmental issues that may arise from the use of this drawing. The design team is not responsible for any safety, health or environmental issues that may arise from the use of this drawing. The design team is not responsible for any safety, health or environmental issues that may arise from the use of this drawing.

Contributors:
 Existing recorded & unrecorded services
 Temporary edge protection required during construction
 Provision to existing tunnels, roads and boiler house
 Risk of Storage (object safety)
 Demolition/Alphabet
 Existing recorded & unrecorded services

Maintenance/Cleaning/Replacement:
 Road access via off loader and road below for gully cleaning
 Working at height in close proximity to existing roads for
 facade/window cleaning replacements
 Environmental



- CEILING KEY:**
- (C0) TYPE C.0 - UNDERSIDE OF RIBBED METAL DECK TO BE PAINTED WHITE RAL 9001
 - (C1) TYPE C.1 - SOFFIT/LINER WITH 6mm PROMAT BOARD OR SIMILAR APPROVED
 - (C2) TYPE C.2 - FULLY ACCESSIBLE MATT CEILING SAS System 120 300x600 mm TILES OR SIMILAR APPROVED.
 - (C3) TYPE C.3 - FULLY ACCESSIBLE RAFT METAL CEILING SAS SYSTEM 600 x 600 x 1200x600 TILES OR SIMILAR APPROVED. UNDERSIDE OF RIBBED METAL DECK TO BE PAINTED.
 - (C4) TYPE C.4 - UNDERSIDE OF CONCRETE TO BE PAINTED WITH KEIM MINERAL PAINT OR SIMILAR APPROVED
- CEILING FIXTURES AND FITTINGS:**
- Please refer to Mechanical and Electrical drawings.
- FLOOR FINISHES KEY:**
- CORE ENTRANCE AREAS:**
- Barrier Mat - Nuway Tuffguard Classic (Fono Flooring systems or similar approved)
- CIRCULATION AREAS:**
- Alto Transfer Momentum sheet flooring on screed or similar approved
 - Skirting: To be continuous sheet lift of 100mm using manufacturer's coved skirting detail incorporating the Alto CF2DR cove former and capping seal C7
- LV ROOMS, MV ROOMS, SCADA ROOM, COMMS ROOM:**
- Floor area to be sealed using a 2 part epoxy paint to provide a dust free finish colored Tite Red B5376. Heavy duty screed.
- PLANTROOMS AND STORES AT UPPER FLOORS:**
- Floor area to be sealed using Epoxy floor finish paint to provide a dust free finish colored Light Gray. Heavy duty screed.
- FLOOR FINISHES KEY:**
- PLANTROOMS AND STORES AT UPPER FLOORS:**
- Skirting, 300 x 19 mm FSC certified softwood skirting finished with one undercoat and two top coats of satin finish paint.
- TRANSFORMER ROOMS:**
- Floors and masonry walls within the bund to be painted with Sika safeguard ECS epoxy floor coating. Colour-Light Gray. Heavy duty screed.
- WALL FINISHES KEY:**
- Two coats of vinyl matt emulsion paint on Blockwork wall. Wall surface to be smooth faced, sealed to give dust free finish.
 - Two coats of vinyl matt emulsion paint on Plasterboard finish.
 - 13mm Compact grade laminate
- Provide evidence that all relevant products have been tested against and meet the relevant standards for Volatile Organic Compound (VOC) emissions.**
- STANDARDS OF PRODUCTS AND EXECUTIONS
 BAA ENVIRONMENTALLY SENSITIVE MATERIALS STRATEGY
 The BAA Environmentally Sensitive Materials Strategy identifies those materials whose activities and identifies those materials whose specification, procurement and use should be avoided. ALL SUPPLIERS AND SUB CONTRACTORS MUST BE MADE AWARE OF EXCLUSION AND RATIONALE FOR EACH. This Strategy outlines those materials whose BAA seeks primarily to avoid, or where no suitable alternative is available, to minimise their use. Subsequently those materials are known as the 'Non-FSC Timber' comprising:
 * Cement and Virgin Aggregates
 * HFCs and HFOs
 * PVC
 * Polyurethanes
 * Hazardous Chemicals

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Model/Content References List - Name, Version & Status:

Name	Version	Status
17447-00-BA-224-000001	1.0	P2
17447-XX-BA-224-000001	1.0	P2
17447-00-BA-224-000001	1.0	P2

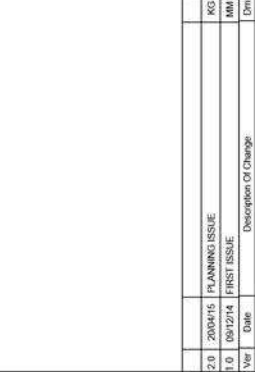
ALL SETTING OUT OF THE CURRENT DESIGN OF THE NEW BUILDING, ROAD LAYOUTS, EXISTING SERVICES TUNNEL AND PASSENGER TUNNEL AND EXISTING BUILDING LOCATIONS ARE BASED ON AS YET UNVERIFIED SITE SURVEY INFORMATION.

ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

No	Date	Description Of Change	Rev	By	CHK	Appr
2.0	20/04/15	PLANNING ISSUE				
1.0	09/12/14	FIRST ISSUE				

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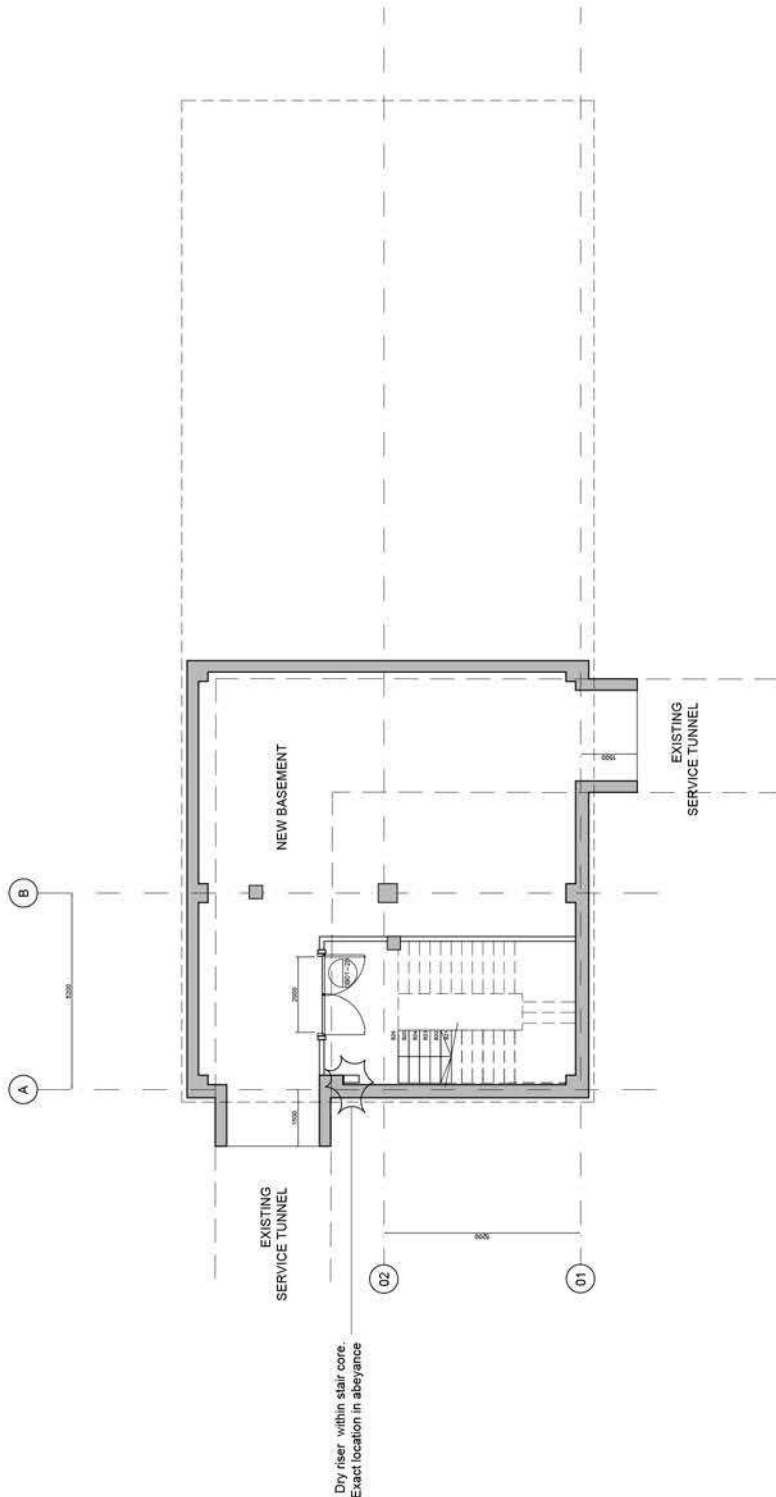
Project Name: ASSET MANAGEMENT PROGRAMME
 Scale: 1:100 @ A2
 Drawing Project No: OPS107

Title: ENERGY & UTILITIES MANAGEMENT SUPPLY HEADER BUILDING
 CEILING FLOOR AND WALL FINISHES PLAN

Company: ATKINS
 Drawn By: MM
 Date: 16/10/2014
 Status: I/P2
 Location Level: Sub Series/System/Identifier: 17447-00-BA-224-000001
 Version: 2.0

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Safety, Health & Environmental Information	
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Contributor:	
Existing recorded & unrecorded services:	
Temporary edge protection required during construction:	
Risk of injury to workers, roads and other users:	
Demolition/Adaptation:	
Existing recorded & unrecorded services:	
Maintenance/Change/Replacement:	
Road access via cut and cover and road works for other cleaning:	
Working at height in close proximity to existing roads for:	
Blowdown/cleaning replacement:	
Environmental:	



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Model/Content References List - Name, Version & Status:		
Name	Version	Status
17447-A0-02-213-000001	1.0	P2
17447-A0-02-200-000001	1.0	P2

ALL SETTING OUT OF THE CURRENT DESIGN OF THE NEW BUILDING, ROAD LAYOUTS, EXISTING SERVICES TUNNEL AND PASSENGER TUNNEL AND EXISTING BUILDING LOCATIONS ARE BASED ON AS YET UNVERIFIED SITE SURVEY INFORMATION.

ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

Ver	Date	Description Of Change	MM	DD	DD
2.0	20/04/15	PLANNING ISSUE	KG		
1.0	08/12/14	FIRST ISSUE	MM		

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Scale	1:100 @ A2
Project Name	Heathrow Project No
ASSET MANAGEMENT PROGRAMME	CPSS107

ENERGY & UTILITIES MANAGEMENT SUPPLY HEADER BUILDING BASEMENT FLOOR LAYOUT

Company	Drawn By	Chk/Approved	Status
ATKINS	MM	USD	P2
Location Level/Sub-System/Identifier			Version
17447-A0-GA-200-000001			2.0

Safety, Health & Environmental Information
 All work on this drawing is to be carried out in accordance with the Health & Safety Plan. It is the responsibility of the contractor to ensure that all work is carried out in accordance with the Health & Safety Plan. It is the responsibility of the contractor to ensure that all work is carried out in accordance with the Health & Safety Plan. It is the responsibility of the contractor to ensure that all work is carried out in accordance with the Health & Safety Plan.

Contributors
 Existing received & unrecorded services.
 Temporary edge protection required during construction.
 Demolition/adaptation.
 Existing received & unrecorded services.

Maintenance/Cleaning/Replacement:
 Roof access via cat ladder and roof hatch for gutter cleaning.
 Access to roof for cleaning of rainwater pipes and downpipes.
 Access to roof for cleaning of rainwater pipes and downpipes.
 Access to roof for cleaning of rainwater pipes and downpipes.

Environmental
 1. DO NOT SCALE FROM THE DRAWING.
 2. ALL DIMENSIONS ARE IN MILLIMETRES (MM) UNLESS NOTED OTHERWISE.
 3. ALL DIMENSIONS & SETTING OUT TO BE VERIFIED ON SITE BY THE CONTRACTOR.
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, APPROVALS, NOTICES AND SUPPLIERS DRAWINGS AND SPECIFICATIONS.
 5. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY PROVISIONS TO BE MADE TO ACCOMMODATE THE WORK.
 6. THE CONTRACTOR TO REFER TO ALL APPLICABLE DRAWINGS AND SPECIFICATIONS FOR LOADS REQUIREMENTS.
 7. FOR MOVEMENT TO BE ACCOMMODATED BY THE FACADE SYSTEM REFER TO FACADE CONTRACTOR DRAWINGS AND SPECIFICATIONS.
 8. PANEL SIZES AS SHOWN IN THIS DRAWING ARE INDICATIVE ONLY FOR THE PURPOSE OF THE SETTING OUT PRINCIPLES. THE CONTRACTOR TO REFER TO ALL APPLICABLE DRAWINGS AND SPECIFICATIONS FOR THE FINAL PANEL SIZES TO BE DETERMINED BY FACADE CONTRACTORS.
 9. THE SECONDARY STEEL STRUCTURE TO SUPPORT THE FACADE IS BY THE FACADE CONTRACTOR.
 10. FOR ENVELOPE PERFORMANCE REFER TO MECHANICAL CONTRACTOR DRAWINGS FOR THE BASIS OF DESIGN DOCUMENT.
 11. FOR LIFT OUTLINE SPECIFICATIONS REFER TO ACCESS LIFT AND LIFTING BEAM ON TOP OF THE SHED REFER TO MECHANICAL CONTRACTOR DRAWINGS.
 12. FOR LIFT OUTLINE SPECIFICATIONS REFER TO ACCESS LIFT AND LIFTING BEAM ON TOP OF THE SHED REFER TO MECHANICAL CONTRACTOR DRAWINGS.

ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

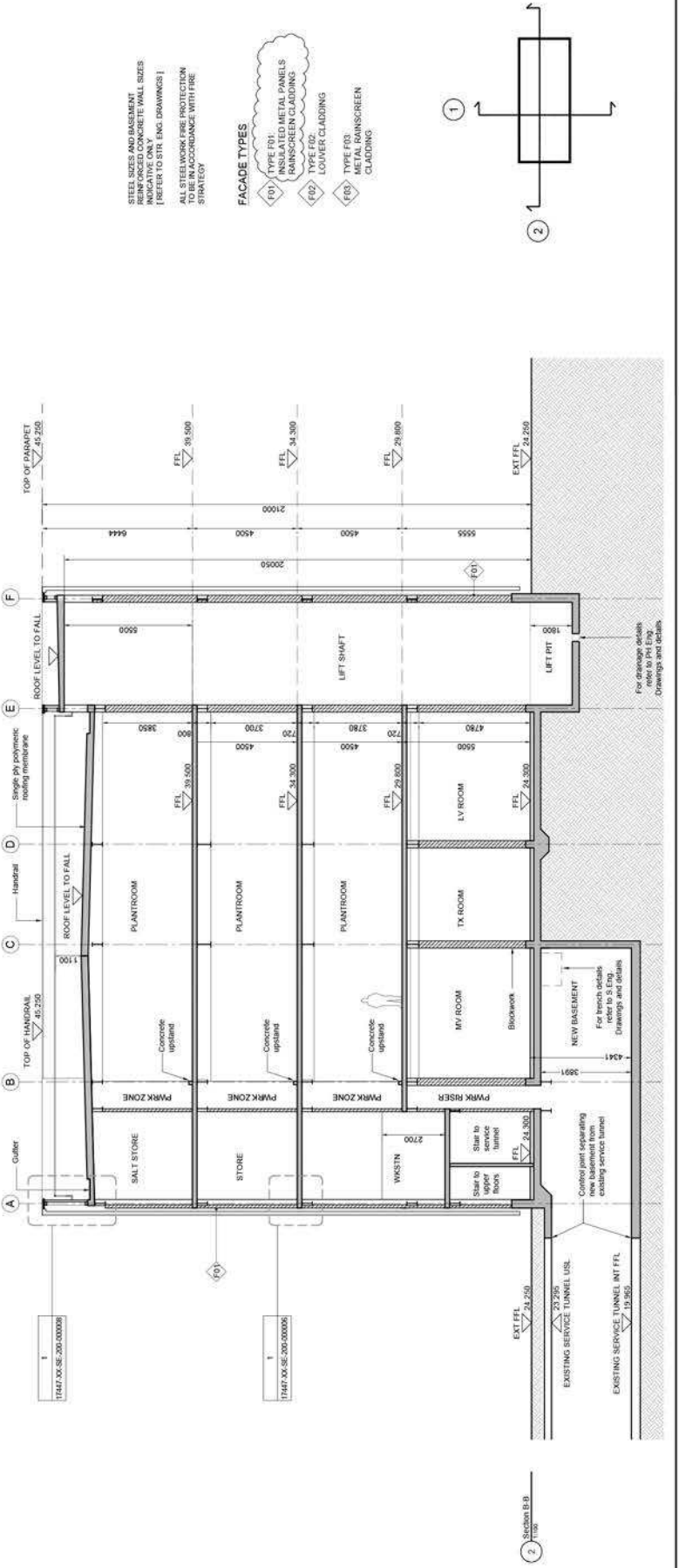
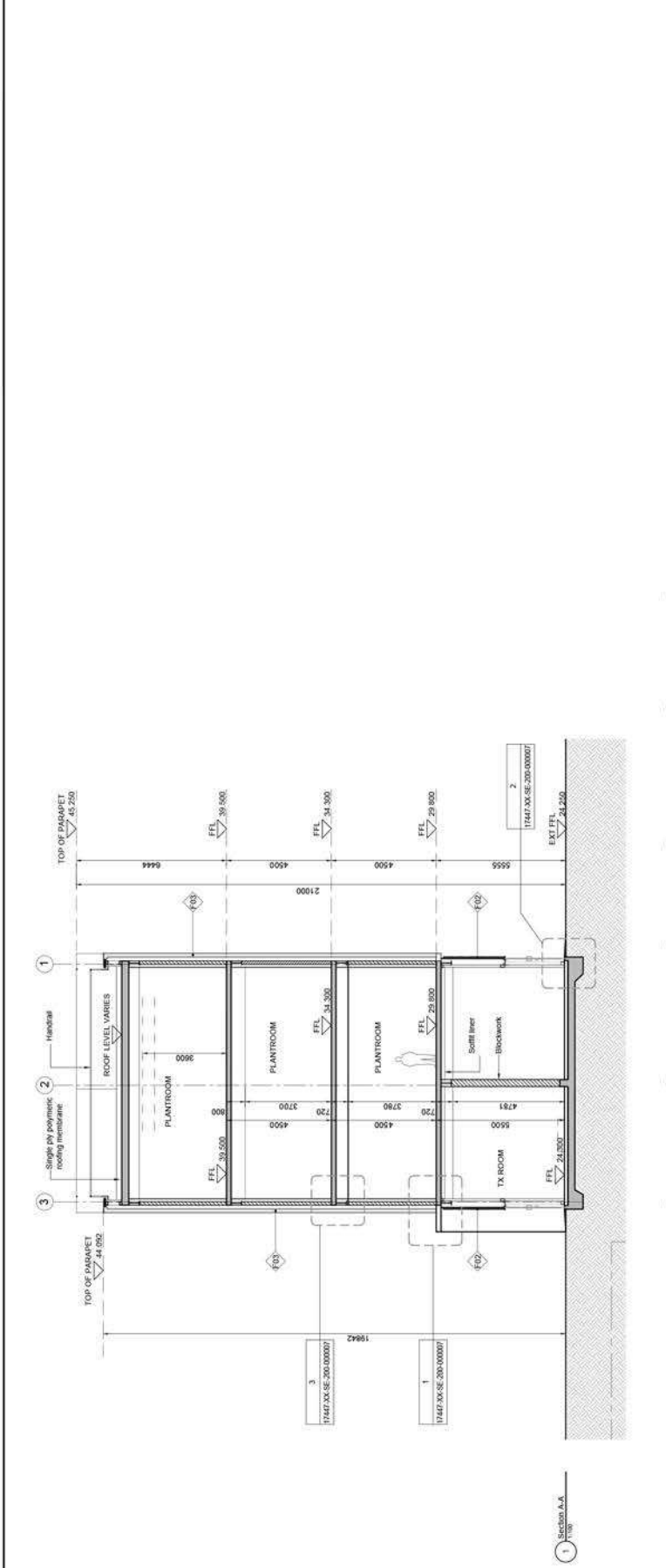
No.	Date	Description of Change	By	Check
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2.0	20/04/20	PLANNING ISSUE	MM	MM

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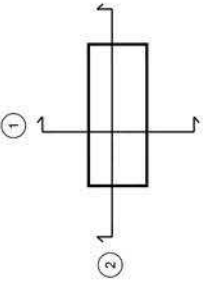


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Project Name: Heathrow Energy & Utilities Building Header Building
 Drawing Title: Facade Details
 Drawing No: 17447-XX-SE-200-000007
 Date: 17/03/2020
 Version: 1.0
 Status: P2



- STEEL SIZES AND BASEMENT REINFORCED CONCRETE WALL SIZES INDICATIVE ONLY (REFER TO STR. ENG. DRAWINGS)**
ALL STEELWORK FIRE PROTECTION TO BE IN ACCORDANCE WITH FIRE STRATEGY
- FACADE TYPES**
- (F1) TYPE F1 INSULATED METAL PANELS RAINSCREEN CLADDING
 - (F2) TYPE F2 LOWER CLADDING
 - (F3) TYPE F3 METAL RAINSCREEN CLADDING



Name	Version	Status
17447-XX-SE-200-000001	1.0	IFC
17447-XX-SE-200-000002	1.0	IFC
17447-XX-SE-200-000003	1.0	IFC

Safety, Health & Environmental Information

All works are to be carried out in accordance with the relevant standards and specifications. The contractor is to ensure that all work is carried out in accordance with the relevant standards and specifications. The contractor is to ensure that all work is carried out in accordance with the relevant standards and specifications. The contractor is to ensure that all work is carried out in accordance with the relevant standards and specifications.

CONSTRUCTION:

1. Use prefabricated elements where possible.
2. Use high level cleaning and maintenance. Use of cranes and method statements required to ensure safe and public are maintained.
3. Oversize cladding panels.
4. Working at height.
5. Demolition/Adaptation.
6. Oversized cladding panels.
7. Working at height.

Maintenance/Cleaning/Replacement:

1. High level cleaning and maintenance. Use of cranes and method statements required to ensure safe and public are maintained.
2. Working at height.
3. Environmental.

NOTES:

1. DO NOT SCALE FROM THE DRAWING.
2. ALL DIMENSIONS ARE IN MILLIMETRES (MM) UNLESS NOTED OTHERWISE.
3. ALL DIMENSIONS & SETTING OUT TO BE VERIFIED ON SITE BY THE CONTRACTOR.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL LATEST ARCHITECTURAL, STRUCTURAL, SERVICES AND SUPPLIERS DRAWINGS AND SPECIFICATIONS.
5. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY WORKING AND PROVISIONS FOR LOUVERS REQUIREMENTS.
6. CONTRACTOR TO REFER TO MECHANICAL DRAWINGS AND SPECIFICATIONS FOR LOUVERS REQUIREMENTS.
7. FOR MOVEMENT TO BE ACCOMMODATED BY THE FACADE SYSTEM REFER TO FACADE CONTRACTOR DRAWINGS AND SPECIFICATIONS.
8. DIMENSIONS AS SHOWN IN THIS DRAWING ARE INDICATIVE ONLY FOR THE PURPOSE OF THE SETTING OUT PRINCIPLES. CONTRACTORS TO BE DETERMINED BY FACADE CONTRACTOR.
9. THE SECONDARY STEEL STRUCTURE TO SUPPORT THE FACADE IS TO BE DEVELOPED BY THE FACADE CONTRACTOR.
10. FOR ENVELOPE PERFORMANCE REFER TO MECHANICAL DRAWINGS, SPECIFICATIONS AND BASIS OF DESIGN DOCUMENT.

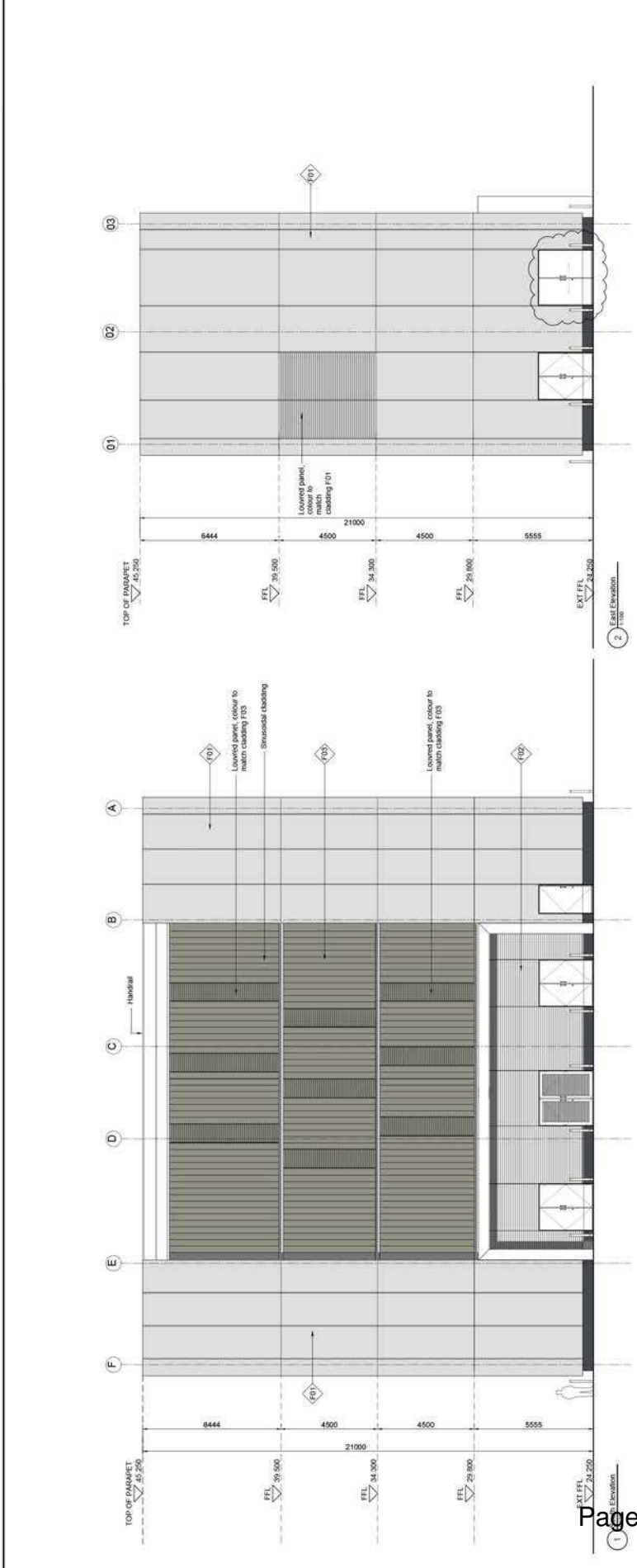
ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

Rev	Date	Description Of Change	By	Chk
01	20/09/15	PLANNING ISSUE	MM	MM
02	08/10/14	MARKET ISSUE	MM	MM

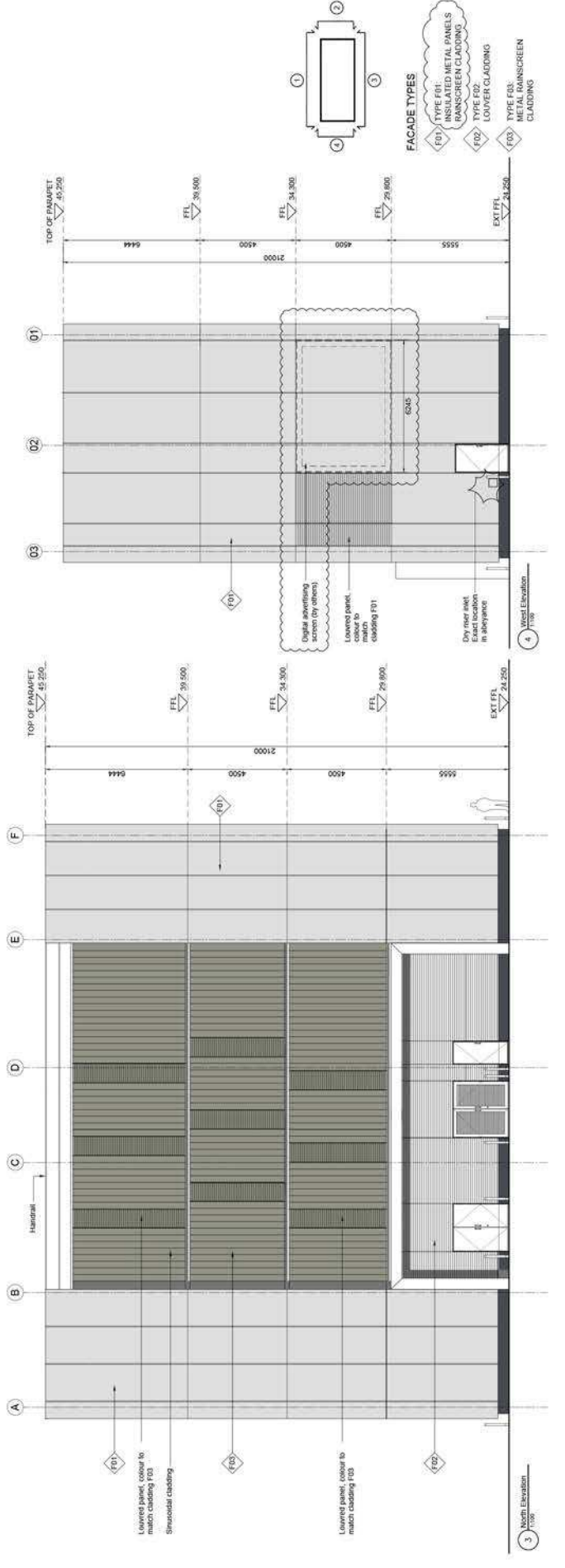
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Energy & Utilities Management Supply
HEADER BUILDING
ELEVATIONS



Page 128



2412_VT_0_00a-d115

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 Number AL10020761.

Name	Version	Station
17921-00-GA-200-000001	1.0	P2
17921-00-GA-200-000002	2.0	P2
17921-00-GA-200-000003	3.0	P2
17921-00-GA-200-000004	4.0	P2
17921-00-GA-200-000005	5.0	P2
17921-00-GA-200-000006	6.0	P2
17921-00-GA-200-000007	7.0	P2
17921-00-GA-200-000008	8.0	P2
17921-00-GA-200-000009	9.0	P2
17921-00-GA-200-000010	10.0	P2

SKINNY HIGHWAY & ENVIRONMENTAL INFORMATION
 All drawings are to be read in conjunction with the following documents:
 1. The current Highway & Environmental Information Form (HEIF) for the site.
 2. The current Road Layouts as per the latest drawings.
 3. The current Road Layouts as per the latest drawings.
 4. The current Road Layouts as per the latest drawings.
 5. The current Road Layouts as per the latest drawings.
 6. The current Road Layouts as per the latest drawings.
 7. The current Road Layouts as per the latest drawings.
 8. The current Road Layouts as per the latest drawings.
 9. The current Road Layouts as per the latest drawings.
 10. The current Road Layouts as per the latest drawings.

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 www.heathrow.com

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ALL SETTING OUT OF THE CURRENT DESIGN OF THE NEW BUILDING, ROAD LAYOUTS, EXISTING SERVICES TUNNEL AND PASSENGER TUNNEL, AND EXISTING SERVICES ARE TO BE MAINTAINED AND NOT TO BE UNVERIFIED SITE SURVEY INFORMATION.

Drawings - Road Layouts as per latest drawings.
 10000-XX-MS-XXX-000024 P2 62.0
 Heathrow Basecamp Grid Model -
 10000-XX-MS-XXX-000051 P2 9.0

THIS DRAWING NEEDS TO BE IN CONJUNCTION WITH DRAWING 1500-XX-P2-100-000003

ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

- NOTES**
1. THE CONTRACTOR SHALL VERIFY ALL EXISTING SERVICES IN THE AREA BEFORE COMMENCING THE WORKS.
 2. EXISTING SERVICES TO BE ISOLATED AND RETAINED WHERE POSSIBLE AS PER MEP DRAWINGS.
 3. DWG TO BE READ IN CONJUNCTION WITH MEP.

Rev	Date	Description Of Change	By	Chk
1.0	2015-05-15	PLANNING ISSUE		
1.0	2015-05-15	PLANNING ISSUE (REVISED)		

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 www.atkins.com



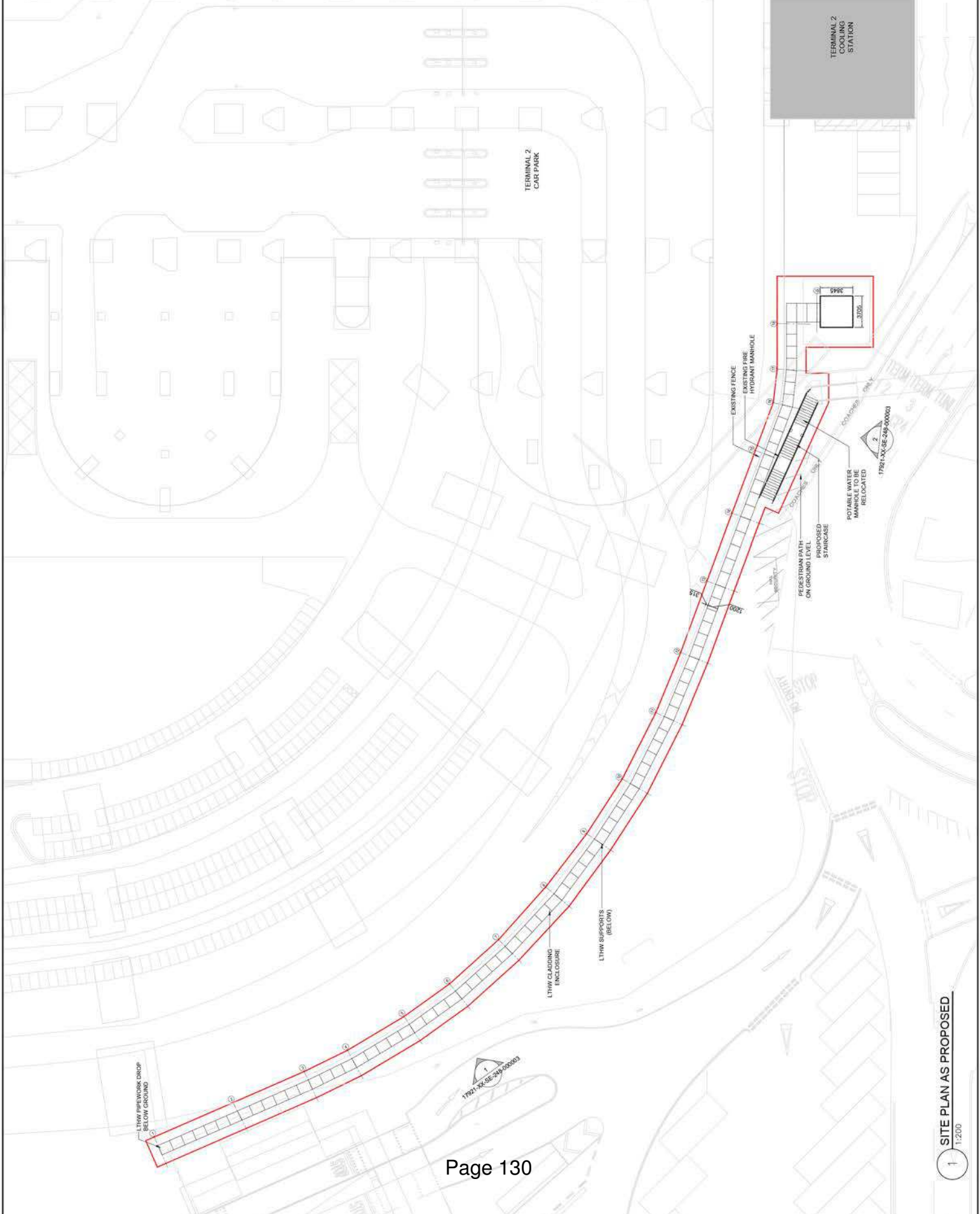
Very Plan

Heathrow
 Making every journey better

Asset Management Programme
 CPSS107

Energy & Utilities Management Supply
 Enabling Boilers - LTHW / STAIRCASE
 SITE PLAN AS PROPOSED

17921-00-GA-200-000003
 Version: 2.0



Safety, Health & Environmental Information

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Construction:

- Existing recorded & unrecorded services
- Temporary edge protection required during construction
- Working at height in close proximity to existing roads for
- Backfill/window cleaning replacements

Demolition/Adaptation:

- Existing recorded & unrecorded services

Maintenance/Changing/Replacement:

- Food access via cat ladder and pool nation for gutter cleaning
- Working at height in close proximity to existing roads for
- Backfill/window cleaning replacements

Environmental:

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Name	Version	Status
Model/Content References List - Name, Version & Status:		

ALL SETTING OUT OF THE CURRENT DESIGN OF THE NEW BUILDING, ROAD LAYOUTS, EXISTING SERVICES TUNNEL AND PASSENGER TUNNEL AND EXISTING BUILDING LOCATIONS ARE BASED ON AS YET UNVERIFIED SITE SURVEY INFORMATION.

ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

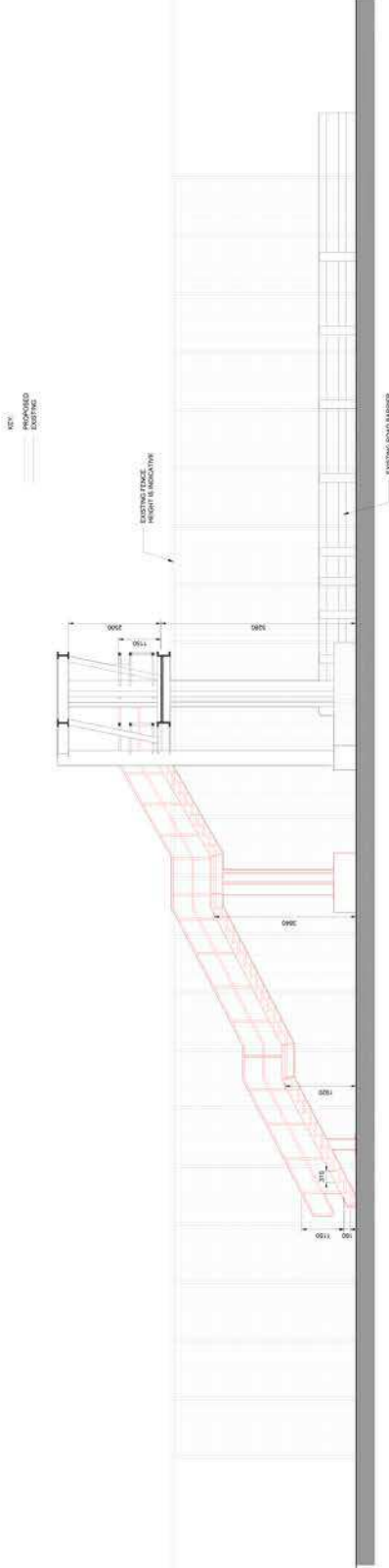
Ver	Date	Description Of Change	Drn
4.0	20/04/15	PLANNING ISSUE	KG
3.0	16/04/15	PLANNING ISSUE (DRAFT)	KG
2.0	02/03/15	FOR INFORMATION	IU
1.0	31/03/15	FOR INFORMATION	IU

ATKINS

Woodcote Grove
 Abbey Road
 Epsom
 Surrey
 KT18 5JW
 Tel: +44 (0)1372 790460
 Fax: +44 (0)1372 748959
 www.atkinsglobal.com

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Key Plan



EXISTING / DEMOLITION ELEVATION



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 Scale: 1:50@A2
 Project Name: ASSET MANAGEMENT PROGRAMME
 Heathrow Project No: CP33107

Title:
 ENERGY & UTILITIES MANAGEMENT SUPPLY
 ENABLING BOILERS - LTHW / STAIRCASE
 EXISTING STAIRCASE ELEVATION

Company	Drawn By	Chk/Approved	Drawn Date	Status
ATKINS	COJ/CC	KOM	30/01/2015	1/P2
Location Level/Sub-Series/System-Identifier				Version
17921-XX-SE-248-000001				4.0

Safety, Health & Environmental Information

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It is the user's responsibility to ensure that the drawing is used in accordance with its intended purpose and that any necessary precautions are taken.

Construction:

- Existing recorded & unrecorded services
- Temporary edge protection required during construction
- Working at height in close proximity to existing roads for
- Backfill/window cleaning replacements
- Environmental

Demolition/Adaptation:

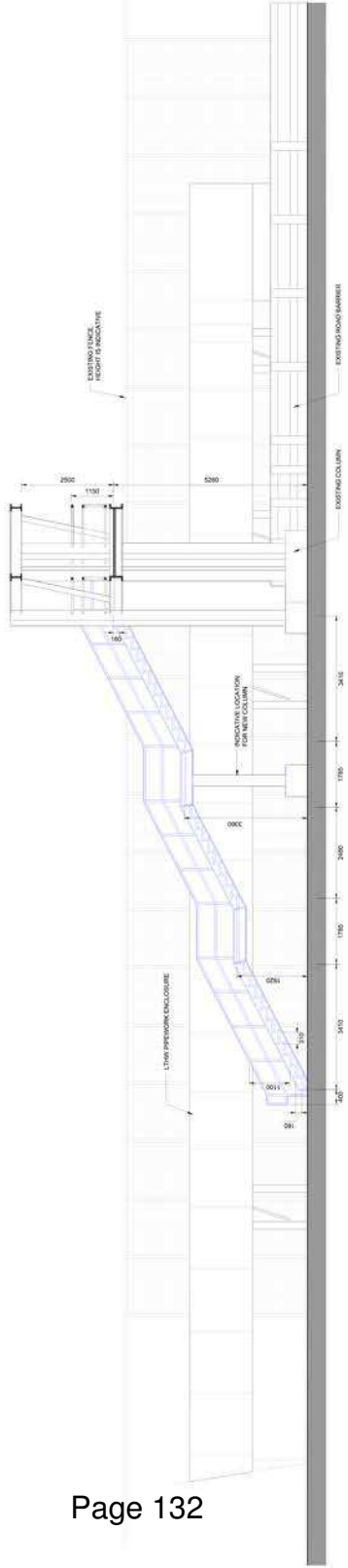
- Existing recorded & unrecorded services

Maintenance/Changing/Replacement:

- Food access via cat ladder and pool nathan for gutter cleaning
- Working at height in close proximity to existing roads for
- Backfill/window cleaning replacements
- Environmental

Environmental:

- Existing recorded & unrecorded services



PROPOSED ELEVATION

1:50

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Model/ Content References Ltd. - Name, Version & Status:

Name	Version	Status

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ALL SPECIFICATIONS TO COMPLY WITH HEATHROW STANDARDS

Ver	Date	Description Of Change	Dwn
4.0	20/04/15	PLANNING ISSUE	KG
3.0	16/04/15	PLANNING ISSUE (DRAFT)	KG
2.0	02/03/15	FOR INFORMATION	IU
1.0	31/03/15	FOR INFORMATION	IU

ATKINS

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 Tel: +44 (0)1372 790400
 Fax: +44 (0)1372 749555
 www.atkinsglobal.com

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Key Plan



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Scale: 1:50@A2

Project Name: ASSET MANAGEMENT PROGRAMME
 Heathrow Project No: CP35107

Title: ENERGY & UTILITIES MANAGEMENT SUPPLY ENABLING BOILER - LTHW / STAIRCASE PROPOSED STAIRCASE ELEVATION

Company: Atkins
 Drawn By: CMC
 Checked/Approved: KOM
 Drawn Date: 30/01/2015
 Status: I/P2

Location Level: Sub Series/System-Identifier: 17921-XX-SE-248-000002
 Version: 4.0

Report of the Head of Planning, Sport and Green Spaces

Address SITE OF BUILDING 717 SHEFFIELD WAY HEATHROW AIRPORT

Development: Reserved matters (Landscaping) application in compliance with conditions 2 and 3 of planning permission reference 50657/APP/2013/2214 (Demolition of existing warehouse buildings and erection of 602 bedroom 8-storey hotel with associated car parking (Outline application including details of access, appearance, layout and scale - landscaping reserved).)

LBH Ref Nos: 50657/APP/2015/1974

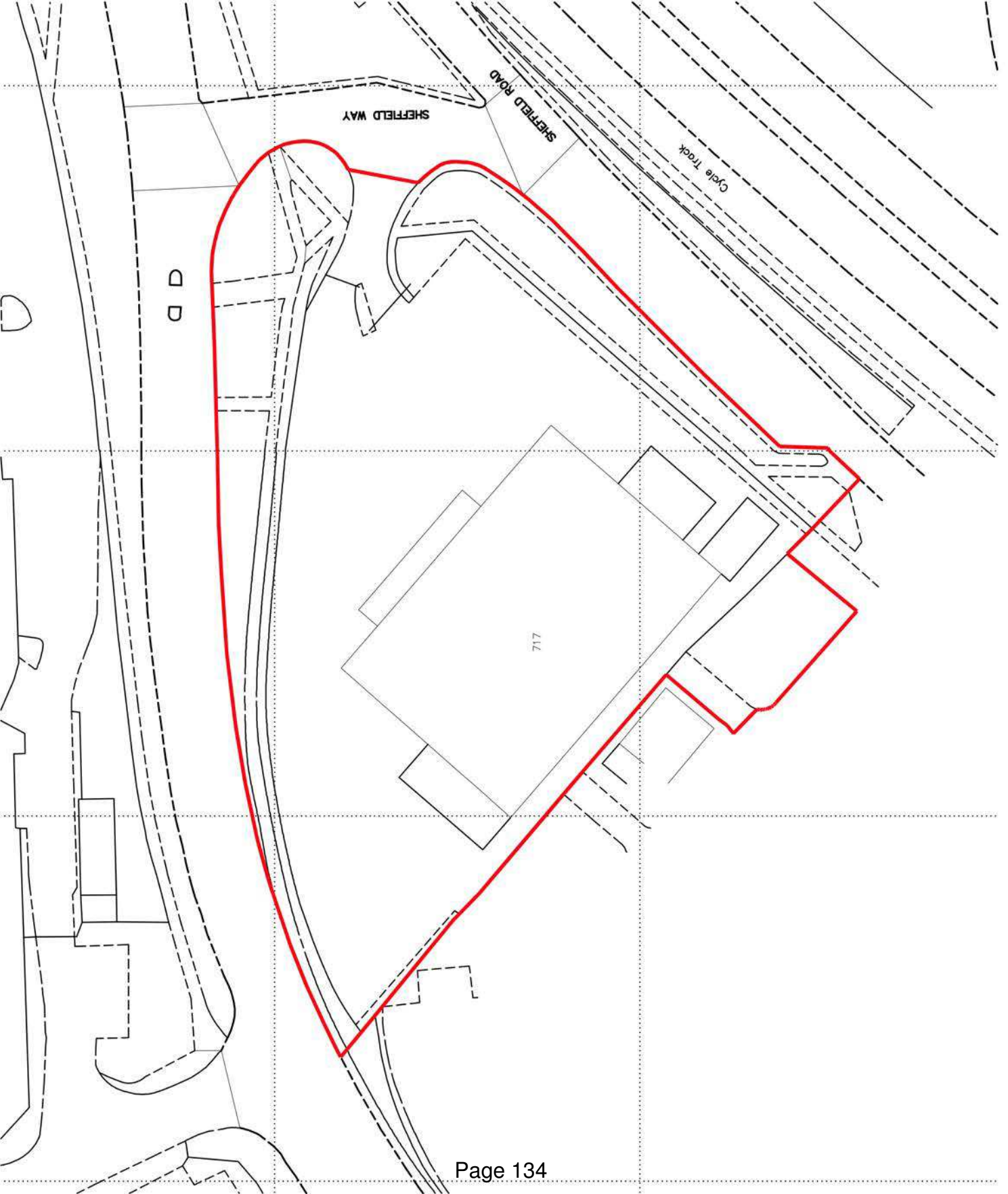
Date Plans Received: 28/05/2015

Date(s) of Amendment(s):

Date Application Valid: 28/05/2015

Please do not scale from this drawing. If in doubt ask. This drawing is the property of UNDM Partnership Ltd and must not be reproduced, copied or disclosed in any form, other than for the purpose of this project.

Revision	Date	By



PLANNING			
Client	S&T Group		
Project Title	T4 Matrix Proposed Premier Inn Hotel Sheffield Road, Heathrow Airport		
Drawing Title	Location Plan		
Date	Scale	Drawn	Checked
May 2015	1:500	MJR	MJR
Drawing No.	058-GA-100		
Rev			
	A3		

Please do not scale from this drawing. All dimensions are indicated on the drawing. All dimensions are in millimetres unless otherwise stated. All dimensions are to the centre of the object unless otherwise stated.

Revision: 18.03.15
 A Revised drawing contents from P08_04_15
 B Revised drawing contents from P08_04_15
 C Revised drawing contents from P08_04_15



JRM
 GROVE DEVELOPMENTS
 CHARTERED ARCHITECTS

PLANNING

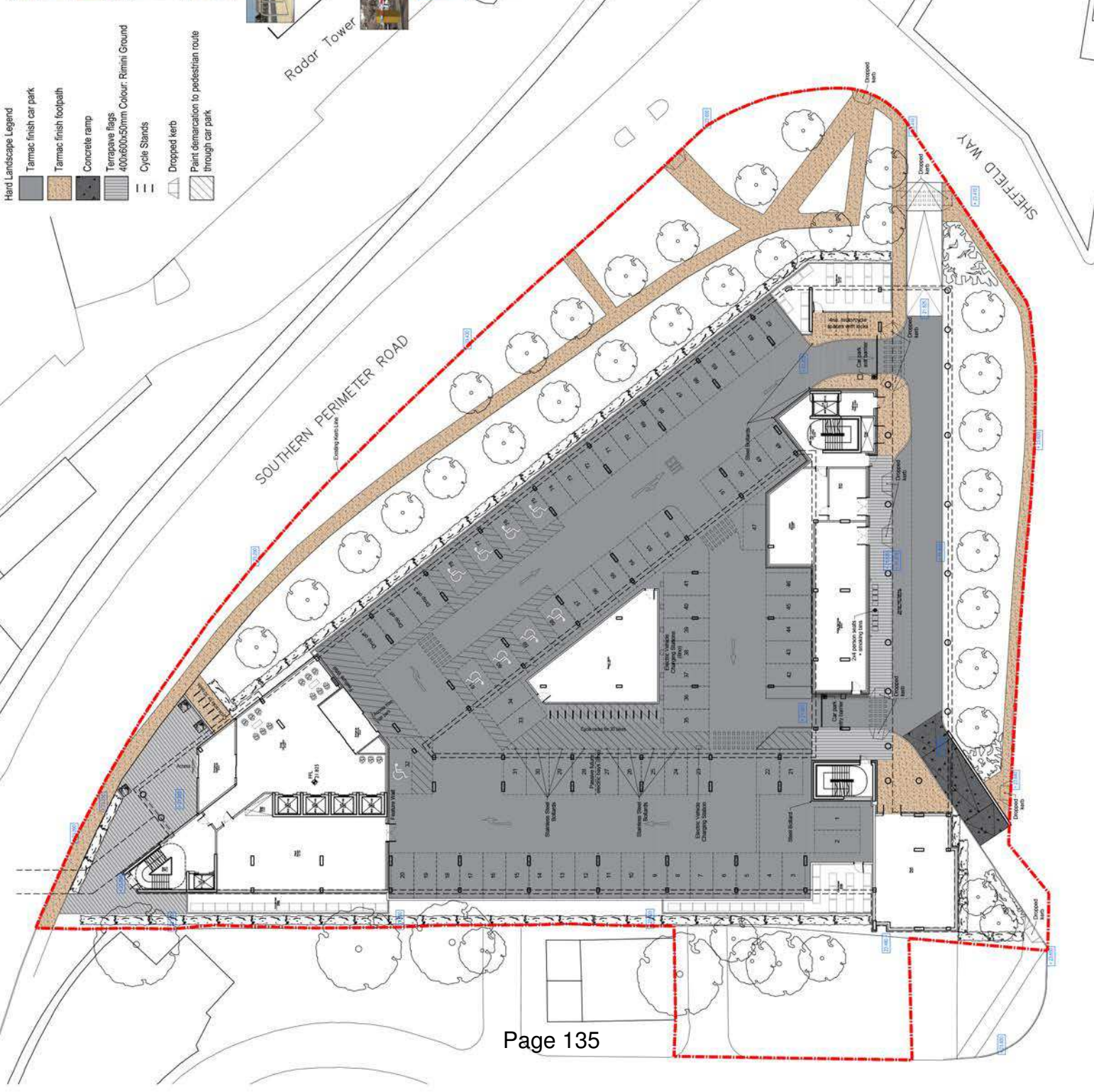
Client: Grove Developments
 Project File: T4 Matrix
 Proposed Premier Inn Hotel
 Sheffield Road, Heathrow Airport
 Drawing File: Hard Landscaping Plan

Date:	Scale:	Drawn:	Checked:	Appr:	Rev:
18.03.15	1:100	CB	CB	MM	A1

Drawing No: 058-LA-202
 Sheet: 8

- Other Structures**
- Stainless Steel Seats - 4 persons
Broxap Iford BX14 1902-BP
 - Stainless Steel Bollards
Broxap Sheffield Stainless Steel Bollard Range BX47-RT
 - Steel Bollards
Broxap Heavy Duty Bollards BX14 037
 - Smoking Bins
Broxap Ashurst BX37 2330
 - Cycle Stands
Broxap Sheffield Cycle Stand
 - Motor Cycle Locks
Broxap Security Bracket Anchor BXMWML50-B/C
 - Entry & Exit Barriers
Avon EB450 Parking Barrier
 - Lamp Posts - for locations see MEP drawings
 - Electric Vehicle Charging Station

- Hard Landscape Legend**
- Tarmac finish car park
 - Tarmac finish footpath
 - Concrete ramp
 - Terrapave flags
400x600x50mm Colour: Rimini Ground
 - Cycle Stands
 - Dropped kerb
 - Paint demarcation to pedestrian route through car park



Please refer to the site plan for the planting schedule and any other information contained or referred to in the site plan. The planting schedule is a summary of the information contained in the site plan and is not intended to be a substitute for the site plan.

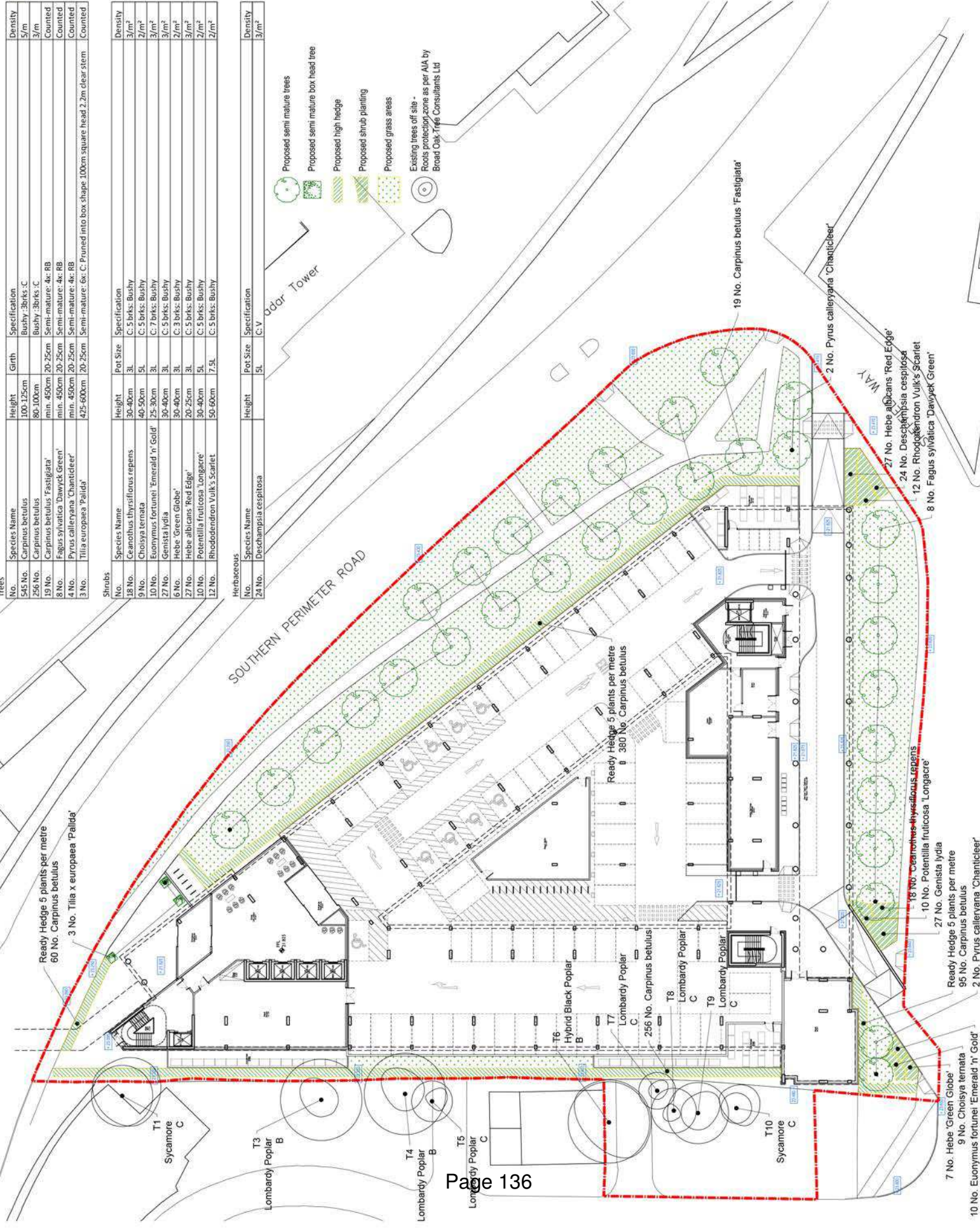
Revision: 18.03.15
 Date: 08.04.15

A. Revised drawings
 B. Revised drawings
 C. Revised drawings
 D. Revised drawings
 E. Revised drawings
 F. Revised drawings
 G. Revised drawings
 H. Revised drawings
 I. Revised drawings

Trees	No.	Species Name	Height	Girth	Specification	Density
	545	No. Carpinus betulus	100-125cm		Bushy -3brks: C	5/m
	256	No. Carpinus betulus	80-100cm		Bushy -3brks: C	3/m
	19	No. Carpinus betulus 'Fastigiata'	min. 450cm	20-25cm	Semi-mature: 4x: RB	Counted
	8	No. Fagus sylvatica 'Dawyck Green'	min. 450cm	20-25cm	Semi-mature: 4x: RB	Counted
	4	No. Pyrus calleryana 'Chanticleer'	min. 450cm	20-25cm	Semi-mature: 4x: RB	Counted
	3	No. Tilia europaea 'Palida'	425-600cm	20-25cm	Semi-mature: 6x: C. Pruned into box shape 100cm square head 2.2m clear stem	Counted

Shrubs	No.	Species Name	Height	Pot Size	Specification	Density
	18	No. Ceanothus thyrsiflorus repens	30-40cm	3L	C: 5 brks: Bushy	3/m ²
	9	No. Choisya ternata	40-50cm	5L	C: 5 brks: Bushy	2/m ²
	10	No. Eonymus fortunei 'Emerald 'n' Gold'	25-30cm	3L	C: 7 brks: Bushy	3/m ²
	27	No. Genista lydia	30-40cm	3L	C: 5 brks: Bushy	3/m ²
	6	No. Hebe 'Green Globe'	30-40cm	3L	C: 3 brks: Bushy	2/m ²
	27	No. Hebe albicans 'Red Edge'	20-25cm	3L	C: 5 brks: Bushy	3/m ²
	10	No. Potentilla fruticosa 'Longacre'	30-40cm	5L	C: 5 brks: Bushy	2/m ²
	12	No. Rhododendron 'Vulka's Scarlet'	50-60cm	7.5L	C: 5 brks: Bushy	2/m ²

Herbaceous	No.	Species Name	Height	Pot Size	Specification	Density
	24	No. Deschampsia cespitosa		5L	C: V	3/m ²



WJM
 WILKINSON JAMES WILSON
 CONSULTING ARCHITECTS

PLANNING

Grove Developments

T4 Matrix
 Proposed Premier Inn Hotel
 Sheffield Road, Heathrow Airport

Self Landscaping Plan

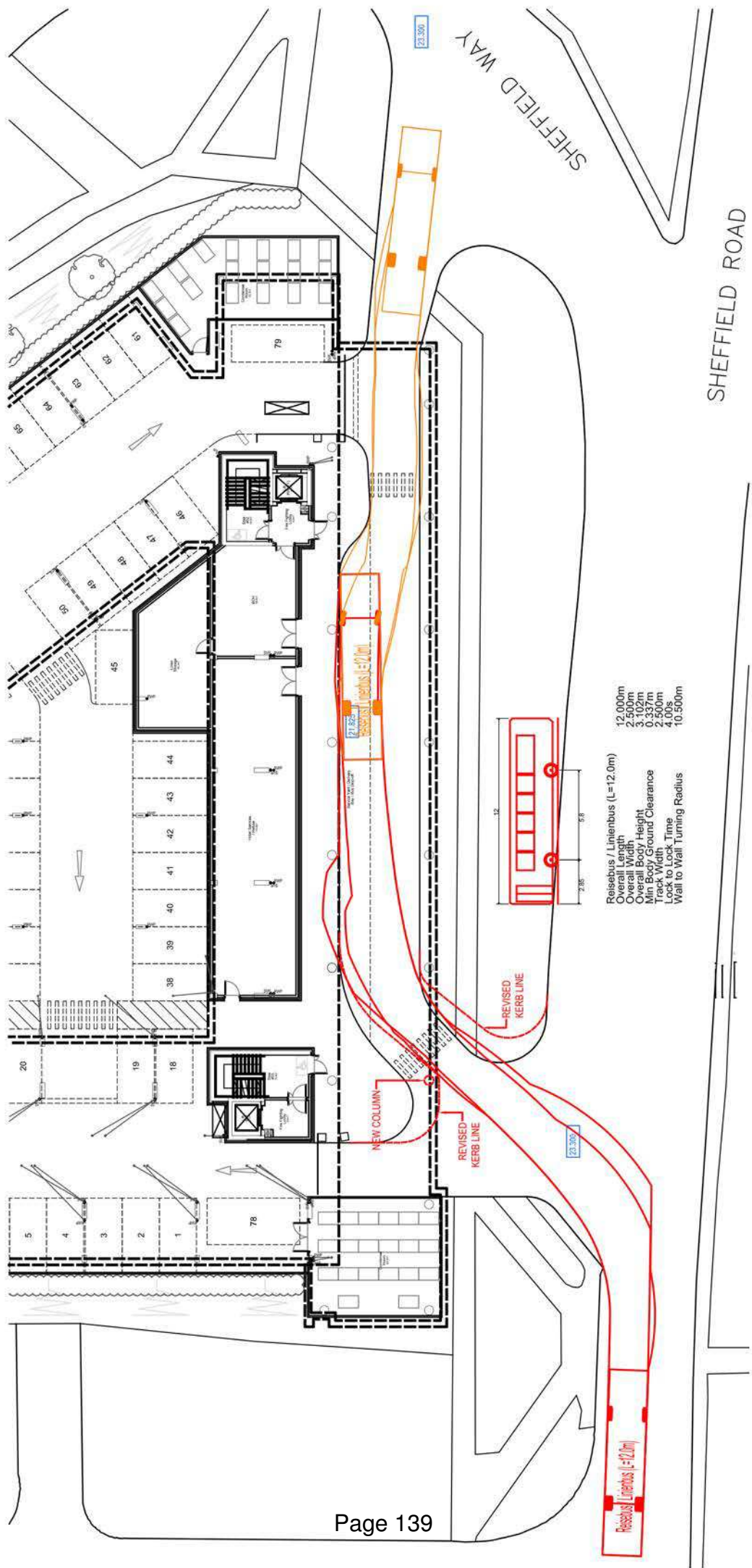
058-LA-201

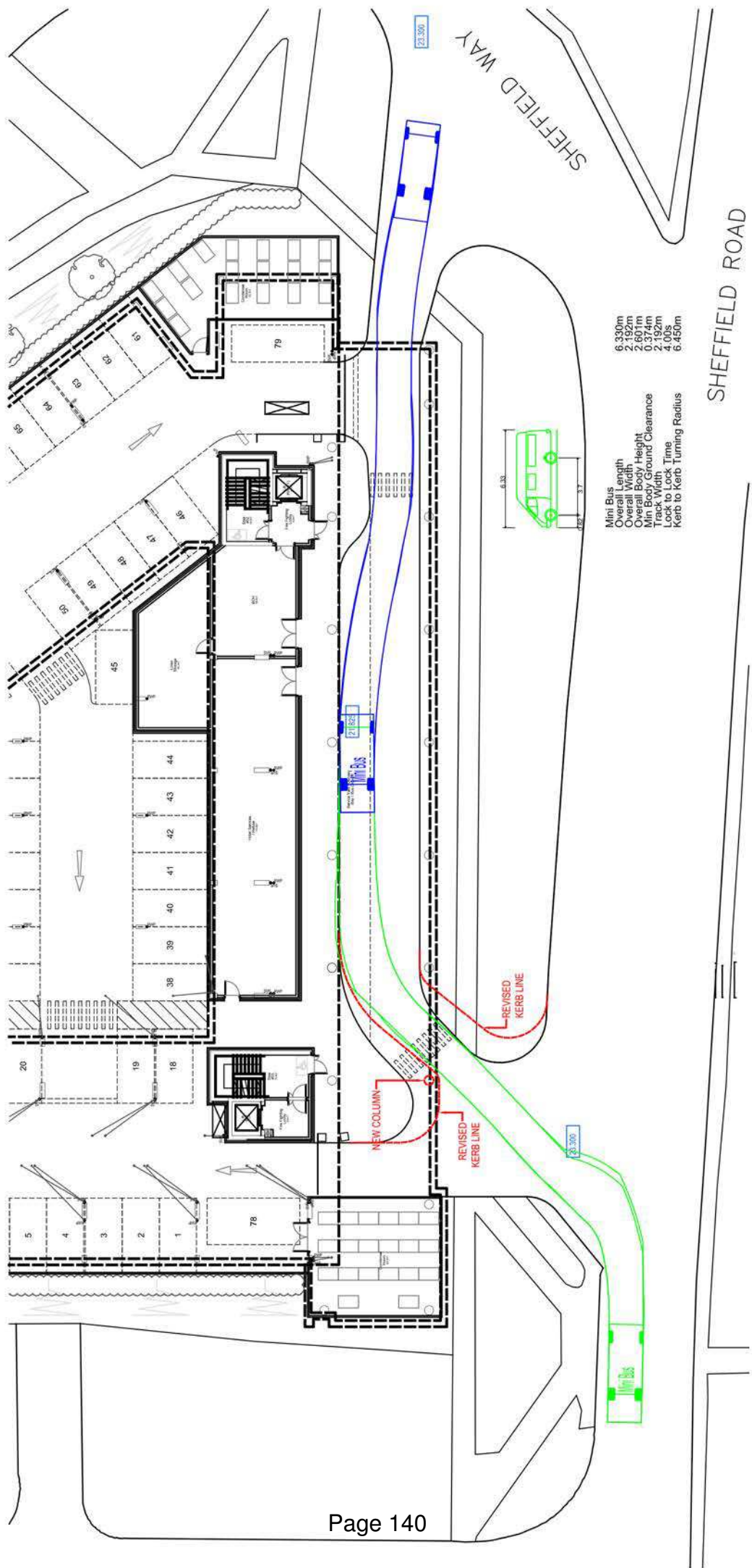
AI

B

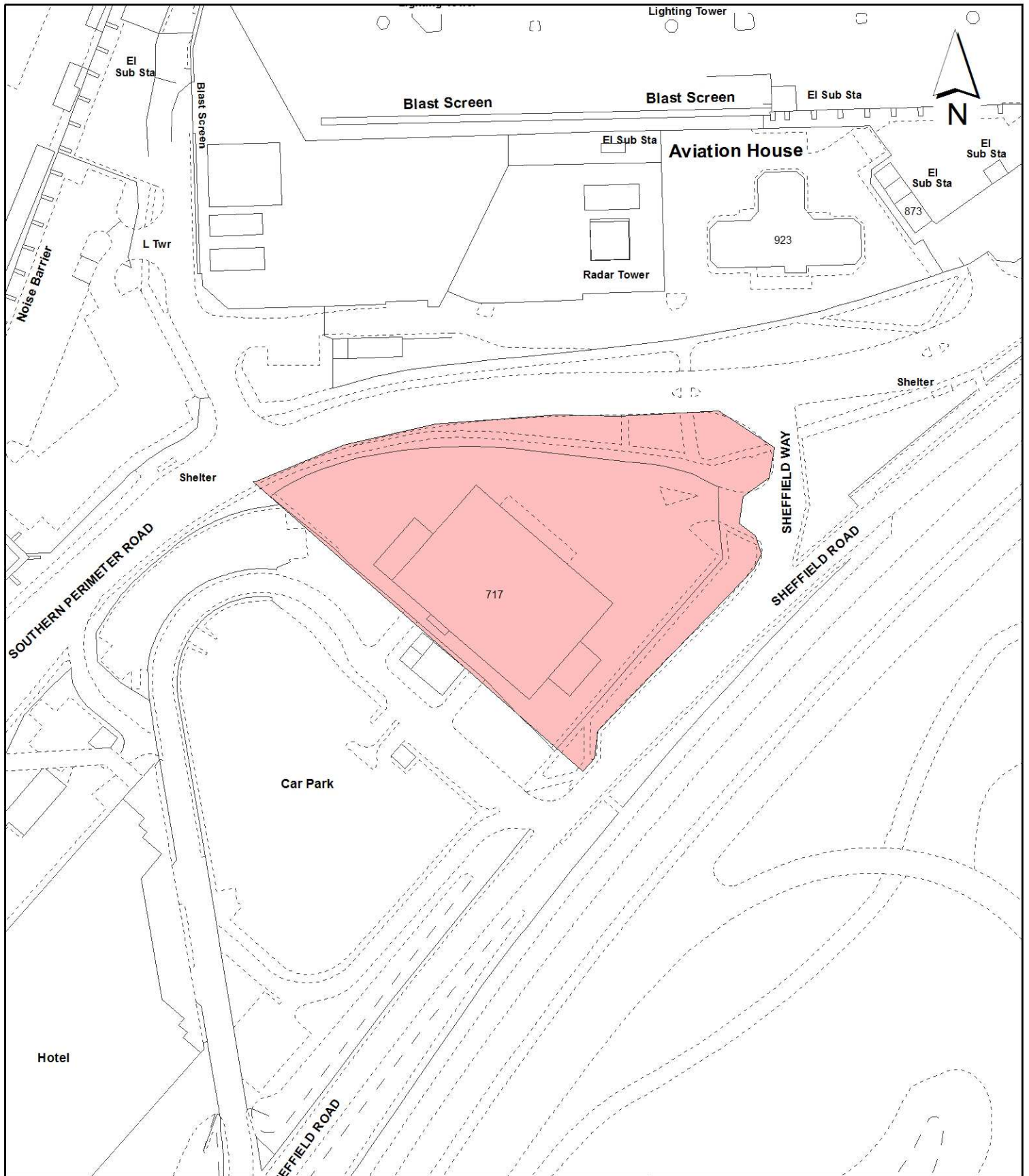
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">SHEET TYPING</p> 	<p>UTILITY LEGEND</p> <p>Water Mains Water Service Gas Mains Gas Service Electricity Mains Electricity Service Fibre Optic Cable TV Telephone Sewer Mains Sewer Service Storm Drain Road Footpath Boundary Fence Wall Hedge Tree Shrub Grass Turf Gravel Concrete Asphalt Brick Blockwork Other</p>	<p>ADDITIONAL NOTES</p> <p>1. All dimensions are in metres unless otherwise stated.</p> <p>2. All levels are in metres above sea level unless otherwise stated.</p> <p>3. All bearings are in degrees true unless otherwise stated.</p> <p>4. All lines are in millimetres unless otherwise stated.</p> <p>5. All points are marked with a crosshair unless otherwise stated.</p> <p>6. All points are marked with a number unless otherwise stated.</p> <p>7. All points are marked with a letter unless otherwise stated.</p> <p>8. All points are marked with a symbol unless otherwise stated.</p> <p>9. All points are marked with a name unless otherwise stated.</p> <p>10. All points are marked with a description unless otherwise stated.</p>	<p>NOTES</p> <p>1. This drawing is a plan view of the site.</p> <p>2. The site is bounded by the following lines:</p> <ul style="list-style-type: none"> North: [Line description] South: [Line description] East: [Line description] West: [Line description] <p>3. The site is divided into the following areas:</p> <ul style="list-style-type: none"> [Area description] [Area description] [Area description] [Area description] [Area description] 	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;">40SEVEN</td> <td style="width:50%;"></td> </tr> <tr> <td colspan="2" style="text-align: center;"> <p>GROVE DEVELOPMENTS LTD WORLD BUSINESS CENTRE 2 NEWALL ROAD, LONDON HEATHROW AIRPORT HOANSLOW, MIDDLESEX</p> <p>PROJECT NO: [Number] DATE: [Date]</p> <p>CLIENT: [Name] DRAWN BY: [Name] CHECKED BY: [Name]</p> </td> </tr> </table>	40SEVEN		<p>GROVE DEVELOPMENTS LTD WORLD BUSINESS CENTRE 2 NEWALL ROAD, LONDON HEATHROW AIRPORT HOANSLOW, MIDDLESEX</p> <p>PROJECT NO: [Number] DATE: [Date]</p> <p>CLIENT: [Name] DRAWN BY: [Name] CHECKED BY: [Name]</p>	
40SEVEN								
<p>GROVE DEVELOPMENTS LTD WORLD BUSINESS CENTRE 2 NEWALL ROAD, LONDON HEATHROW AIRPORT HOANSLOW, MIDDLESEX</p> <p>PROJECT NO: [Number] DATE: [Date]</p> <p>CLIENT: [Name] DRAWN BY: [Name] CHECKED BY: [Name]</p>								







Mini Bus	6.330m
Overall Length	2.192m
Overall Width	2.601m
Overall Body Height	0.374m
Min Body Ground Clearance	2.192m
Track Width	1.005m
Lock to Lock Time	6.450m
Kerb to Kerb Turning Radius	



Notes:

 Site boundary

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Site Address:

**Site of building 717 Sheffield Way
 Heathrow Airport**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section

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

Planning Application Ref:

50657/APP/2015/1974

Scale:

1:1,250

Planning Committee:

Major Page 141

Date:

October 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address TEMPORARY CAR PARK SITE SEALAND ROAD HEATHROW AIRPORT

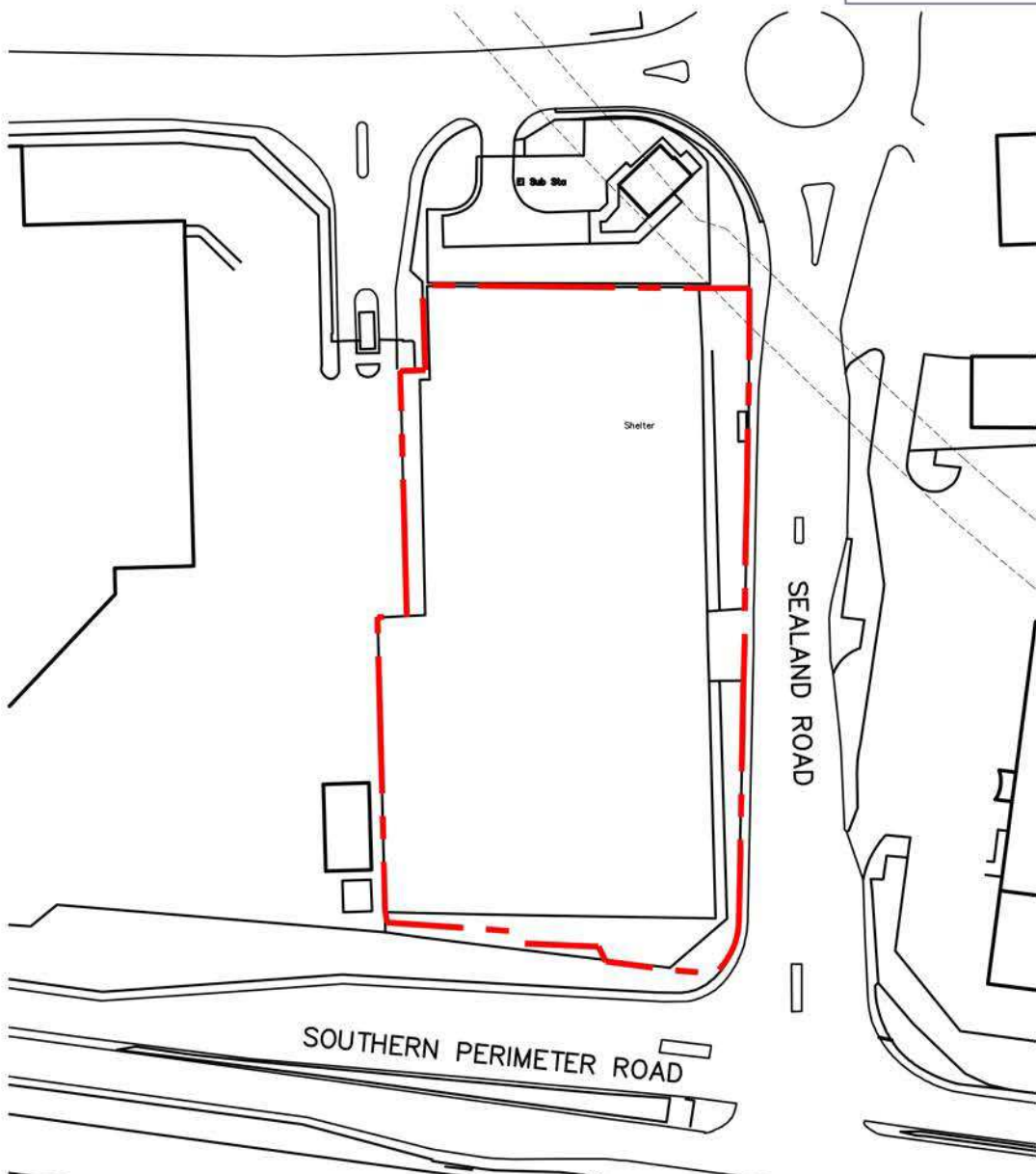
Development: Installation of a multi-deck car park to provide 9 levels of parking to provide 215 staff car parking spaces for the neighbouring Gate Gourmet Building and the remainder of spaces to be a commercial car park (Outline Application seeking approval of access, appearance, layout and scale).

LBH Ref Nos: 65688/APP/2015/142

Date Plans Received: 14/01/2015
Date Application Valid: 11/02/2015

Date(s) of Amendment(s): 14/01/2015

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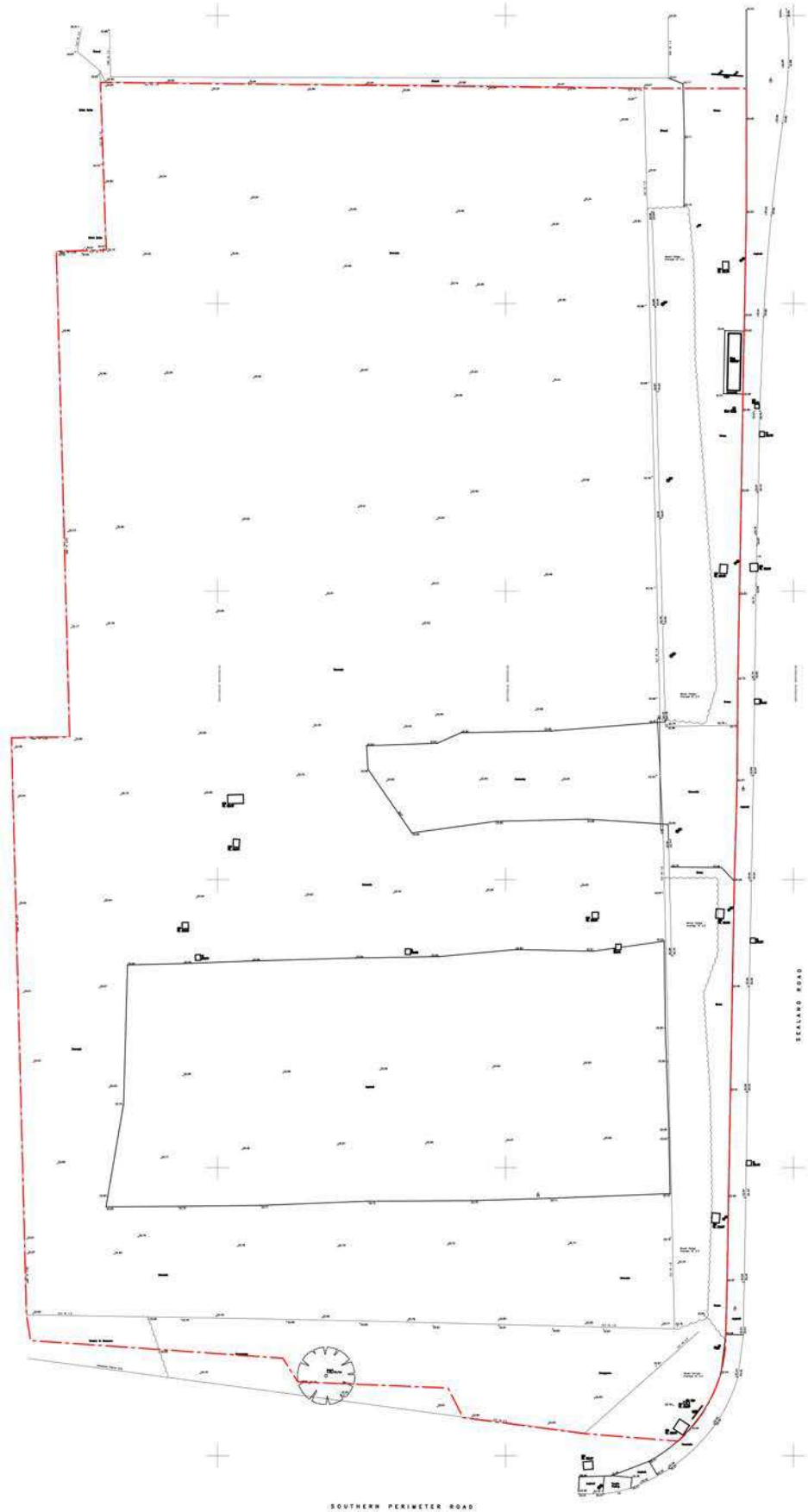


11 Lynedoch Street t. 0141 353 2745 UNUM PARTNERSHIP
 Glasgow, G3 6EF e. TBC CHARTERED ARCHITECTS

PLANNING				
Client				
Arora Management Services Ltd				
Project Title				
Proposed multi deck car park Sealand road, Heathrow airport				
Drawing Title				
Location Plan				
Date	Scale	Drawn	Checked	A4
July 14	1:1250	MJR	MJR	
Drawing No.				Rev
048-GA-100				-

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Δ 0.0000 3.0



SOUTHERN PERIMETER ROAD



Site survey as prepared by
Calidus building surveys ltd
Ref: 8091



PLANNING

Client:
Arora Management
Services Ltd

Project Title:
Proposed multi deck car park
Sealand road, Heathrow airport.

Drawing No:	048-EX-200
Scale:	1:500
Date:	July 14
Author:	JRM
Checked:	JRM
Appr:	AI
Rev:	-

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Client: Arora Management Services Ltd
 Project: Proposed multi deck car park
 Location: Sealand road, Heathrow airport
 Date: 28.07.16
 Drawing No: 048-GA-301

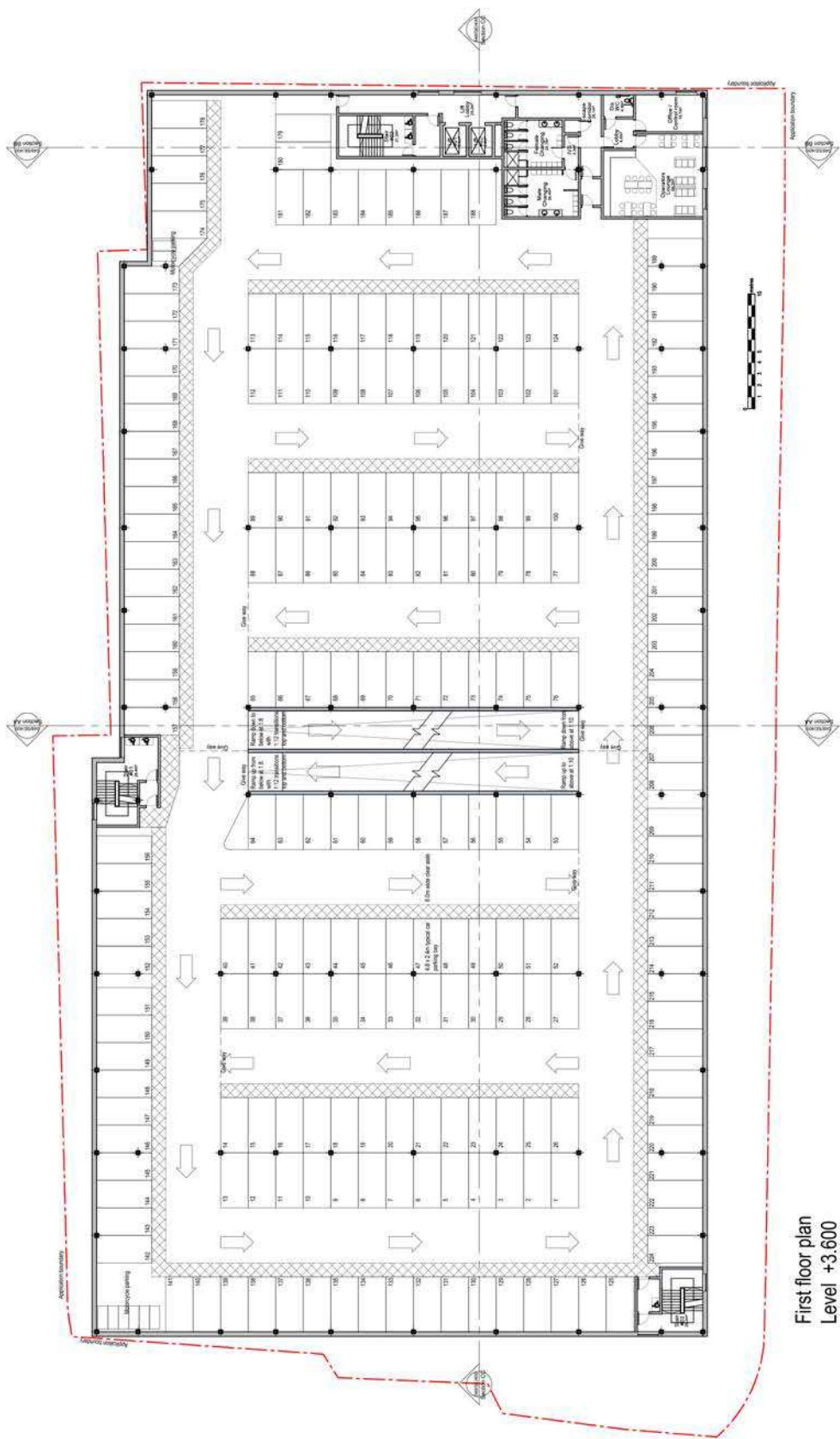


ZJM
 CONSULTING ARCHITECTS

PLANNING

Client: Arora Management Services Ltd
 Project: Proposed multi deck car park
 Location: Sealand road, Heathrow airport

Drawing No: 048-GA-301
 Title: A



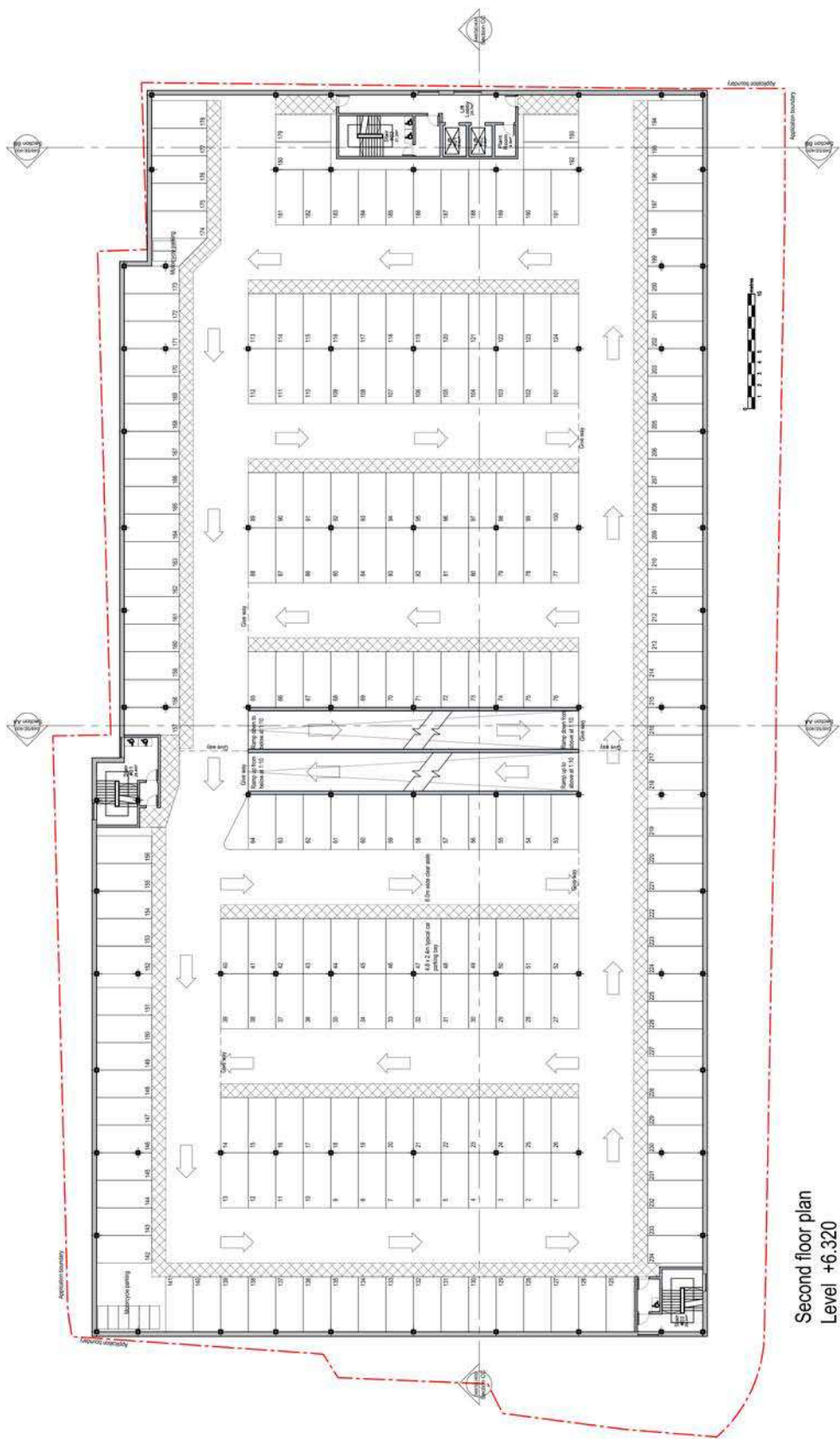
First floor plan
 Level +3.600

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Project: **Arora Management Services Ltd**
 Drawing No: **048-GA-302**
 Date: **28.07.14**
 Scale: **1:100**
 Drawing Title: **Second Floor Plan**



PLANNING	
Client:	Arora Management Services Ltd
Project Site:	Proposed multi deck car park, Sealand road, Heathrow airport
Drawing Title:	Second Floor as proposed
Date:	28.07.14
Scale:	1:100
Drawn:	AK
Checked:	AK
Page:	04
Sheet:	AI
Drawing No.:	048-GA-302
Rev:	A



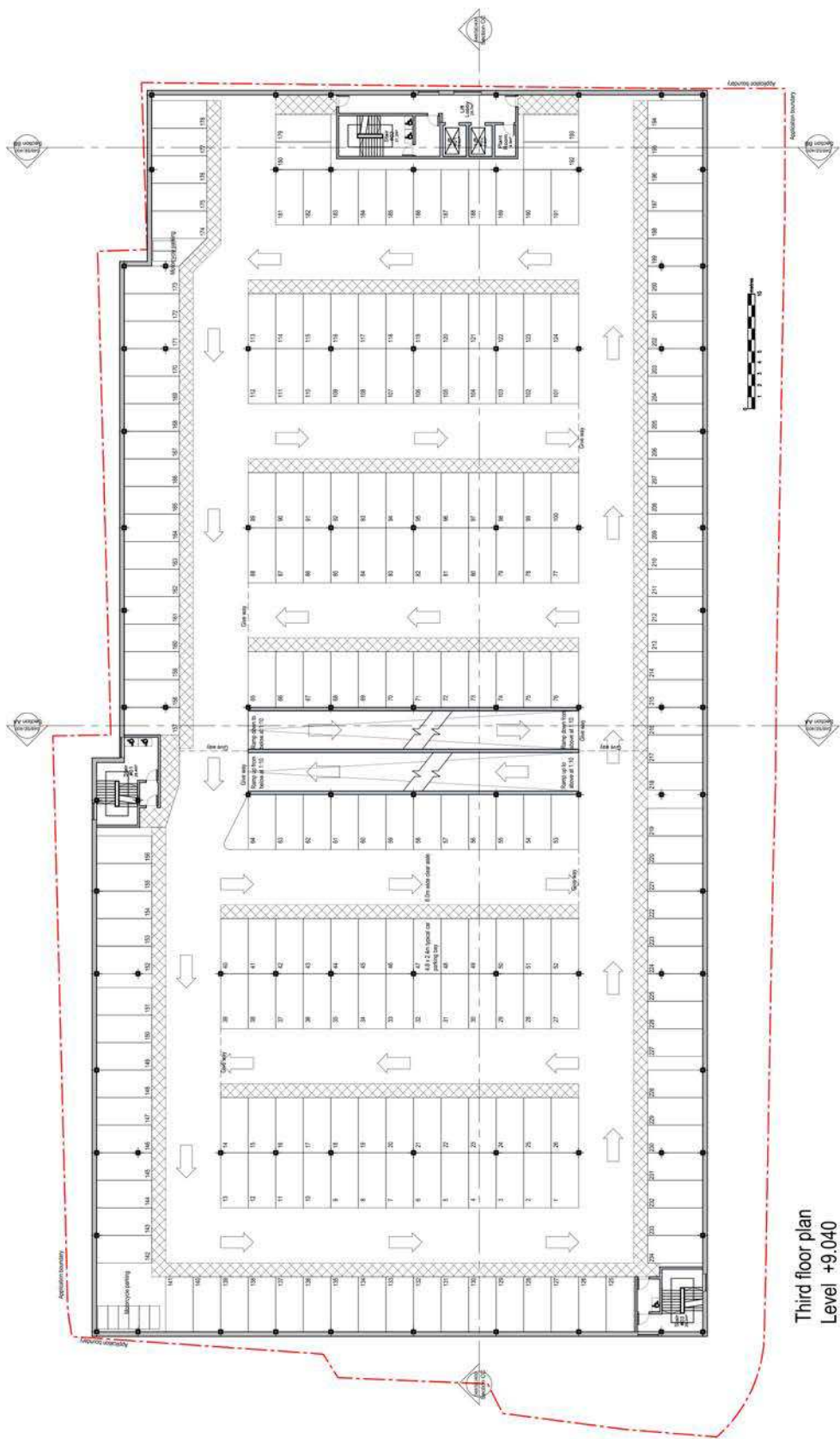
Second floor plan
Level +6.320

Please do not scale from this drawing. Dimensions and locations are given in the schedule of dimensions and should be used in preference to the dimensions shown on the drawing.

Author: [Name] Date: 28.07.14
 Checker: [Name] Date: 28.07.14
 Approved: [Name] Date: 28.07.14



PLANNING	
Client:	Arora Management Services Ltd
Project Site:	Proposed multi deck car park, Sealand road, Heathrow airport
Drawing Title:	Third floor as proposed
Date:	28.07.14
Scale:	1:500
Drawn:	AK
Checked:	AK
Page:	10
Sheet:	AI
Drawing No.:	048-GA-303
Rev:	A



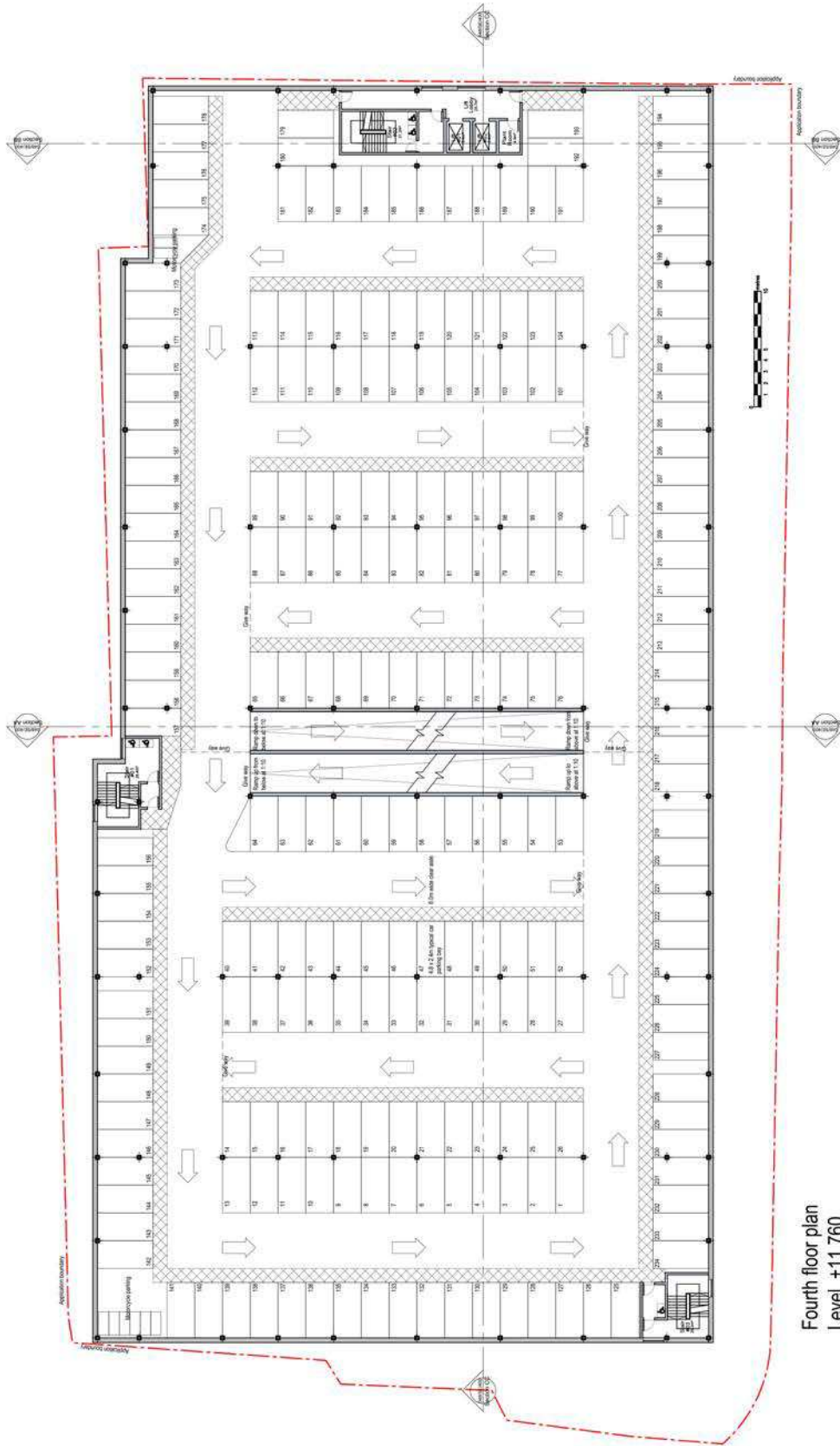
Third floor plan
Level +9.040

Please do not scale from this drawing. Dimensions and locations are given in the schedule of dimensions and should be used for the purposes of construction.

Project: **Arora Management Services Ltd**
 Drawing No: **048-GA-304**
 Date: **28.07.14**
 Author: **ME**
 Checked: **ME**
 Approved: **ME**
 Project: **Proposed multi deck car park, Sealand road, Heathrow airport**



PLANNING	
Client:	Arora Management Services Ltd
Project Site:	Proposed multi deck car park, Sealand road, Heathrow airport
Drawing Title:	Fourth Floor as proposed
Date:	28.07.14
Scale:	1:200
Drawn:	ME
Checked:	ME
Appr'd:	ME
Sheet:	A
Drawing No:	048-GA-304



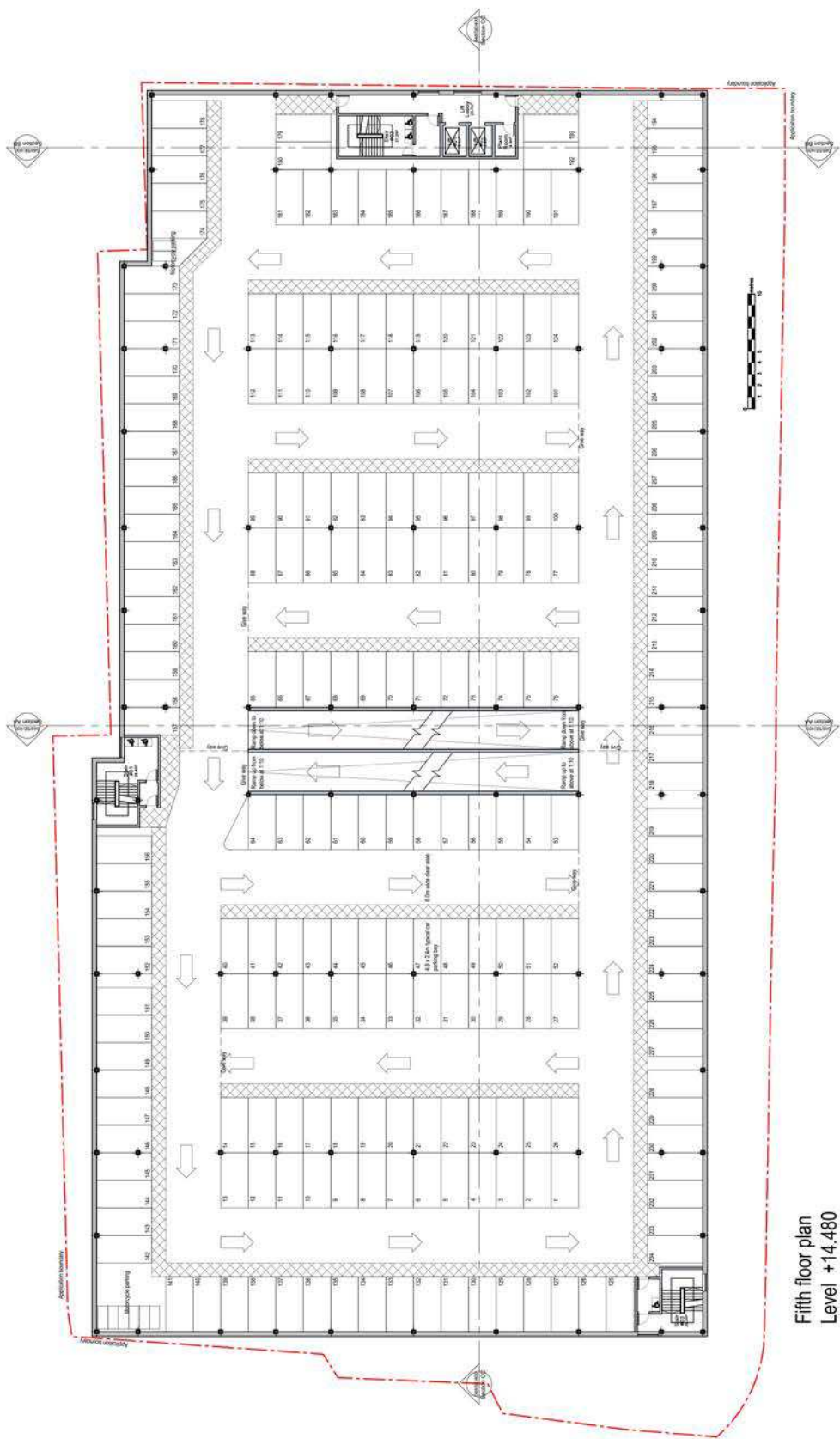
Fourth floor plan
Level +11.760

Please do not scale from this drawing. Dimensions and levels are given in millimetres unless otherwise stated. The information contained in this drawing is the property of the architect and is not to be used for any other purpose without the written consent of the architect. The architect is not responsible for any errors or omissions in this drawing.

Project: **Arora Management Services Ltd**
 Drawing No: **048-GA-305**
 Date: **28.07.14**
 Scale: **1:100**
 Drawing Title: **Proposed multi deck car park**



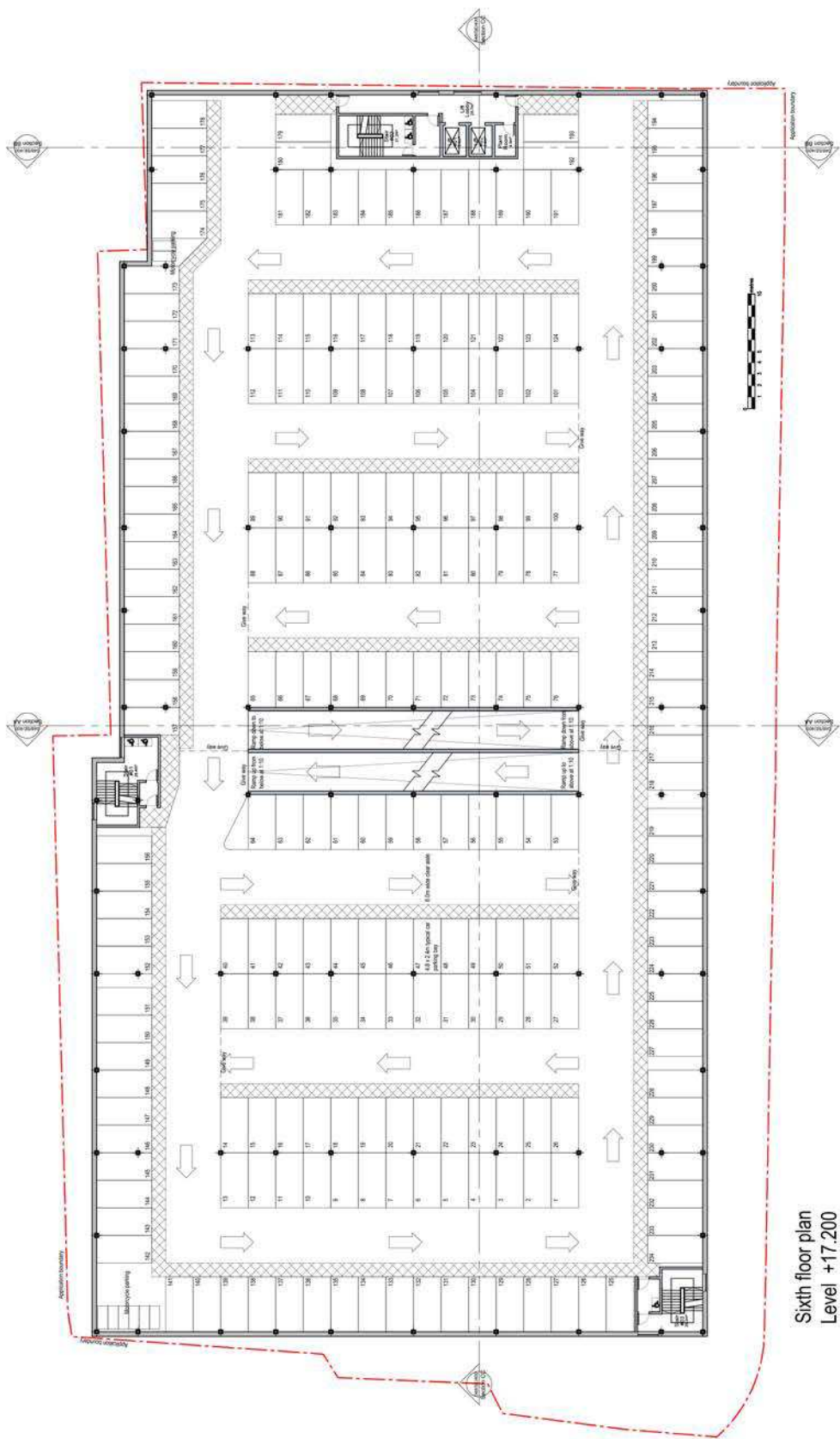
PLANNING	
Client:	Arora Management Services Ltd
Project Site:	Proposed multi deck car park, Sealand road, Heathrow airport
Drawing Title:	Fifth Floor as proposed
Date:	28.07.14
Scale:	1:100
Drawn:	AK
Checked:	AK
Page:	04
Sheet:	AI
Drawing No.:	048-GA-305
Rev:	A



Fifth floor plan
Level +14.480

Please do not scale from this drawing. Dimensions and locations are given in the schedule of dimensions and should be used for the design of the proposed works. All dimensions are in millimetres unless otherwise stated.

Author: [Name] Date: 28.07.14
 Checker: [Name]
 Approved: [Name] 28.07.14
 Approved subject to existing notes (TJ comments).



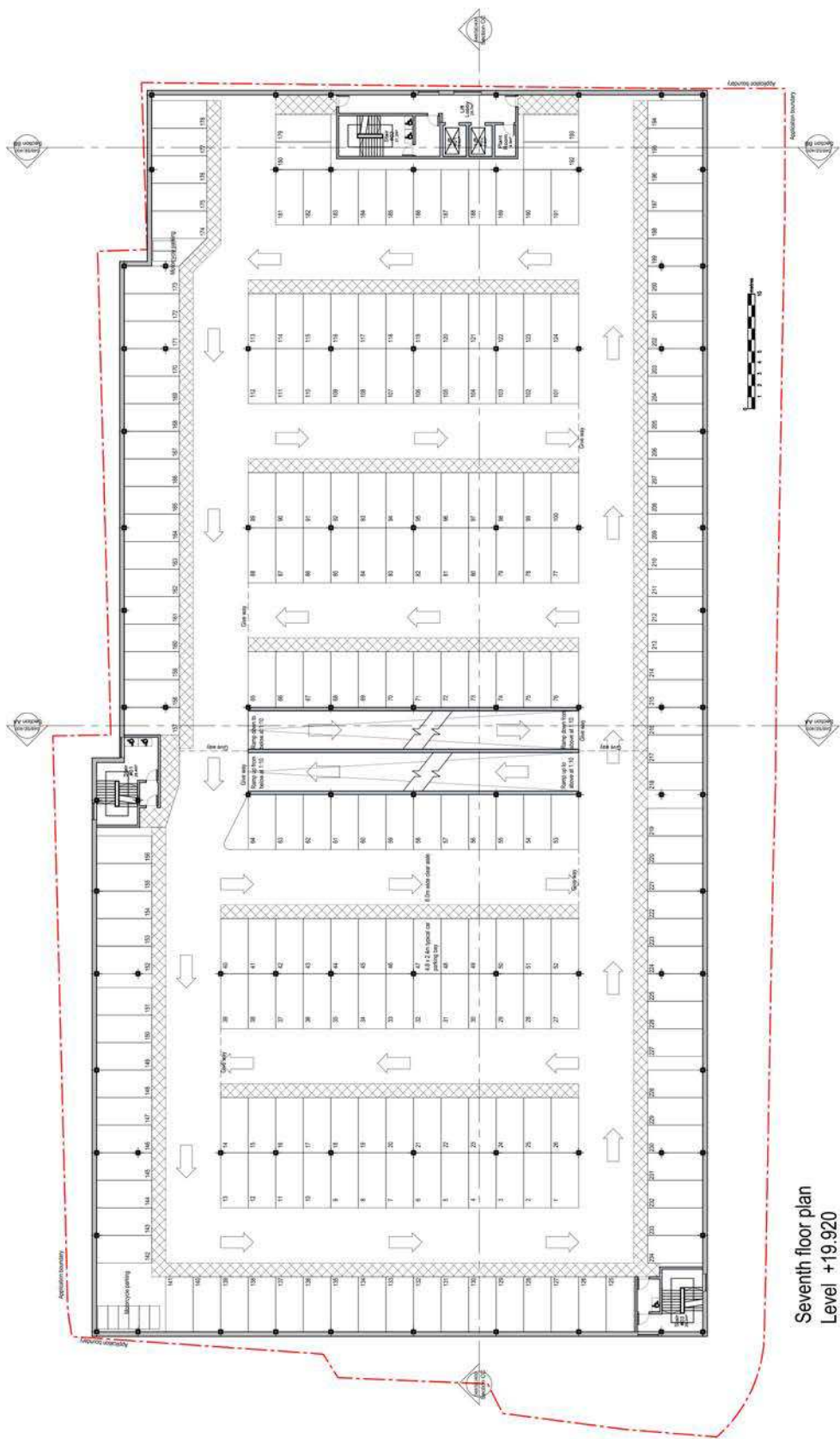
Sixth floor plan
Level +17.200



ZJM ZACHARY JONES & MUNN ARCHITECTS	
PLANNING	
Client:	Arora Management Services Ltd
Project No.:	Proposed multi deck car park Sealand road, Heathrow airport
Drawing No.:	Sixth Floor as proposed
Date:	28.07.14
Scale:	1:500
Drawn:	AK
Checked:	AK
Page:	1
Sheet:	AI
Drawn By:	AK
Checked By:	AK
Scale:	1:500
Project No.:	048-GA-306
Sheet:	A

Please do not scale from this drawing. Dimensions and locations are given in the schedule of dimensions and should be used for the design of the building. The information contained in this drawing is the property of the architect and should not be used for any other purpose without the written consent of the architect.

Author: [Name]
 Date: 28.07.14
 Project: [Name]



Seventh floor plan
 Level +19.920



PLANING

Client: Arora Management Services Ltd
 Project Site: Proposed multi deck car park, Sealand road, Heathrow airport

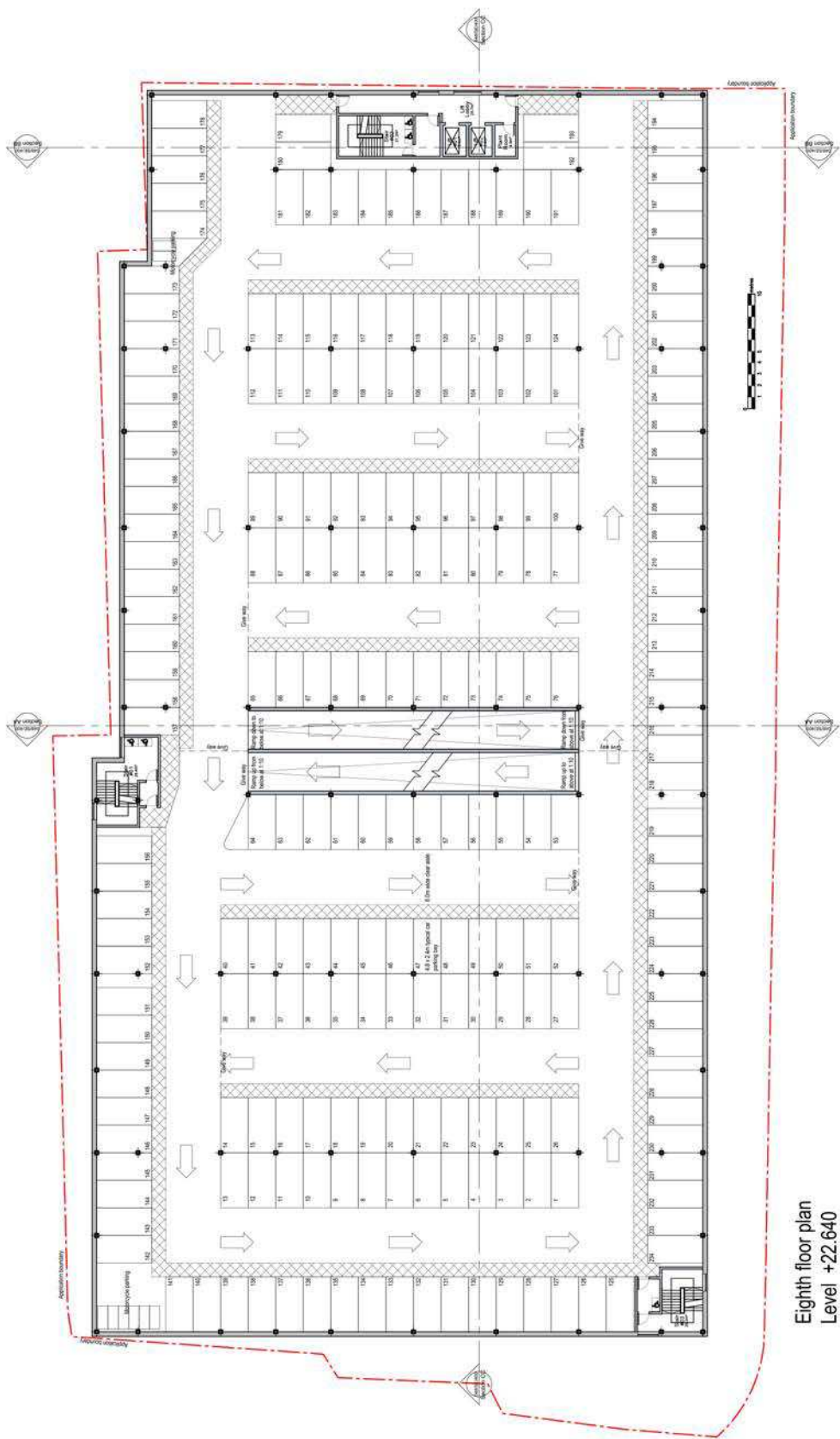
Drawing Title: Seventh Floor as proposed

Date	Scale	Drawn	Checked	AI
14.11.14	1:200	HE	HE	AI

Drawing No: 048-GA-307
 Sheet: A

Please do not scale from this drawing. Dimensions and locations are given in the schedule of dimensions and should be used in preference to the dimensions shown on the drawing.

Author: [Name] Date: 28.07.14
 Checker: [Name] Date: 28.07.14
 Approved: [Name] Date: 28.07.14



Eighth floor plan
 Level +22.640



PLANNING

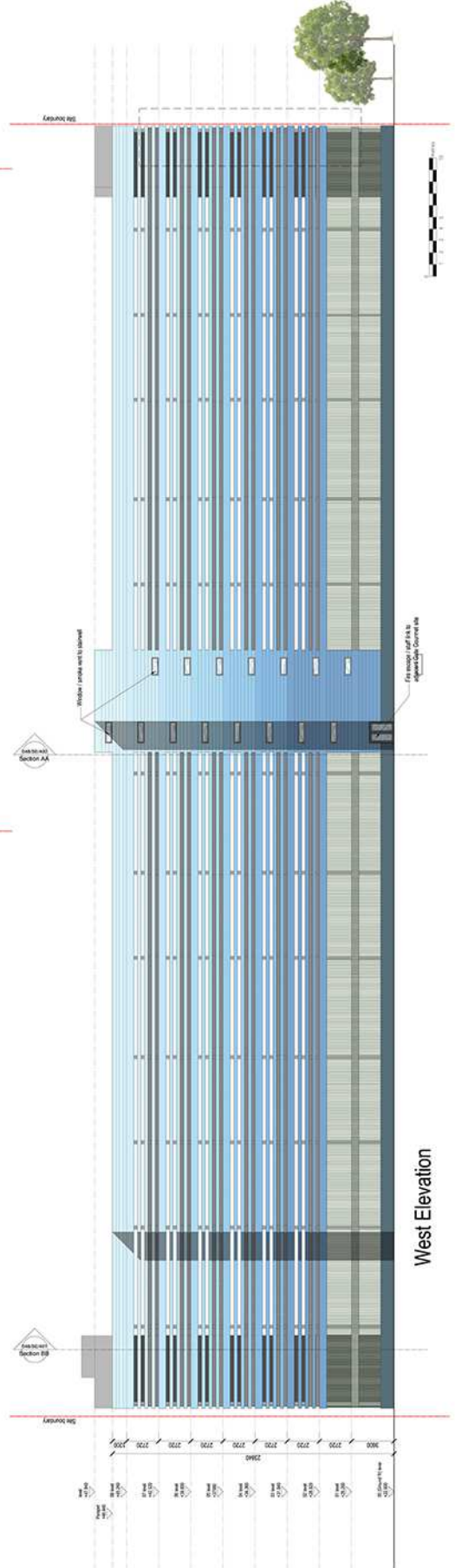
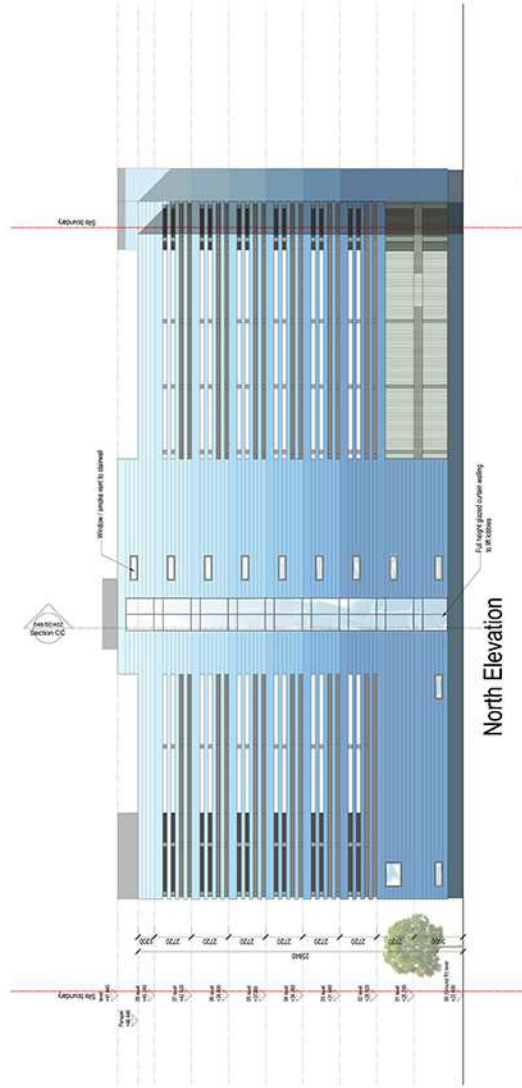
Client: Arora Management Services Ltd
 Project Site: Proposed multi deck car park, Sealand road, Heathrow airport

Drawing Title: Eighth Floor as proposed

Date	Scale	Drawn	Checked	AI
14.11.13	1:200	HE	HE	AI

Drawing No: 048-GA-308
 Sheet: A

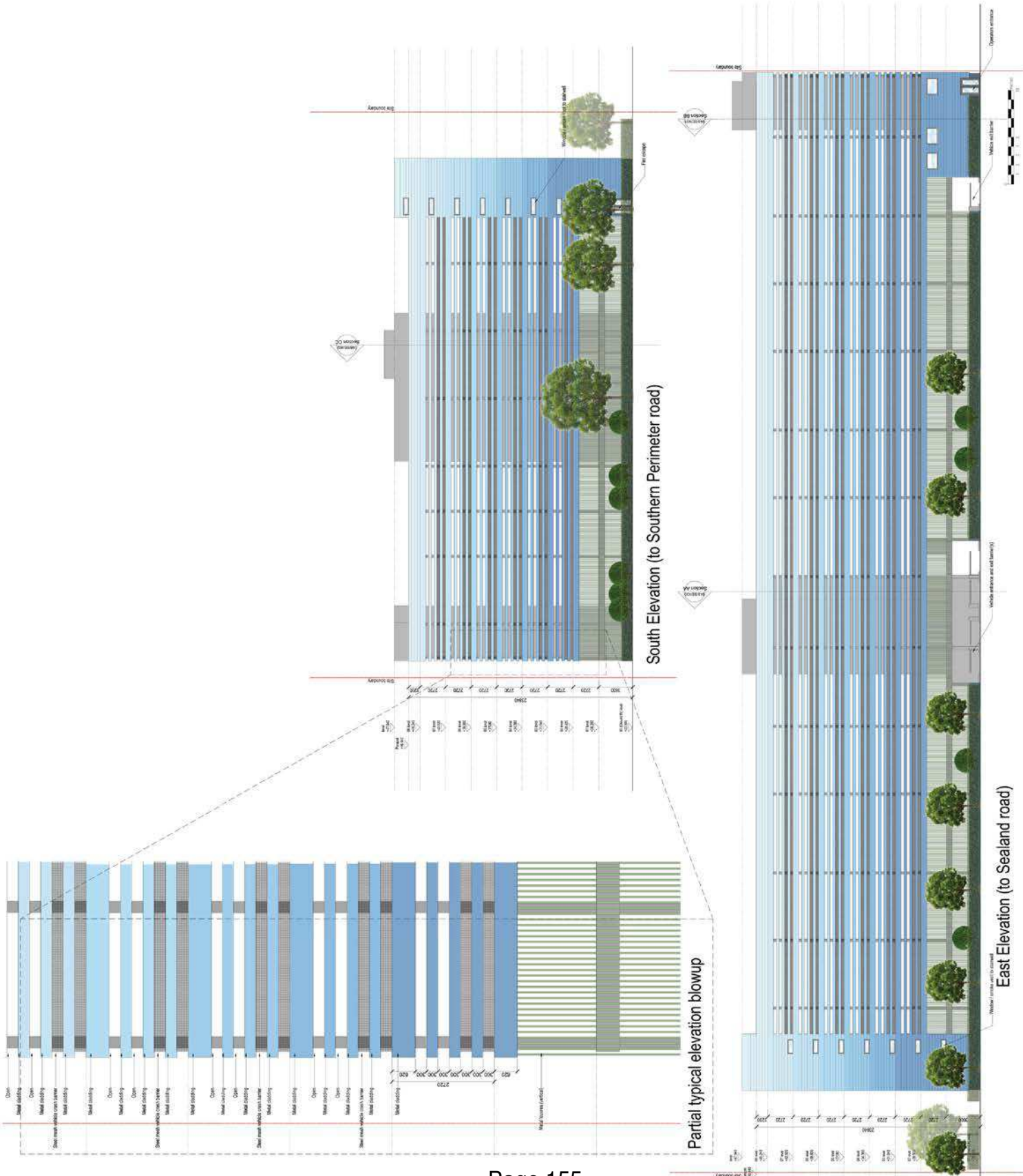
Please do not scale from this drawing. All heights, levels, etc. are to be taken from the approved architectural control or approved drawings for the project.



JRM
JAMES ROBERTSON
ARCHITECTS
CHARTERED ARCHITECTS

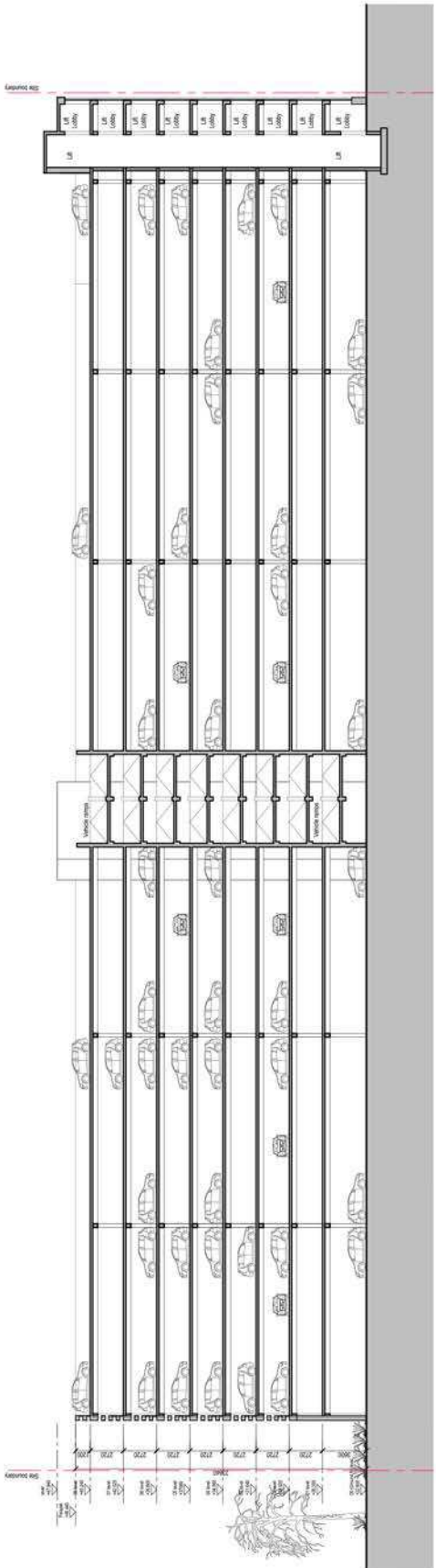
PLANNING	
Client:	Aron Management Services Ltd
Project Title:	Proposed multi deck car park Sealand road, Heathrow airport
Drawing Title:	North and West Elevations as proposed SH02 of 02
Date:	14th Feb 2014
Scale:	1:300 & 1:50
Drawn:	ME
Checked:	ME
Appr:	AI
Drawing No:	048-EL-501

Please do not scale from this drawing. If it does, then the information contained or obtained is to be used only for the purposes of this project.

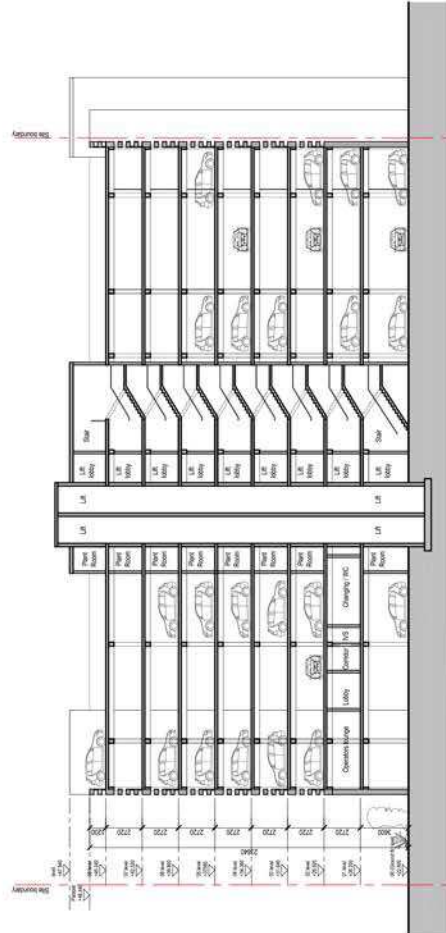


URM
 CHARTERED ARCHITECTS
 PLANNING
 Client: Areas Management Services Ltd
 Project Title: Proposed multi deck car park Sealand road, Heathrow airport
 Drawing No.: 04B-EL-500
 Date: 11/08/14
 Scale: 1:200
 Drawn: []
 Checked: []
 Title: AI
 Author: []
 Date: []

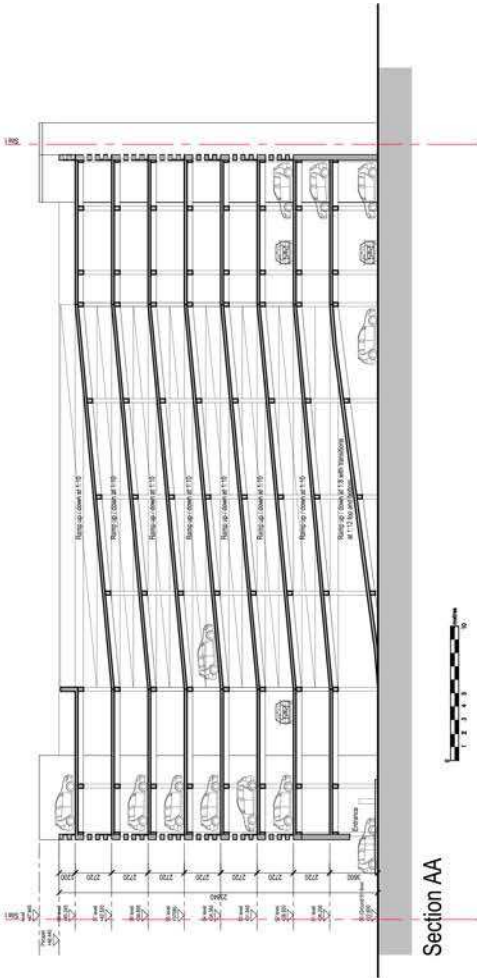
Please do not scale drawings. All dimensions are given in millimetres unless otherwise stated. The information contained in this drawing is for the use of the client only and is not to be used for any other purpose.



Section CC



Section BB

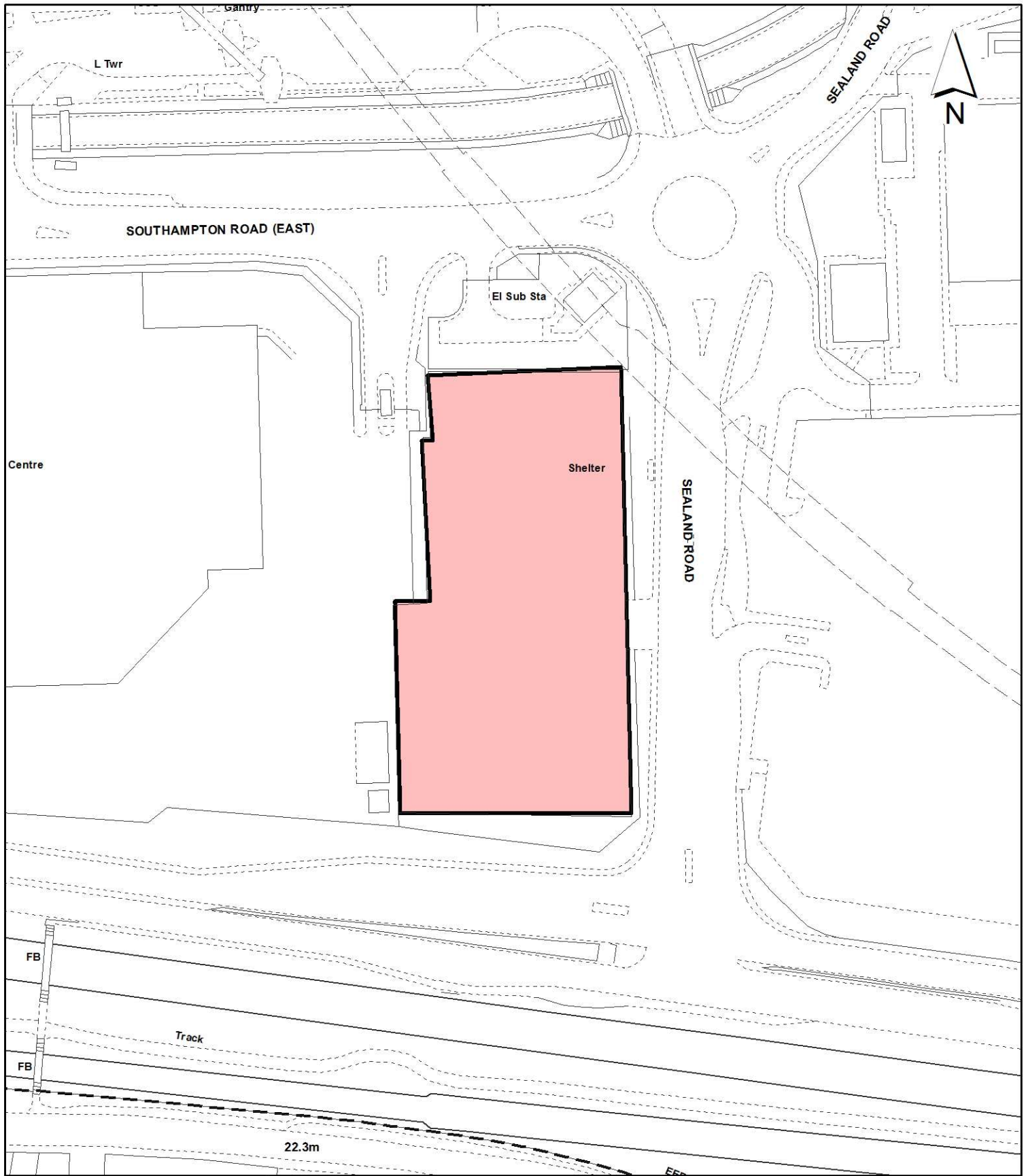


Section AA

JRM
 J. R. M. ARCHITECTS
 ARCHITECTS

PLANNING

Client: Arora Management Services Ltd
 Project Title: Proposed multi deck car park Sealand road, Heathrow airport
 Drawing Title: Section AA, BB & CC as proposed
 Date: 14/11/14
 Scale: 1:200
 Drawn: JRM
 Checked: JRM
 No: 048-SE-400



Notes:

 Site boundary

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Site Address:

**Temporary Car Park Site
 Sealand Road
 Heathrow Airport**

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

Planning Application Ref:
65688/APP/2015/142

Scale:
1:1,250

Planning Committee:
Major Page 157

Date:
October 2015



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address UNIT 3 (MEDIA HOUSE) SPRINGFIELD ROAD HAYES
Development: Change of Use from Use Classes B1/B8 to Use Classes B1/B2/B8
LBH Ref Nos: 44110/APP/2015/2570

Date Plans Received: 08/07/2015 **Date(s) of Amendment(s):**
Date Application Valid: 08/07/2015

Notes:
 1. All dimensions are to face unless otherwise stated.
 2. All dimensions are to be confirmed by the contractor.
 3. All dimensions are to be confirmed by the contractor.
 4. All dimensions are to be confirmed by the contractor.
 5. All dimensions are to be confirmed by the contractor.
 6. All dimensions are to be confirmed by the contractor.
 7. All dimensions are to be confirmed by the contractor.
 8. All dimensions are to be confirmed by the contractor.
 9. All dimensions are to be confirmed by the contractor.
 10. All dimensions are to be confirmed by the contractor.

Rev	Date	Description	By
A	20.08.2014	Final submitted to client comments	PHL/AL
B	20.08.2014	Emergency exit routes added to ground floor plan	PHL/AL



CB SWIFT
 Building Consultancy and Project Management
 Tel: 020 8947 2216/17
 Fax: 020 8947 2218



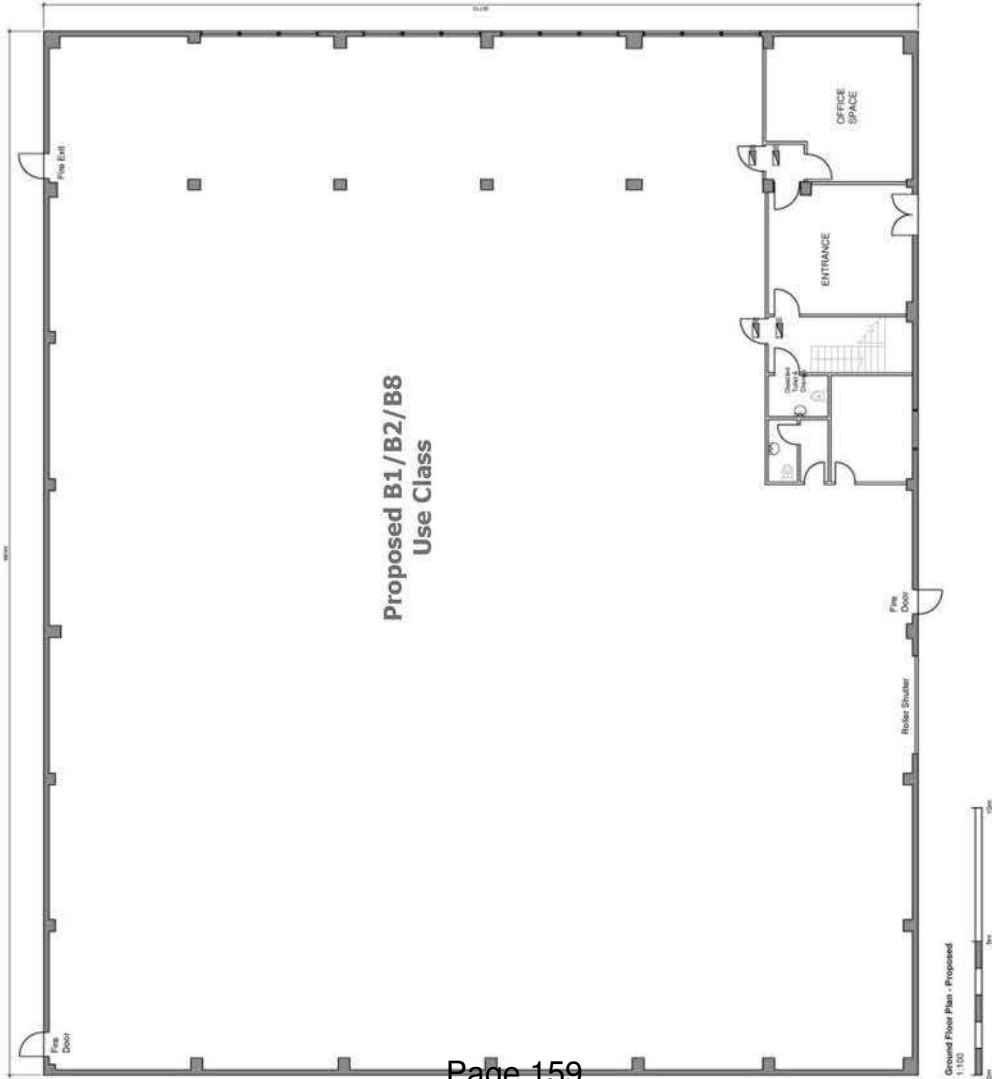
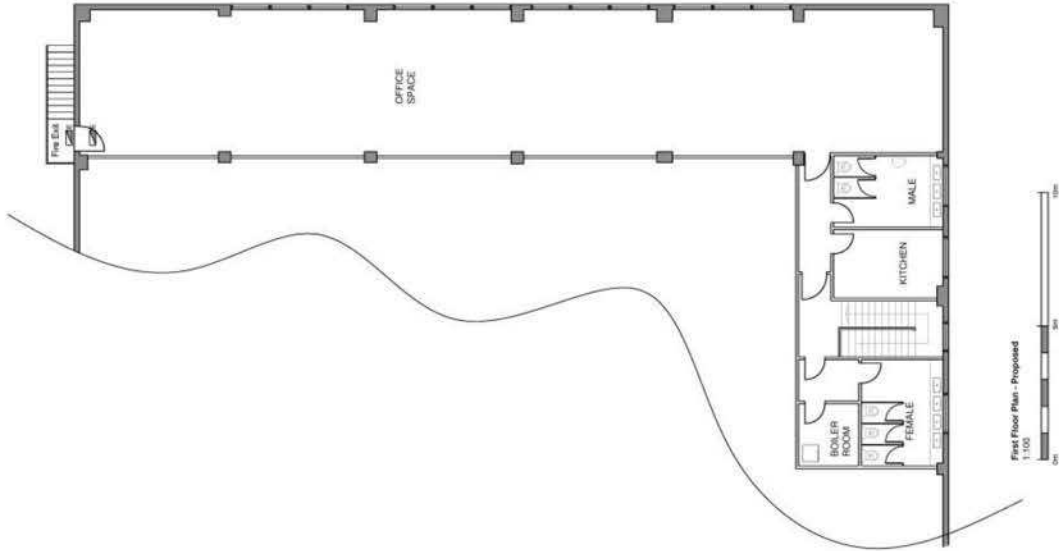
DWA ARCHITECTS
 100, The Quadrant, London, W1R 0AS
 Tel: 020 7733 1000
 Fax: 020 7733 1001
 Email: info@dwa-architects.co.uk
 Website: www.dwa-architects.co.uk



Client: **CB Swift**
 Project: **Unit 3, Springfield Road Industrial Estate, Hayes**
 Drawing Title: **Ground & First Floor - Proposed B1/B2/B8 Use Class**

Scale: 1:100 @ A1
 Date: December 2013
 Drawn by: GJM
 Checked by: GJM

Job No: **S3087**
 Drawing No: **AL(0)003**
 Rev: **B**



Notes:
 1. All work shall be in accordance with the applicable building codes and standards.
 2. All dimensions shall be in feet and inches unless otherwise noted.
 3. All work shall be in accordance with the applicable building codes and standards.
 4. All work shall be in accordance with the applicable building codes and standards.
 5. All work shall be in accordance with the applicable building codes and standards.
 6. All work shall be in accordance with the applicable building codes and standards.
 7. All work shall be in accordance with the applicable building codes and standards.
 8. All work shall be in accordance with the applicable building codes and standards.
 9. All work shall be in accordance with the applicable building codes and standards.
 10. All work shall be in accordance with the applicable building codes and standards.

Rev.	Date	Description
1	08/08/2014	Final submittal to client comments
2	08/08/2014	Emergency exit fixtures added to ground floor
3	08/08/2014	Final submittal



CB SWIFT
 Building Consultancy and Project Management
 Tel: 020 8947 2216 / 17
 Fax: 020 8947 2218



DWA ARCHITECTS
 100 West Street, Suite 200
 New York, NY 10013
 Tel: 212 691 1234
 Fax: 212 691 1235
 Email: info@dwaarchitects.com
 Website: www.dwaarchitects.com



Check
CB Swift
 Project
 Unit 3, Springfield Road Industrial Estate,
 Hayes

Drawings No.
**Ground & First Floor - Existing
 B1/B8 Use Class**

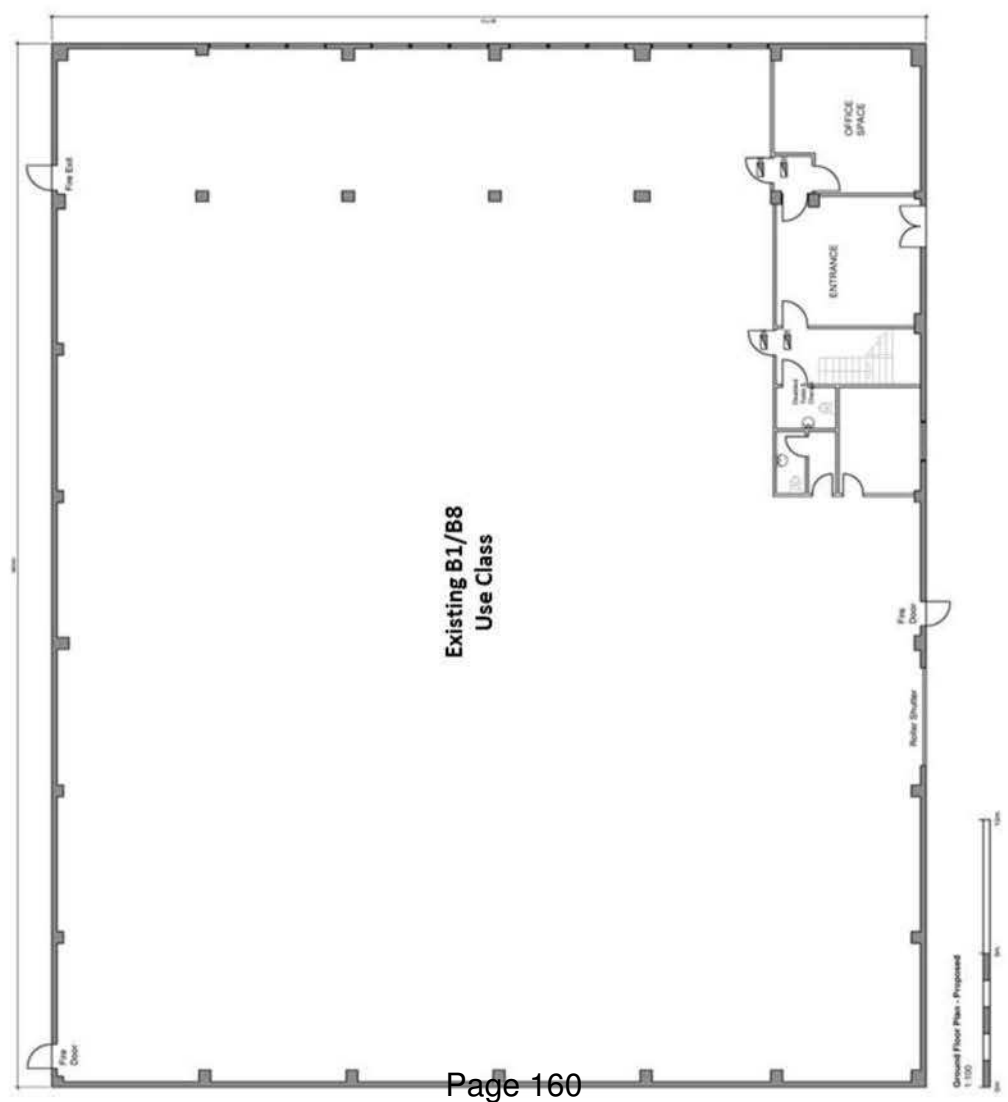
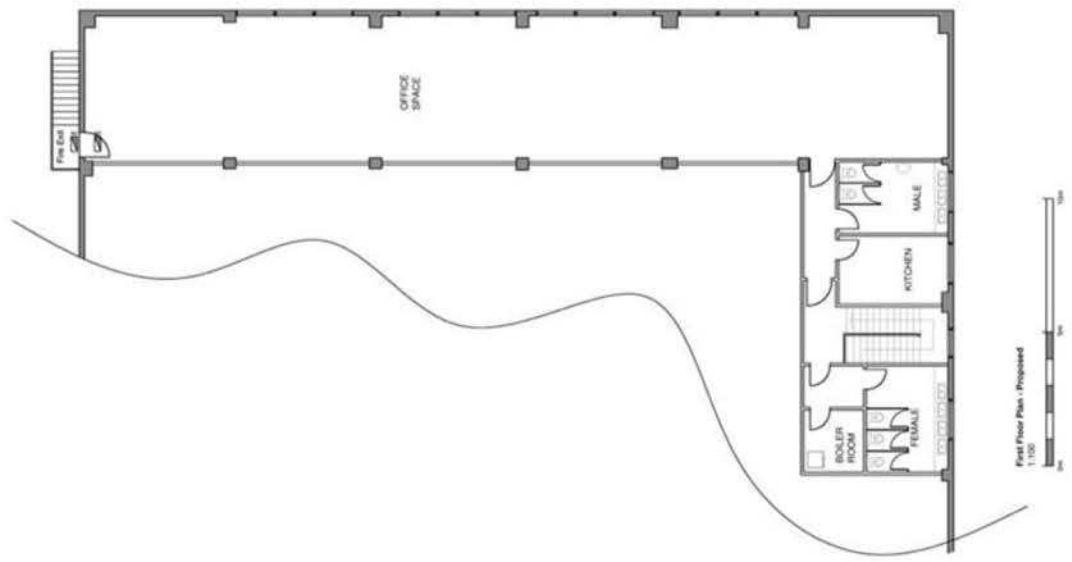
Date: 11/08/14
 Drawn by: GJM
 Checked by: GJM

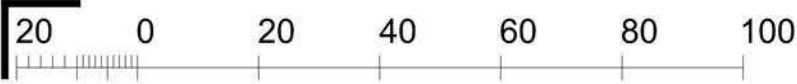
Scale: 1:100 @ A1
 Date: December 2013

Job No.
S3087

Revision No.
AL(0)002

Page
B






NB Responsibility is not accepted for errors made by others scaling from this drawing. All construction information should be taken from figured dimensions only

A4

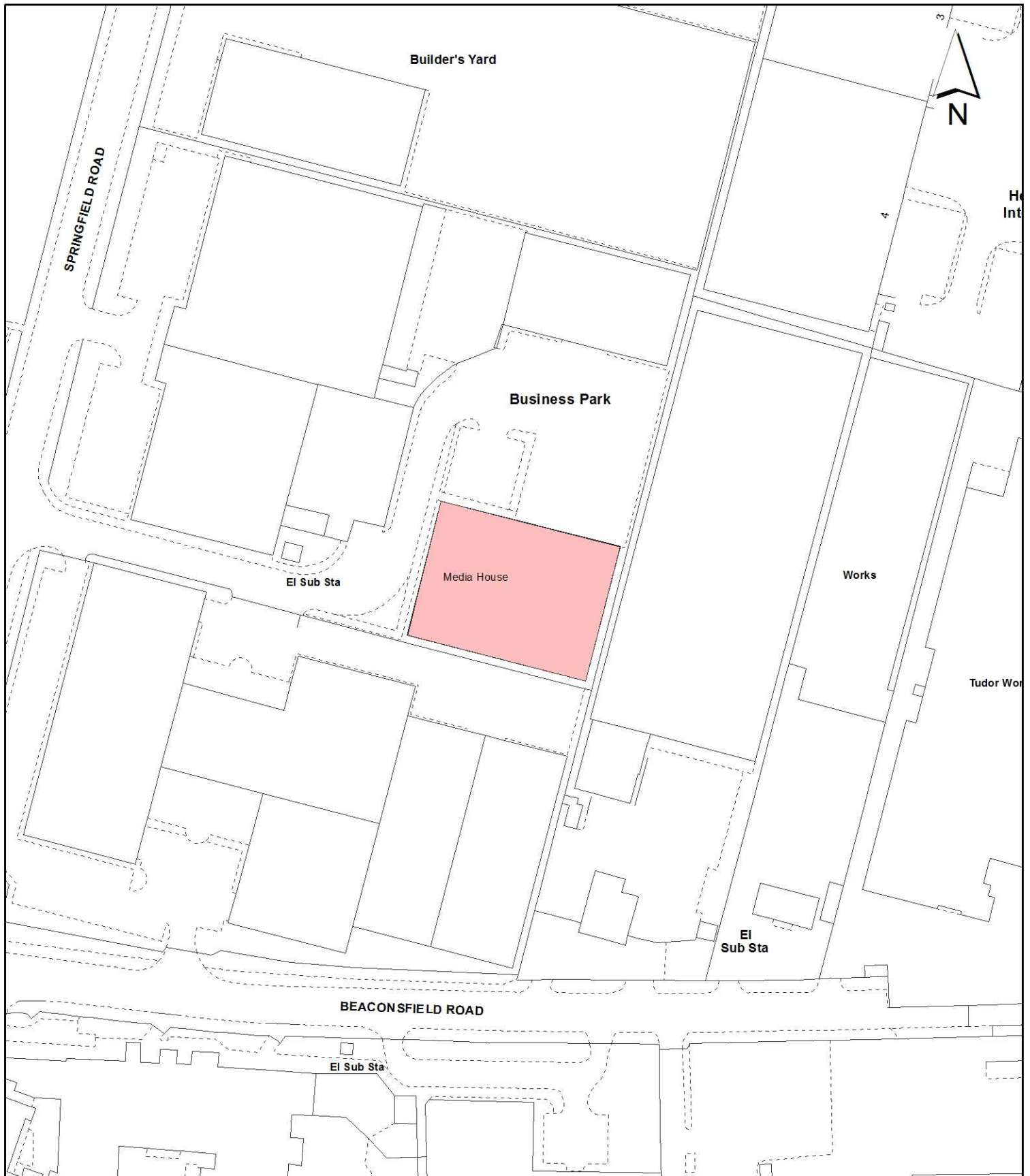


 Area - 14,652m²

Rev	Description	By	Date

Project SPRINGFIELD ROAD INDUSTRIAL ESTATE, HAYES	Drawn by KJW	Surveyor GRC	Date JUNE '15
Client THREADNEEDLE PROPERTY UNIT TRUST	Scale 1:1250@A4		
Title SITE PLAN	Drawing Number L150368-D09-002		Revision





Notes:

 Site boundary

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Site Address:
Unit 3 (Media House)
Springfield Road
Hayes

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

Planning Application Ref:
44110/APP/2015/2570

Scale:
1:1,250

Planning Committee:
Major Page 162

Date:
October 2015

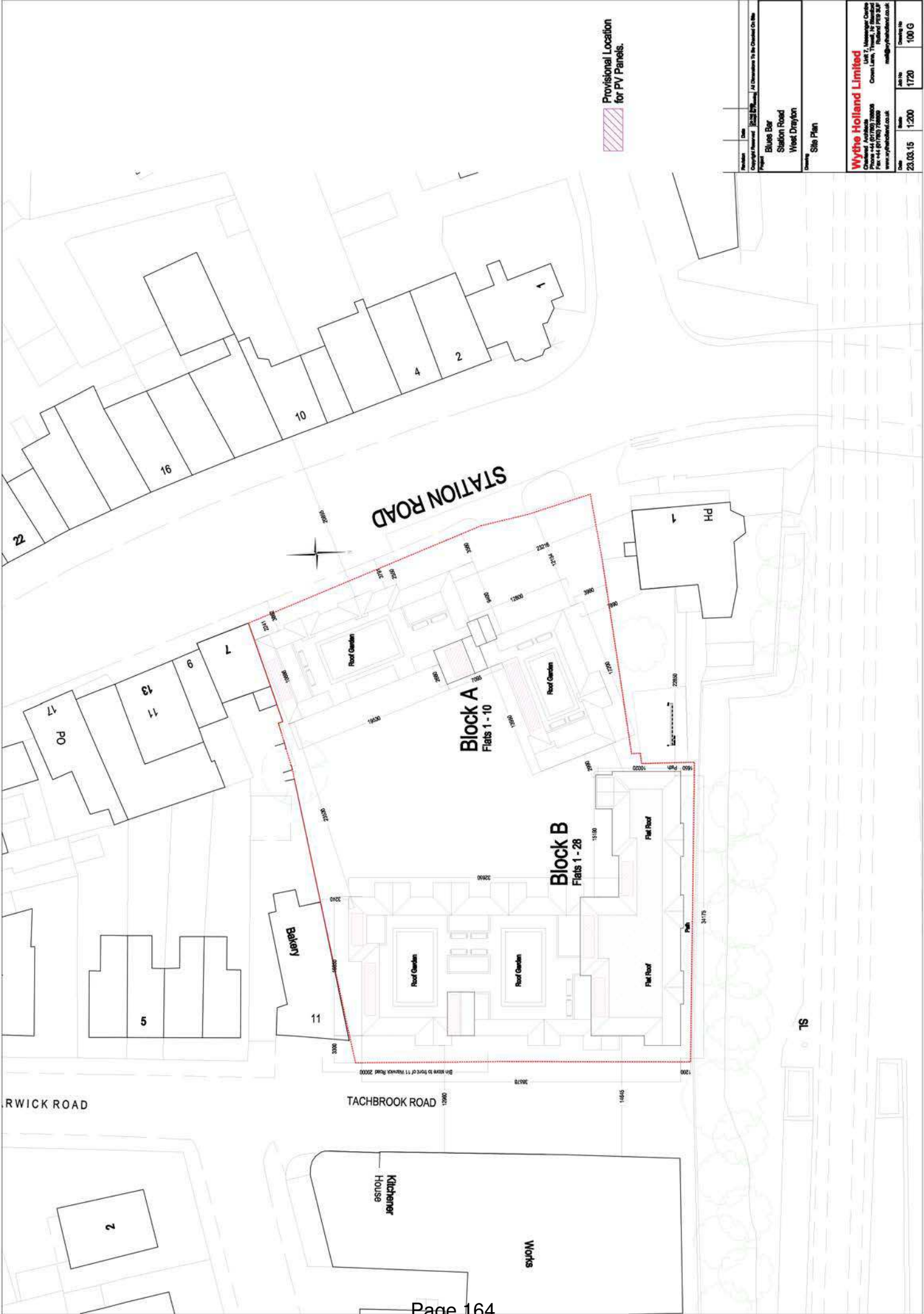


Report of the Head of Planning, Sport and Green Spaces

Address 5 STATION ROAD WEST DRAYTON
Development: Demolition of existing public house and erection of 38 flats and 237sqm of retail floorspace with parking, landscaping and amenity space
LBH Ref Nos: 65480/APP/2015/1862

Date Plans Received: 20/05/2015
Date Application Valid: 16/06/2015

Date(s) of Amendment(s):



Provisional Location
for PV Panels.

Revision	Date	Drawn by	Checked by	Scale	Sheet No.	Sheet Total
Copyright Reserved	Block B	Blue Bar	Station Road	West Drayton	1:200	17/20
Project				Site Plan		
Client				Whythe Holland Limited		
Address				Unit 1, Manager Centre Crown Lane, Trowell, N. Stafford Staffordshire ST16 3LP		
Phone				+44 (0)1927 70000		
Fax				+44 (0)1927 70000		
Email				whythe@whytheland.co.uk		
Date	23.03.15	Scale	1:200	Sheet No.	17/20	Sheet Total
				100 G		

STATION ROAD



Retail
237 sqm

36 spaces total

192 sqm

Bakery

Way Through

11

Cycles
10 No

Entrance

Entrance

Entrance

Entrance

Entrance

Entrance

Entrance

Entrance

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Security Gate

Revision	Date	Drawn by	Checked by
01	23.03.15	1:100	101 Q
<p>Client: Blue Bar Station Road West Drayton</p>			
<p>Project: Ground Floor Plan 36 Parking Spaces and 192 sqm Amenity Area</p>			
<p>Company: Wythe Holland Limited Unit 7, Manager's Office Phoenix Arcade Phoenix Lane, Trowbridge, Wiltshire, SN12 6EP Phone: +44 (0)1753 70000 Fax: +44 (0)1753 70000 www.wythe-holland.co.uk</p>			
Date	Scale	Job No	Drawing No
23.03.15	1:100	1720	101 Q

STATION ROAD



Revision	Date	Drawn by	Checked by	Scale	Date	Job No	Drawing No
Copyright Reserved	2013/03/15	W. J. M. M. M.	A. J. M. M. M.	1:100	23.03.15	1720	102 E
Project: Blue Bar Station Road West Drayton				Drawing: First Floor Plan			
Client: Wythe Holland Limited 1st Floor, Manager's Office Crown Lane, Trowell, N. Stafford Phone: +44 (0)1902 720000 Fax: +44 (0)1902 720000 www.wytheholland.co.uk				Date: 23.03.15 Scale: 1:100 Job No: 1720 Drawing No: 102 E			

STATION ROAD



Revision	Date	Drawn by	Checked by
Copyright Reserved	2013/03/15	W. J. M. van der Meulen	A. J. van der Meulen
Project: Blue Bar Station Road West Drayton			
Drawing: Second Floor Plan			
Wythe Holland Limited Unit 1, Manager's Office Crown Lane, Trowell, N. Stafford Phone: +44 (0)1902 70000 Fax: +44 (0)1902 70000 www.wytheholland.co.uk			
Date	Scale	Job No	Drawing No
23.03.15	1:100	1720	103 E

STATION ROAD

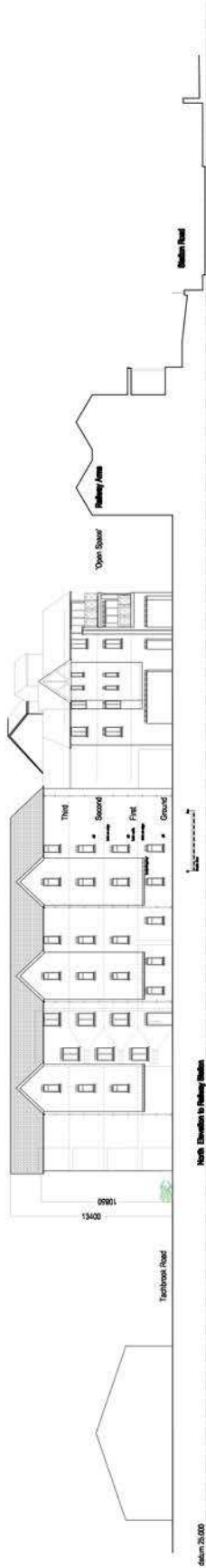


Revision	Date	Client	Project	Drawn by	Checked by	Scale	Date	Job No	Drawing No
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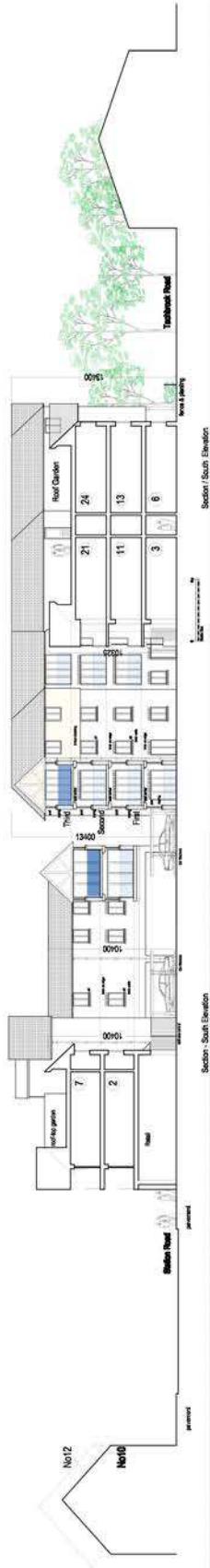
Copyright Reserved. All Dimensions To Be Checked On Site

Wythe Holland Limited
 Unit 7, Manager's Office
 Crown Lane, Trowell, N. Stafford
 Phone: +44 (0)1902 70000
 Fax: +44 (0)1902 70000
 www.wytheholland.co.uk

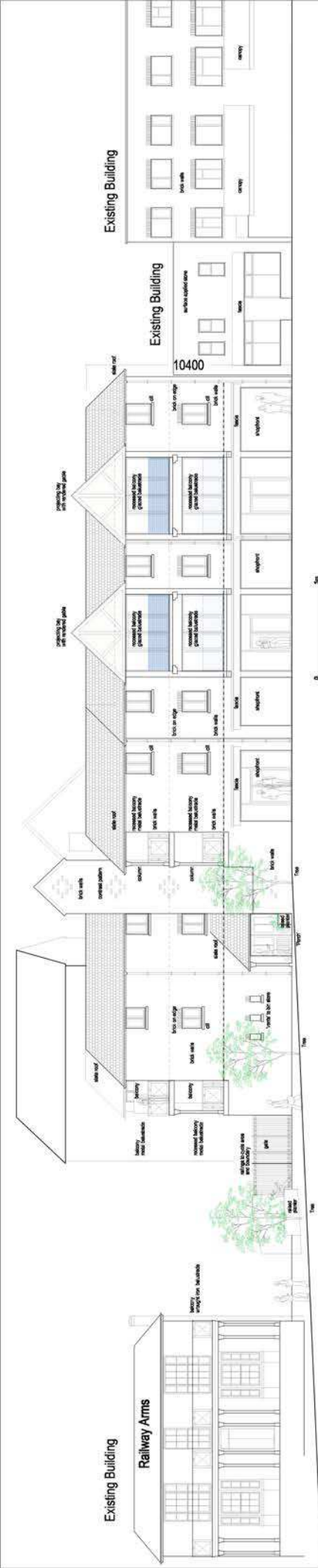




datum 26.000

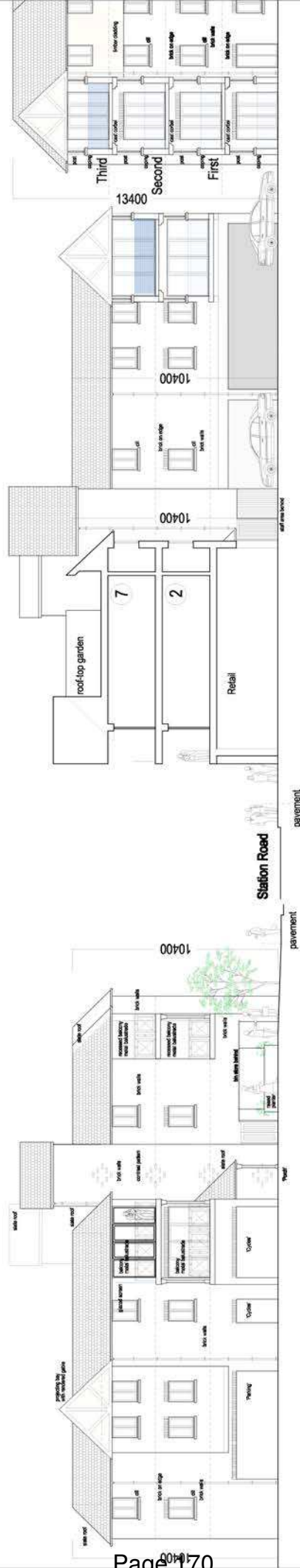


Revision	Date	Drawn	Checked	Scale	Project	Client	Location
					Blue Bell Station Road West Drayton	Blue Bell Station Road West Drayton	West Drayton
<p>Copyright Reserved. All Dimensions To Be Checked On Site</p>							
<p>Section / Elevations 1:200</p>							
<p>Wythe Holland Limited Limited Liability Partnership 1st Floor, 100, The Quadrant, West Drayton, Middlesex, UK Phone: +44 (0)1753 70000 Fax: +44 (0)1753 70000 www.wytheholland.co.uk</p>							
Date	Scale	Job No	Drawing No				
15.05.15	1:100	1720	108 E				



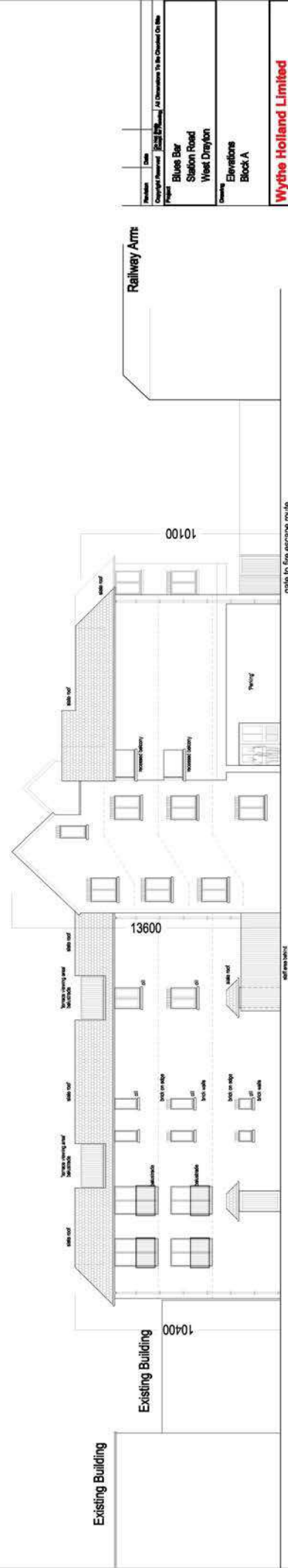
West Elevation to Station Road

datum 25.000



North Elevation

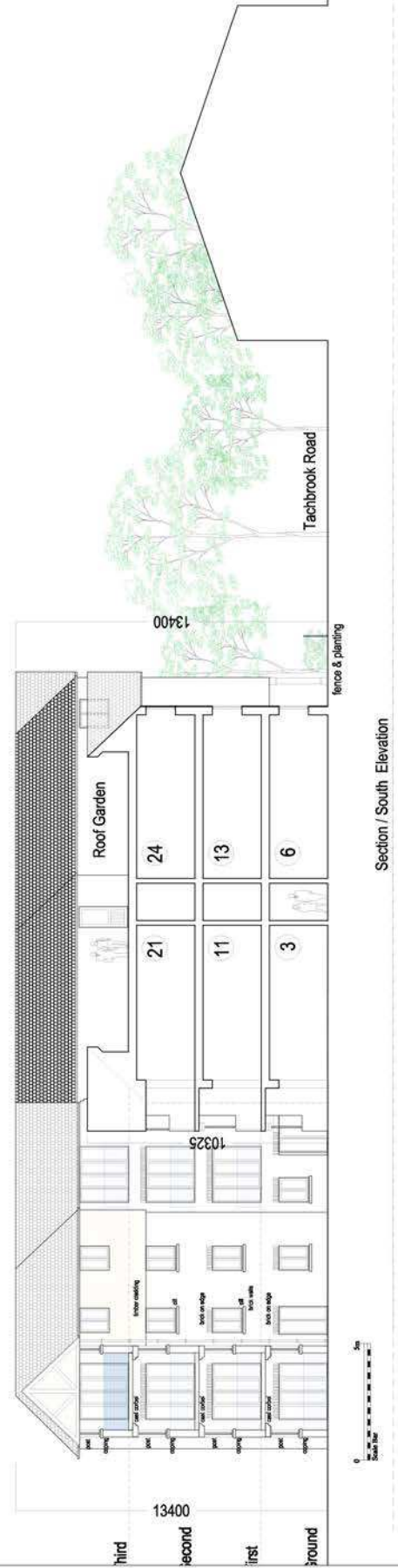
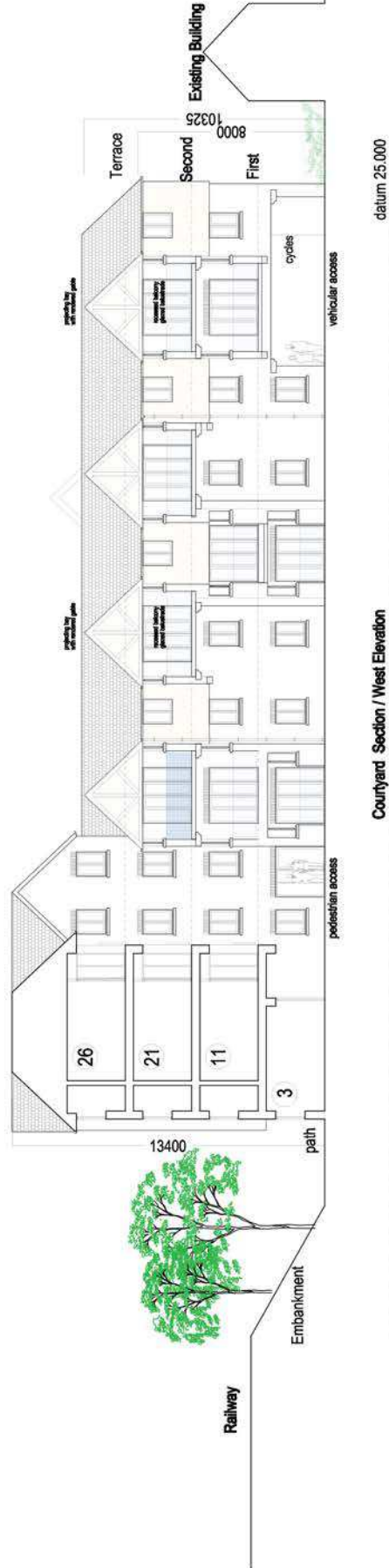
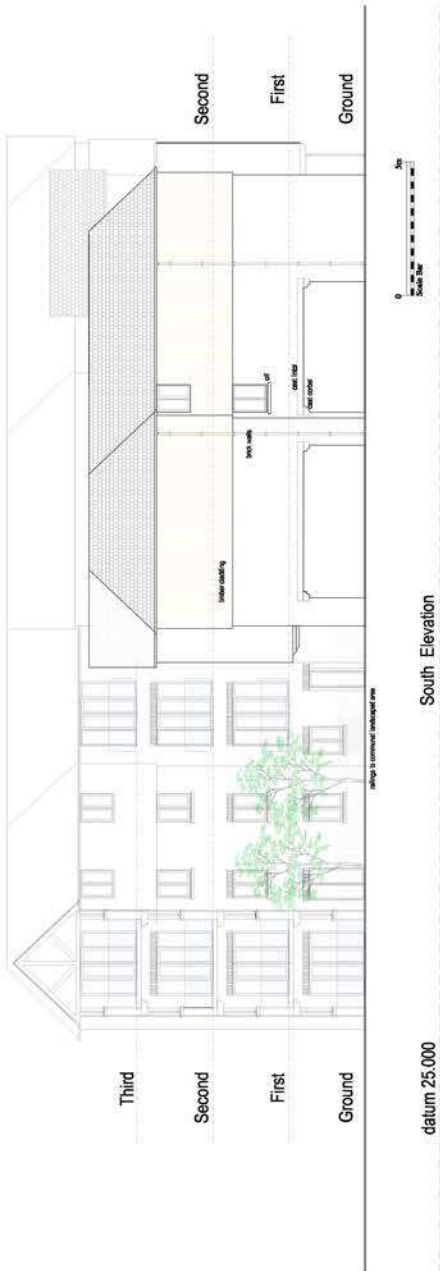
Section - South Elevation



East Elevation to Courtyard

datum 25.000

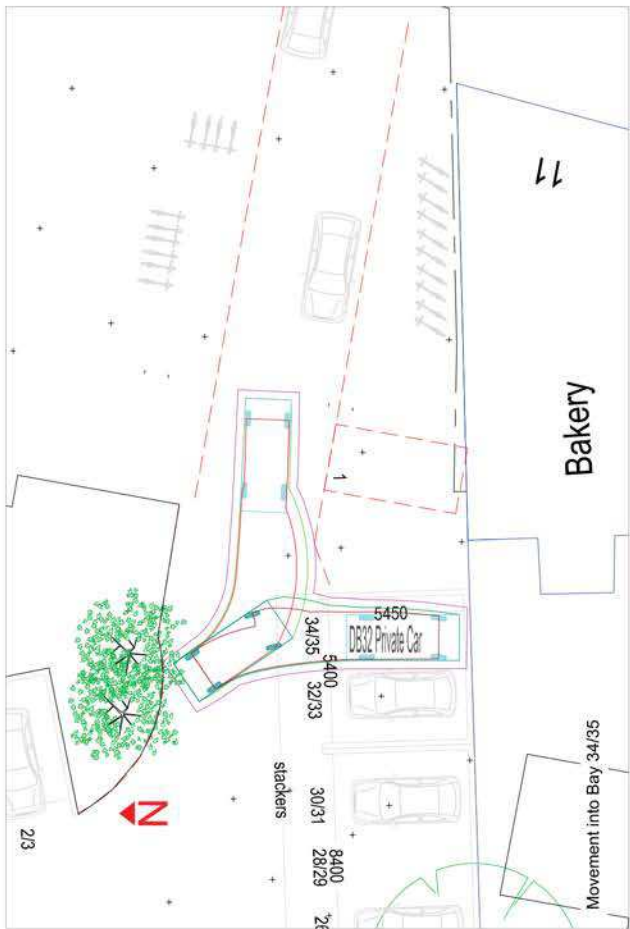
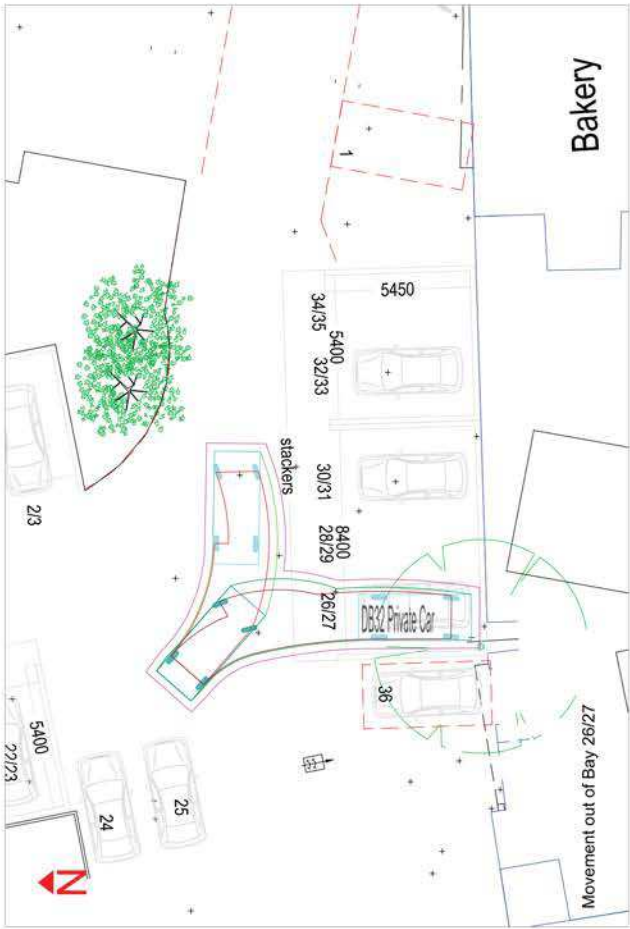
Revision	Date	Drawn by	Checked by
1	23.03.15	1720	105 E
Project: Blue Bar Station Road West Drayton Client: Elevations Block A			
Wythe Holland Limited Unit 1, Manager's Office Crown Lane, Trowell, Notts NG16 9SP Tel: +44 (0)1793 708800 Fax: +44 (0)1793 708801 www.wytheholland.co.uk			
Date	Scale	Job No	Drawing No
23.03.15	1:100	1720	105 E



Revision	Date	15.05.15	1:100	1720	107 E
Copyright Reserved	Block 8/10/11/12/13/14/15/16/17/18/19/20/21/22/23/24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100	All Dimensions To Be Checked On Site			
Project	Blue Bar Station Road West Drayton	Client	Wynthe Holland Limited	Job No	1720
Drawn	Elevations Block B	Checked	Wynthe Holland Limited	Issue	1:100
Wynthe Holland Limited		Unit 1, Manager's Centre Cherry Orchard Crown Lane, Trowell, N. Stafford Staffordshire ST19 3LP Phone +44 (0)1929 728800 Fax +44 (0)1929 728801 www.wyntheholland.co.uk		Date	15.05.15
				Drawn by	107 E



Revision	Date	Drawn by	Checked by
Copyright reserved	Block 8	Block 8	All Dimensions To Be Checked On Site
Project: Blues Bar Station Road West Drayton			
Client: Elevations Block B			
Wythe Holland Limited Unit 1, Manager's Office Crown Lane, Trowell, N. Stafford Staff: +44 (0)1927 708000 Fax: +44 (0)1927 70800 www.wytheholland.co.uk			
Date	Scale	Job No	Drawing No
01.05.15	1:100	1720	108 F



Draft

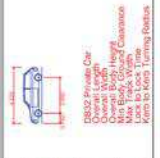
Blues Bar
Station Road, West Drayton
Sweep Path

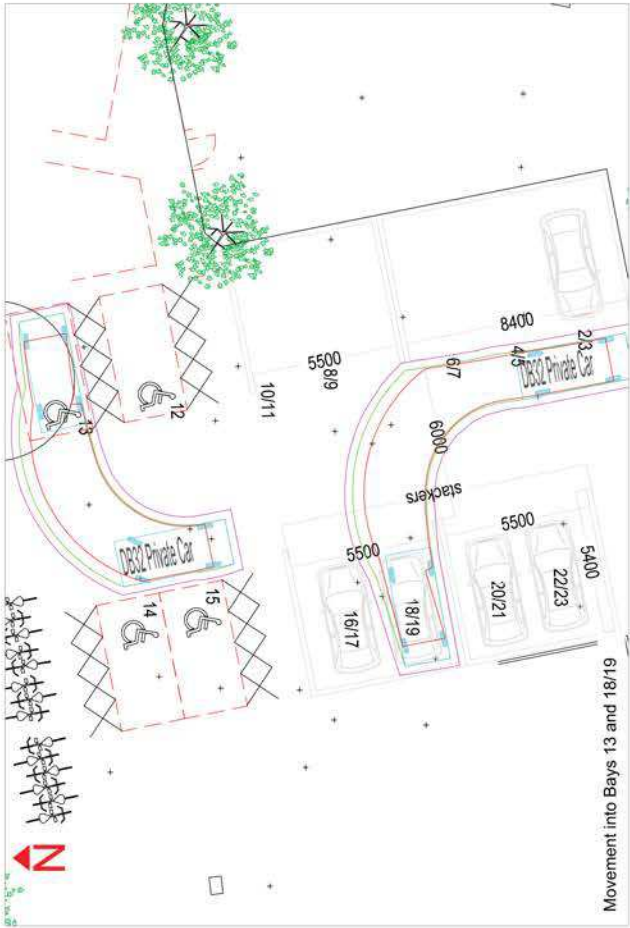
OPUS
Birmingham Office
144 121 351 1560

Scale: 1:300
Birmingham Business Park
Birmingham B37 7YQ

Project: Blues Bar
Client: NTS
Date: April 2015
Author: BH
Checked: MC
Reviewed: NTS

Plan 2





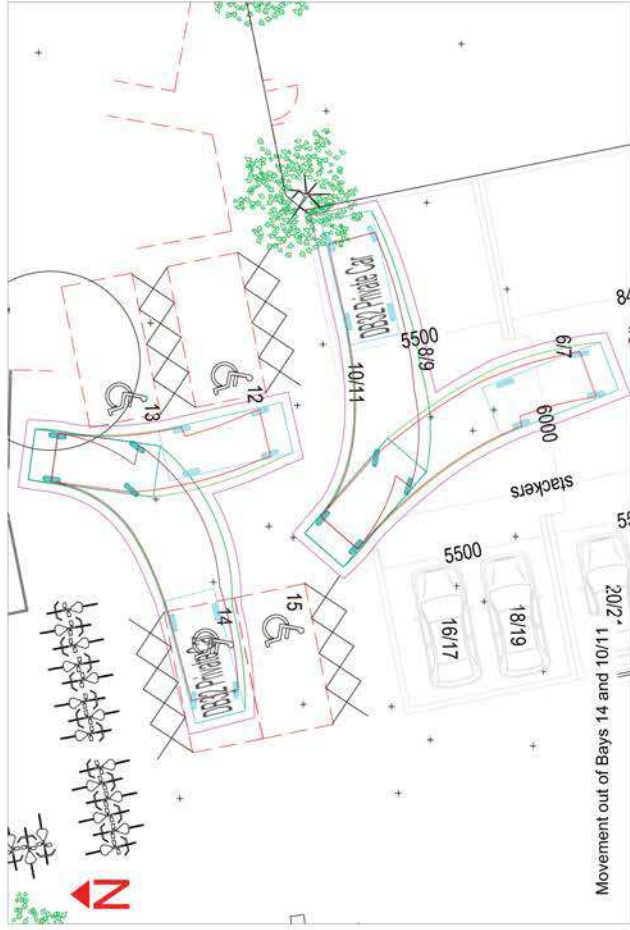
Movement into Bays 13 and 18/19



Movement out of Bays 13 and 18/19



Movement into Bay 14 and 15



Movement out of Bays 14 and 15

Draft

Blues Bar
Station Road, West Drayton
Sweep Path

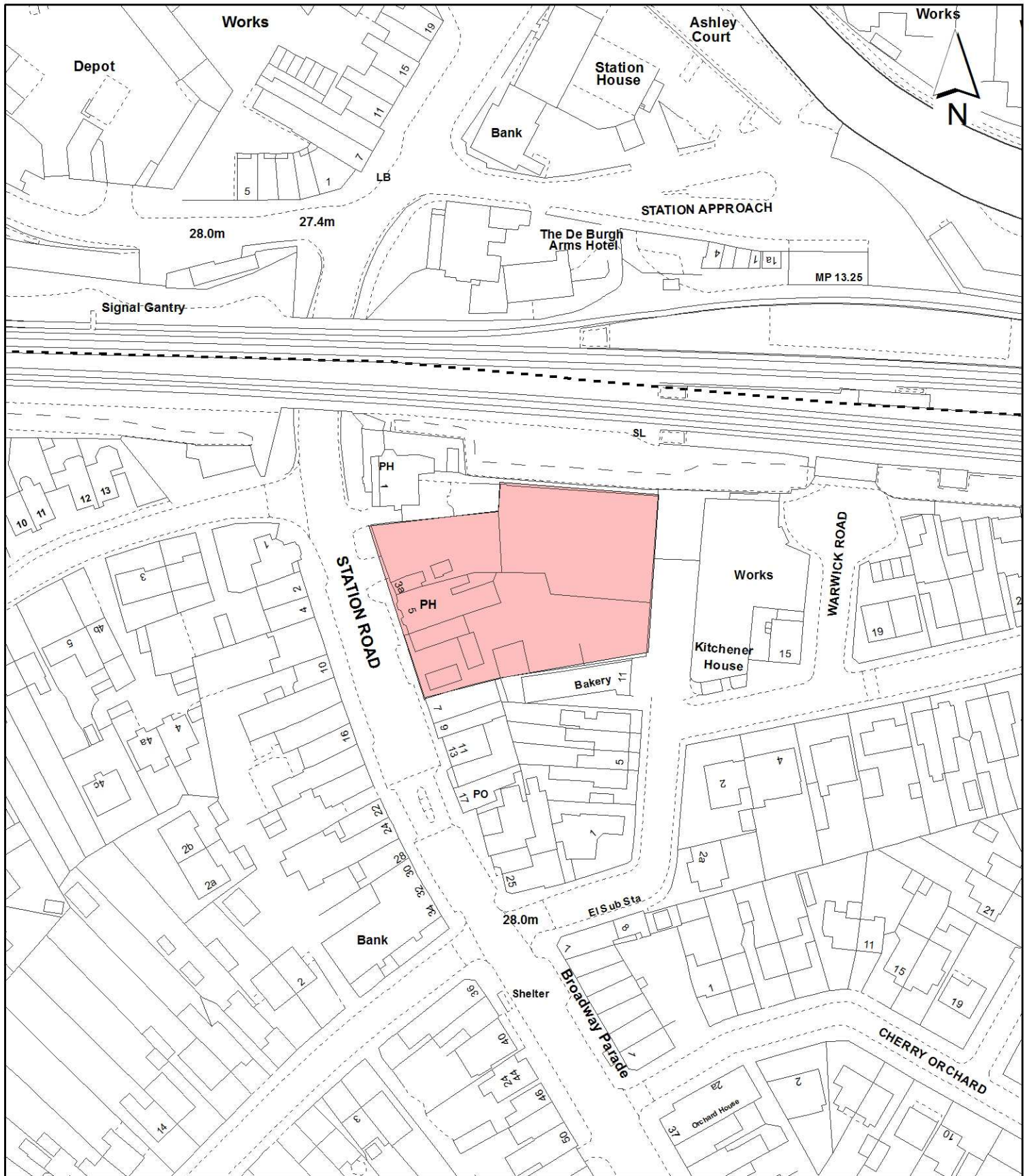
Scale: 1:300 (Overall)
Birmingham Office
44-12, 13, 15, 16
Birmingham B17 7YD

OPUS
Birmingham Office
44-12, 13, 15, 16
Birmingham B17 7YD

Plan 1

Author	BEH & SP
Checked	MC
Reviewed	NTS
Approved	BEH
Date	April 2015

DB32 Private Car	4.2m
Overall Length	4.2m
Overall Width	1.8m
Overall Height	1.6m
Max. Load Weight	1.8t
Max. Axle Weight	0.9t
Max. Wheel Spacing	1.3m
Max. Wheelbase	2.5m
Max. Turning Radius	5.7m



Notes:

 Site boundary

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Site Address:

**5 Station Road
 West Drayton**

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

Planning Application Ref:

65480/APP/2015/1862

Scale:

1:1,250

Planning Committee:

Major Page 175

Date:

October 2015



HILLINGDON
 LONDON

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