1. SUMMARY

Planning permission ref: 50270/APP/2011/1422 was granted on 19/10/2011 for A) Detailed planning permission for 10,194sqm (Gross External Area (GEA)) of commercial floorspace (B1c/B2/B8 Use Classes) on Plot 3 including a new access from Scylla Road and associated car parking, landscaping and ancillary works. B) Outline planning permission (all matters reserved) for development of flexible B1c/B2/B8 floorspace for Plot 1 and flexible B1c/B2/B8 floorspace for Plot 2 with associated car parking, landscaping and ancillary works. (Hybrid Application).
floorspace (B1c/B2/B8 Use Classes) on Plot 3 including a new access from Scylla Road and associated car parking, landscaping and ancillary works. B) Outline planning permission (all matters reserved) for development to provide up to 6,294sqm (GEA) of flexible B1c/B2/B8 floorspace for Plot 1 and up to 8,163sqm (GEA) of flexible B1c/B2/B8 floorspace for Plot 2 with associated car parking, landscaping and ancillary works. (Hybrid Application)

Condition 2 of this consent relates to the approval of Appearance, Scale, Access, Layout and Landscaping 'Reserved Matters'. Condition 3 requires the approval of the details of the landscaping and appearance of Outline portion of the development. Condition 3 also describes the extent of the information required.

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

2. **RECOMMENDATION**

That subject to the withdrawal of the objection from BAA Safeguarding, delegated powers be given to the Head of Planning, Consumer Protection, Sport and Green Spaces to grant planning permission subject to the following conditions, and any additional conditions and/or informatives which may be required by BAA:

1. **OM1** Development in accordance with Approved Plans

   The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

   **REASON**

   To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**INFORMATIVES**

1. **I52** Compulsory Informative (1)

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

2. **I53** Compulsory Informative (2)

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

   **A2** Developments at Heathrow airport likely to increase demand for off-
airport development or have significant adverse environmental impact

A4 New development directly related to Heathrow Airport
A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7 Consideration of traffic generated by proposed developments.
AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - 
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14 New development and car parking standards.
AM15 Provision of reserved parking spaces for disabled persons
BE3 Investigation of sites of archaeological interest and protection of archaeological remains
BE13 New development must harmonise with the existing street scene.
BE18 Design considerations - pedestrian security and safety
BE20 Daylight and sunlight considerations.
BE21 Siting, bulk and proximity of new buildings/extensions.
BE24 Requires new development to ensure adequate levels of privacy to neighbours.
BE25 Modernisation and improvement of industrial and business areas
BE29 Advertisement displays on business premises
BE35 Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3 Potential effects of development on sites of nature conservation importance
MIN16 Waste recycling and disposal - encouragement of efficient and environmentally acceptable facilities
OE1 Protection of the character and amenities of surrounding properties and the local area
OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
OE7 Development in areas likely to flooding - requirement for flood protection measures
LE1 Proposals for industry, warehousing and business development
LE2 Development in designated Industrial and Business Areas
LE7 Provision of planning benefits from industry, warehousing and business development
OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
3
You are advised that the scheme is required to abide by the conditions and S106 Legal Agreement of the Hybrid Planning Permission Ref. No. 50270/APP/2011/1422.

4 I1 Building to Approved Drawing
You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

5 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.

6 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.

7 I11 The Construction (Design and Management) Regulations 1994
The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

8 I12 Notification to Building Contractors
The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

9 I15 Control of Environmental Nuisance from Construction Work
Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.
3. CONSIDERATIONS

3.1 Site and Locality

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

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

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

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

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

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

Reserved matters approval is sought for the siting, access, design, external appearance and landscaping in compliance with condition 3 of planning permission ref. 50270/APP/2011/1422 dated 19/10/2011:

Condition 3 requires:

(i) Traffic, car parking and any access control arrangements, including barrier arms, gates, electric vehicle charging points ensuring that 20% of spaces have active charging points and a further 10% have passive charging points, the means of ingress and egress, the closure of existing access, visibility splays, the phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,

(ii) A delivery and servicing plan, to include details of the parking, turning, loading and unloading arrangements (including swept path analysis and vehicle tracking diagrams),

(iii) The means of construction and surfacing of all roads, parking areas and footpaths,

(iv) The use, surface treatment and landscaping of all open areas not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles,

(v) Hard and soft landscaping plans,

(vi) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,

(vii) Full plans and elevations of all buildings and any other structures, incorporating details of all materials to be used for external surfaces, including samples of all such materials,

(viii) Plans and elevations of all boundary treatment and incorporation of full details of height and materials,

(ix) Details of secure cycle storage, changing facilities, lockers and showers for staff and visitors to the development,

(x) A construction management plan including a method statement,

(xi) Plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities.

(xii) Plans and details of proposed renewable energy measures and associated technology including any Photovoltaic panels, CHP systems and the like.

(xiii) Bird Hazard Management Plan.

Details have been submitted for each of the above.

The buildings will be occupied by Rolls Royce’s Aircraft Engine operation. The site layout has been determined by how the buildings are to be used. The position and size of the service yards and its relationship to the buildings is to ensure Rolls Royce operate as efficiently as possible.

The scale of the buildings is again specific to the occupier requirements. Both have been designed to provide the most efficient use of space without impacting on the building’s operations. The height of the building is set by the clear internal height of 11.7m for Unit 2 and 8m for Unit 4, both required for operations. This follows the principles within the maximum height of the approved parameters.

The use of high quality materials, selective colours and architectural articulation on the elevations for both units provide a modern design that not only meets the requirements of
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This was a Hybrid application with a Full component and in addition a large part of the proposal was in outline form, with all matters being reserved:

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

The application allowed for the flexibility to use Plots 1 and 2 for any combination of B1c/B2/B8 floorspace, or for the use of the building(s) for a single B1c/B2/B8 use.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.10 To seek to ensure that development does not adversely affect the amenity and
the character of the area.

PT1.12 To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.

Part 2 Policies:
A2 Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
A4 New development directly related to Heathrow Airport
A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
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AM7 Consideration of traffic generated by proposed developments.
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AM14 New development and car parking standards.
AM15 Provision of reserved parking spaces for disabled persons
BE3 Investigation of sites of archaeological interest and protection of archaeological remains
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OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 28th November 2011
5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees
A total of 231 neighbouring properties were notified. No comments were received.

BAA
Objection to the landscaping scheme, particularly the level of berry bearing species.

PLANNING OFFICER COMMENT
The applicant is in discussions with BAA over what changes to plant species would be required to have the objection removed and it is anticipated that the matter would be resolved ahead of the committee. An update will be provided at the Committee meeting.

NATS
No objection

Internal Consultees
MANAGER PARTNERSHIPS, BUSINESS AND COMMUNITY ENGAGEMENT

The facility that Rolls Royce are seeking to develop will lead to the creation of at least another 40 direct jobs. Whilst modest in number the majority of these jobs will be for skilled engineers.

The Rolls Royce development has wider implications in terms the local economy. The new facility will support the on-going maintenance of engines and the operating efficiency and therefore the competitiveness of airlines such as British Airway and Virgin Atlantic both major local employers.

Rolls Royce is a world-leading provider of power systems and services for the civil aerospace industry, they have had a small presence on Heathrow for some 50 years and the investment in facilities and new technology is to be welcomed.

From an Economic Development perspective the investment by Rolls-Royce serves to demonstrate the attractiveness of Hillingdon as a place to do business and the Borough's ability to attract and retain world class businesses.
ENVIRONMENT PROTECTION UNIT

Updated Noise Assessment

I have considered the updated acoustic report project ref: 24639/002 prepared by Peter Bret Associate dated September 2011. The report assess the impact of noise from the proposed service yard at unit 4 and unit 2 in accordance with industry recommended guidance, BS 4142 1997 to determine noise levels representative of the nearest residential property situated at Bedfont Close. The assessment concludes predicted noise level will fall by at least 16dB against the background noise during the day and night time and by 15 dB at unit 2 during the day.

It has been noted that the individual HGV movement during the night time (23.00 - 07.00) is likely to increase the background noise by 2dB from unit 2, however it is considered that regular night time deliveries is not proposed other than a maximum of one delivery a night in extreme circumstances. It is essential to note that a +2dB in accordance with BS 4142 1997 is considered below marginal significance.

Therefore, subject to the fact that the integrity of the updated noise assessment is preserved, EPU accepts the context of the assessment and therefore do not wish to make further recommendations. It is also expected that Hounslow Council Environmental Health be consulted as part of this process due to the fact that Bentford Close is in their Borough.

External Lighting

I have reviewed the external lighting strategy titled phased 2 and associate drawing prepared by Hoare Lea which claims to have the lighting installed as far as is reasonably practicable below the horizontal line and in accordance with BS 5489. I do not wish to make further recommendations in this instance.

Construction Environmental Management Plan

I have reviewed the Construction Environmental Management Plan prepared for phase Scylla Road by Vinvic Construction Limited dated 12th September 2011. The control measures outlined are considered satisfactory and subject to there adherence during the course of the development I do not wish to make further recommendation.

Energy Strategy

A number of renewable energy technologies has been considered in the energy strategy report titles "The Portal phase two" Heathrow. The development's preference of Air Source Heat Pump and Photovoltaic Panel which is under consideration by BAA over the use of Biomass Boiler and CHP ensures no significant impact on air quality occurs, thus EPU do not Internet Representation which to make further recommendations. However, should it be considered that these preferences changes perhaps due to BAA objection, then further emission control measures need to be considered where necessary.

Air Quality Statement

Further to the updated Air Quality statement submitted as part of environmental consideration for the reserved matters application, I agree that the statement is consistent with the overall development previously assessed as part of the hybrid planning permission for the entire site. Therefore EPU do not wish to make further recommendation except the introduction of Biomass boiler or CHP which will require further integration into the AO assessment and appropriate mitigating measures implemented as appropriate.

HIGHWAYS OFFICER

No objection raised to the details of traffic, car parking and access arrangements, delivery serving
The principle of the development has been established under outline planning permission ref. 50270/APP/2011/1422 granted on 19 October 2011. Accordingly, there is no objection to the principle of the proposal.

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

The site does not lie within a conservation area or area of special local character. Nor is the site located in the vicinity of a listed building.

Archaeological implications of the entire development were considered under the outline application and conditions 24 and 26 of the outline approval (18399/APP/2004/2284) ensure that archaeological work must be undertaken before development work commences on new parts of the site.

BAA Safeguarding have reviewed the application and have raised an objection at a very late stage to the Landscaping scheme due to the level of berry bearing species proposed, which would potentially attract birds and pose a risk to aircraft safety. The applicant has been advised of this and is in negotiation with BAA Safeguarding regarding this matter. It is recommended that subject to this issue being addressed and BAA removing their objection, the application be approved.

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

As part of the Outline planning permission, the supporting information included a Design and Access Statement, Design Coding and 3D perspective drawings, an Environmental Statement. Illustrative building elevation drawings were provided as a suggestion of the future detailed design of buildings. The outline proposals were for a scheme with all matters reserved and as such development zones have been identified as well as the parameters for future development within these:
The maximum parameters for proposed Plots 1 and 2 were set as below:

PLOT 1:

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

PLOT 2:

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

The Council’s Urban Design Officer and the GLA were supportive of the scheme in respect of its appearance and character and no impacts were identified to neighbours or the area in general in this regard. Along with details of buildings, comprehensive information pertaining to landscaping was considered at the outline stage by a range of consultees including Council’s Landscape architect.

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

In terms of the proposed buildings, the use of high quality materials, selective colours and architectural articulation on the elevations provide a modern design that not only meets the requirements of the occupier but continues the design principles established in the hybrid application. It is important that the look and feel of the buildings follow the principles of the approved parameters. This provides a cohesive feel to the estate.

A combination of metal cladding and metallic colours has been incorporated into both of the proposed buildings to allow large areas of cladding to be broken down. The ancillary office to the Unit 2 on Plot 2 has been positioned facing onto the Scylla Road incorporating curtain walling, feature glazing and metallic metal cladding at the entrances. The development will be of modern, high quality appearance to meet the requirements of the client and the occupier.

A combination of metal cladding and metallic colours are incorporated in the buildings to allow large areas of cladding to be broken down. Unit 4 of Plot 1 will comprise flat metal panels in silver with dark grey curtain walling.

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

Security is to be maintained to 'secure by design' standards. The use of weldmesh fencing is proposed.
The scale of the buildings is again specific to the occupier requirements. Both buildings on plots 1 and 2 have been designed to provide the most efficient use of space, without impacting on the building’s operations. The height of the building is set by the clear internal height of 11.7m for operational reasons.

The reserved matters are consistent with the details and principles considered at the outline stage. The scheme for this portion of Phase 2 is considered to be wholly appropriate within the context of the locality. It integrates with and poses no harmful impact to the character and appearance of the area, particularly in its relationships to residential properties adjacent to the site to the east. In addition, a sufficiently high standard of design has been achieved for the buildings and landscaping of the site noting the extensive pre-application negotiations held with Council's officers. The scheme is considered acceptable and accords with PPS1, PPS3, London Plan Policies 3.5, 7.1 and 7.4 and Hillingdon’s UDP Saved Policies BE13, BE19 in considering and posing no significant adverse impact upon the character and appearance of the surrounding area.

7.08 Impact on neighbours

Given the location, the proposal would not have any detrimental impacts on the residential amenity of nearby properties and is considered to accord with Policies BE19, BE20, BE21, BE24 and OE1 of the Unitary Development Plan Saved Policies.

7.09 Living conditions for future occupiers

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

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

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The traffic generation and impacts of the development on the operation of the wider highway network were considered under the outline planning permission.

Access into each Plot is directly off the estate road. All access points are designed and laid to relevant highways standards. The entrance to the Unit 2 service yard has been designed to accommodate vehicle queuing to avoid tailbacks which could obstruct through traffic. Access into the car park on Plot 2 is located away from the service yard in order to provide separate secure areas as required by the occupier.

Pedestrian access to both Plots 1 and 2 will be via the footpath along the estate road leading from Scylla Road. Defined pedestrian routes will ensure there will be a clear separation of pedestrian and car traffic. The car parks and pedestrian areas will be illuminated to a level where public safety, and a perception of personal security, are satisfied, but will also be designed to provide attractive night time environment that will complement the public face of the building. The car park areas will be constructed in dense bitumen macadam and block paviors which will form part of the coordinated hard landscaping strategy. Areas of car parking will be broken up by areas of landscaping.

The development will be laid out to achieve accessibility for disabled occupants. Disabled spaces will be located as close as possible to the entrances to buildings and facilities, to reduce travel distances.

Level access to the main entrances and receptions will be provided. Disabled spaces have been designed in accordance with the recommendations of Approved Document M. The approach route from the designated spaces to the entrance is level with dropped kerbs.
Pedestrian crossing will have both blistered and tactile paving and drop kerbs. Block pavers and surface materials with a textured surface will be used for the pedestrian routes to give an even but slip-resistant surface. The Council's Highways Engineer raises no objection to the proposed amendments to the existing estate road and entrance to the service yard.

The delivery and servicing plan together with details of parking, turning, loading and unloading arrangements (including swept path analysis and vehicle tracking diagrams) have been assessed by the Highway engineer and are considered to ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network.

Secure and covered cycle parking for the 14 cycle parking is proposed within Unit 4 of the development. This is based upon the B8 cycle standards contained within the London Borough of Hillingdon UDP (adopted 1998) Saved policies 27th September 2007.

A total of 76 car parking spaces are proposed, 20% of which will have electric charging points.

No objections are therefore raised in terms of traffic impacts, car parking, cycle parking, highways safety or pedestrian safety. In accordance with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Polices (September 2007),

7.11 Urban design, access and security

The subject application for reserved matters landscaping, appearance, layout, scale and access is considered to accord with the principles established in the supporting documents and illustrative material of the outline application. In addition to extensive pre-application negotiation with the Principal Urban Design officer, resulting in the scheme submitted, Council's Landscape architect, Trees Officer and Metropolitan Police Crime Prevention Officer are all satisfied with the details of the reserved matters, noting that they are consistent with the outline. Appropriately worded conditions have already been imposed on the outline planning permission to cover detailed design specifics prior to commencement of work.

Overall, the illustrative information in support of the outline application has been carried through to the subject reserved matters application, reaffirming that the proposal has the makings of a high quality development, subject to the detailed design elements already covered by conditions approval under the outline. This specific application for this portion of phase 2 is considered acceptable and in line with the aspirations of the Council's SPD and the abovementioned policies which seek high quality design in development proposals.

7.12 Disabled access

Condition 3xi requires that plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities. Reserved Matters details have been submitted showing that the designs and layouts of the site and buildings.

The Council's Access Officer has advised that the reserved matters details adequately demonstrate that the design, internal layout and external areas are fully inclusive and accessible to all persons. As such no objection has been raised to the proposals.

7.13 Provision of affordable & special needs housing

The application is not for residential accommodation, accordingly this consideration is not relevant.
### 7.14 Trees, landscaping and Ecology

A detailed Landscape Strategy has been prepared by TALA, and is submitted in support of this RMA. In summary, there are three separate areas of planting: at the new junction of the estate access road and Scylla Road; in-site planting and the landscaping along the Longford River Buffer Zone. At the new junction of the estate access road and Scylla Road, 10 semi-mature trees will be provided to replace Alders removed to allow for construction of the new access road. The trees will be planted outside the visibility splays onto Scylla Road. The roadside verges will remain as grassed. The main planted areas will be within and, to the surrounds of, the car park/service yards will comprise predominantly tree and hedge planting with ornamental species.

In Plot 2, planting is provided to separate the service area from the car park.

The Council’s Tree and Landscape Officer has stated that the landscape proposals are acceptable, and are broadly in accordance with the plans previously submitted in support of the Plots 1 and 2 layout. The areas of shrubs, hedges, and herbaceous planting will contribute towards the landscape quality of the site.

An objection has been received from BAA to landscape species, which are considered by BAA to include too many berry bearing species. The applicant is currently working with BAA to revise species and it is anticipated that a solution will be arrived at ahead of the Planning Committee meeting. An update will be provided at that time.

### 7.15 Sustainable waste management

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

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

### 7.16 Renewable energy / Sustainability

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

The applicant has submitted an Energy Strategy, which demonstrates that a number of measures have been incorporated into the scheme to reduce its energy demand. The use of a number of renewable energy sources, wind power, photovoltaics, ground source heating and cooling, solar thermal hot water generation and biomass have been investigated.

The energy efficient measures, combined with the use of renewable energy measures would provide a carbon saving that complies with London Plan (July 2011) standards and is considered to be acceptable. The applicant has submitted plans and details which show the location, type and extent of photo voltaic panels and electric vehicle charging points, which are considered acceptable.

### 7.17 Flooding or Drainage Issues

The site is over 1 Ha in area and as such, a Flood Risk Assessment (FRA) was submitted as part of the Environmental Statement and flooding issues were considered as part of the Outline application. The assessment demonstrated that the proposal would not have an adverse impact to neighbouring properties as it will not increase flood risk through increased surface runoff.
The Environment Agency reviewed the application and raised no objection subject to a condition (already imposed on the outline permission) to ensure the development be carried out in accordance with the FRA. Consideration of Flood Risk was satisfactorily addressed as part of the Outline permission.

7.18 **Noise or Air Quality Issues**
Issues relating to air quality were considered under the grant of the outline planning permission, accordingly the proposal does not give rise to any concerns relating to air quality.

7.19 **Comments on Public Consultations**
No neighbour comments were received.

7.20 **Planning obligations**
The application seeks approval of reserved matters for an industrial development. Matters relating to planning obligations were considered under the Hybrid planning permission ref 50270/APP/2011/1422.

7.21 **Expediency of enforcement action**
None.

7.22 **Other Issues**

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

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

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

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

9. **Observations of the Director of Finance**
10. **CONCLUSION**

The applicant is currently working with BAA to overcome their objection to the proposed landscape species, which BAA considers to include too many berry bearing species. Subject to this issue being addressed and BBA removing their objection, it is recommended that the application be approved.

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

11. **Reference Documents**

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

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