

Report of the Head of Planning, Sport and Green Spaces

Address SITE OF BUILDING 717 LOCATED BETWEEN SHEFFIELD WAY AND SOUTHERN PERIMETER ROAD HEATHROW AIRPORT (DUE EAST OF TERMINAL 4)

Development: 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/2013/2214

Drawing Nos: U151-P00
U151-P01
U151-P02
U151-P03
U151-P04 Rev B
U151-P05 Rev C
U151-P06 Rev B
U151-P07 Rev B
U151-P08 Rev E
U151-P09 Rev C
Design & Access Statement - Heathrow T4 New Hotel
Air Quality Assessment - July 2013
U151-P10 Rev B
U151-P11 Rev D
U151-P12
U151-P13
Indicative Plan High Level Link - December 2013
Landscape Plan 01A
Energy Statement - June 2013
Planning Statement - Building 717
Transport Assessment - July 2013
Noise Impact Assessment - IMP4189-1 (16/09/2013)
Arboricultural Implications Assessment - 09/01/2014
Revised Addendum to Energy Statement - 21/02/2014
Landscape Management Maintenance Plan - 0488Matrix
Landscape Strategy - Trees and Plants - 14/01/2014
Letter to TFL - 08/01/2014

Date Plans Received: 02/08/2013 **Date(s) of Amendment(s):** 15/01/2014
Date Application Valid: 18/09/2013 18/09/2013

1. SUMMARY

Planning permission is sought for a 601 bedroom budget hotel with ancillary restaurant, bar and coffee lounge with parking and circulation within a ground level undercroft. The development would involve the replacement of an existing airport vehicle security screening facility which operates from existing warehouses at the site.

The application is in outline with all matters included apart from landscaping, which is the only reserved matter. The building footprint is triangular in shape, and at 8 storeys its height is comparable with the adjacent Hilton Hotel.

The principle of a hotel use on the site is considered consistent with Policy A4 (New Development Directly Related to Heathrow Airport) of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). This is in light of the imminent relocation of the existing tenant, the constraints of the site for other directly related aviation uses, and the adequacy of general airport land supply. The proposal is not considered to raise specific amenity or environmental issues and is compatible with airport safeguarding.

The low level of parking provision is considered appropriate given the site's location close to Terminal 4 with its high level of public transport connectivity. The hotel, as with the Hilton adjacent to T4, is likely to be used predominantly by airline passengers and air crew, especially as no conference or function rooms are proposed. In order to improve pedestrian connectivity between the hotel and the terminal building planning officers have sought improved facilities which have involved the applicant negotiating with Heathrow Airport Limited which owns most of the highways and land within the airport. Agreement has been reached in principle to the provision of an enclosed elevated walkway connecting the hotel to the existing elevated walkway that links the nearby Hilton Hotel directly with the departures level (first floor) of Terminal 4. This elevated walkway connection is to be subject to a full planning application to be submitted shortly and any consent for the hotel would be subject to a S106 legal agreement preventing any construction until consent had been granted for the walkway connection and requiring its completion prior to the opening of the hotel.

The height of the development is consistent with the surrounding development and in visual appearance terms the treatment of the elevations is considered appropriate and the proposed landscaping to street adequate. In summary the scheme is considered to comply with relevant London Plan and Hillingdon Local Plan Part 1 and Part 2 policies and, accordingly, approval is recommended subject to appropriate conditions and planning obligations.

2. RECOMMENDATION

That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to any relevant amendments agreed by the Head of Planning, Green Spaces and Culture, and also those requested by the Greater London Authority and the following:

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

1. Highways: to secure all necessary works and the provision of a Travel Plan including Sustainable Transport Measures (such as a hopper bus service), a Service and Delivery Plan, offsite coach parking and coach call forwarding.

2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (A Financial contribution equal to £2500 for every £1m build cost plus coordinator costs equal to $20,186/7500 \times £71,675 = £192,910.86$ or in kind deliver).

3. Hospitality Training

4. An Employment Strategy

5. Improvements to public realm - including the access linkage between the proposed hotel and Terminal 4 (linking permission for elevated walkway to commencement of this permission).

6. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £25,000.

7. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 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 31/03/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of highways, sustainable transport, construction training, employment, public realm and air quality). The proposal therefore conflicts with Policies R17 and AM7 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

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

F) That if the application is approved, the following conditions be imposed:

1 OUT1 Time Limit - Outline Planning Application

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 OUT2 Reserved matters - Submission

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

(a) Landscaping

REASON

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

3 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 also include details of:

Hard and soft landscaping plans including drawings, specifications and supporting details which 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 (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 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

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.

The development shall be carried out in accordance with the approved details.

REASON

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

4 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 U151-P00; U151-P01; U151-P02; U151-P03; U151-P04 Rev B; U151-P05 Rev C; U151-P06 Rev B; U151-P07 Rev B; U151-P08 Rev E; U151-P09 Rev C; U151-P10 Rev B; U151-P11 Rev D; U151-P12; U151-P13; Indicative Plan High Level Link - December 2013; Landscape Plan 01A, and shall thereafter be retained/maintained for as long as the development remains in existence.

For the avoidance of doubt, the overall height of the building hereby approved shall not exceed 47 metres AOD.

REASON

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

5 COM5 Compliance with Supporting Documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the recommendations contained within the following specified supporting documents:

Design & Access Statement - Heathrow T4 New Hotel

Air Quality Assessment - July 2013

Indicative Plan High Level Link - December 2013

Landscape Plan 01A

Energy Statement - June 2013

Planning Statement - Building 717

Transport Assessment - July 2013

Noise Impact Assessment - IMP4189-1 (16/09/2013)

Arboricultural Implications Assessment - 09/01/2014

Revised Addendum to Energy Statement - 21/02/2014

Landscape Management Maintenance Plan - 0488Matrix

Landscape Strategy - Trees and Plants - 14/01/2014

Letter to TFL - 08/01/2014

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 (July 2011).

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

7 COM10 Tree to be Retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

8 NONSC Energy Efficiency

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority, showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- i) 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).
- ii) 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.
- iii) the inclusion of CHP to service the whole development, the specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO₂) of the CHP unit and the impacts on the baseline emissions.
- iv) roof plans and elevations showing the inclusion of the PVs.
- v) 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 a sustainable approach to energy efficiency and carbon reductions is met across the site, in accordance with Policies 5.2 and 5.3 of the London Plan (2011).

9 COM15 Sustainable Water Management

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

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

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

REASON

To ensure the development does not increase the risk of flooding in accordance with policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

10 COM30 Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance 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)

11 NONSC Imported 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 shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

12 NONSC Ingress of Polluted Air

Before the development is commenced a scheme for protecting the proposed accommodation from external air pollution shall be submitted and approved by the LPA. Any works which form part of such a scheme, including any air conditioning system, shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

REASON

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

13 NONSC Air Quality - Energy Provision

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 details of suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012 (September 2007).

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 COM17 Control of site noise rating level

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest residential property. The measurements and assessment shall be made in accordance to the latest 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).

15 COM16 Scheme for site noise control

Before development commences, details of noise mitigation measures to ensure the occupiers of the hotel are not adversely impacted by noise shall be 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 surrounding area in accordance with policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

16 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 excising 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 (July 2011) Policies 7.1 and 7.3.

17 NONSC Fire Evacuation Plan

Prior to the first occupation of the development hereby approved a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2011).

18 NONSC Facilities for People with Disabilities

The development hereby approved shall ensure the quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;

- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en-suite bathrooms within the required accessible bedrooms to have a level access shower.

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2011).

19 OTH2 Archaeology

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 NONSC Car Parking for guests and staff only

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

REASON

To ensure suitable parking provision is provided on the site, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

21 NONSC Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched roofs on buildings within the site which may be

attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved upon completion of the roofs and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and to manage the roof areas in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

22 NONSC Lighting

Before development commences details of any construction and permanent lighting proposed for the development shall be submitted to the Planning Authority for their written approval.

REASON

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and because it is necessary to control the construction and permanent lighting arrangements on this development to avoid confusion with aeronautical ground lights which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

23 NONSC Construction Management

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following:

- details of the area(s) subject to construction activity and the storage of materials and equipment
- details of cranes and other tall construction equipment (including working heights, operating locations and details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/operations & safety/safeguarding. asp).

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and to ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

24 NONSC Cranes

No works at the development site shall commence until the Developer has agreed a "Crane Operation Plan" which has been submitted to and has been approved in writing by the Radar Operator. Construction at the site shall thereafter be operated fully in

accordance with such approved Plan.

REASON

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and to mitigate the impact of obstructions impairing radar performance and thus affecting the safety of operations at Heathrow Airport.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM4	Safeguarded road proposals - schemes shown on Proposals Map
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE13	New development must harmonise with the existing street scene.
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.
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
OE7	Development in areas likely to flooding - requirement for flood

	protection measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 4.6	(2011) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.17	(2011) Waste capacity
LPP 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
LPP 6.6	(2011) Aviation
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

3 I14C Compliance with Building Regulations Access to and use of

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate

against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

4 115 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.

5 128 Food Hygiene

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety

at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

6 158 Opportunities for Work Experience

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

7

Cranes:

For the purpose of condition 24 above;

"Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

"Crane Operation Plan" or "Plan" means a detailed plan agreed with the Operator which defines the type of crane and the timing and duration of all crane works to be carried out at the site in order to manage and mitigate at all times the impact of the development on the Heathrow H10 radar and associated air traffic management operations of the Operator.

8 160 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)

9

Wind Turbines:

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm)).

10

Community Infrastructure Levy:

You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

Should you require further information please refer to the Council's Website (<http://www.hillingdon.gov.uk/index.jsp?articleid=24738>).

11

Piling:

Developers should ensure that any proposed piling methods do not pose a pollution risk to controlled waters. Piling to facilitate building foundations or the installation of ground source heat pumps has the potential to create a pathway between contaminated shallow soils and deeper geological formations and aquifers. Deep piling can also result in physical disturbance of aquifers.

If piling is proposed, a Piling Risk Assessment will be required to demonstrate that the chosen piling method does not increase the risk of near-surface pollutants migrating into deeper geological formations and aquifers. A Hydrogeological Risk Assessment of physical disturbance to the aquifer should also be undertaken and if unacceptable risks are identified, appropriate mitigation measures must be provided.

12

Bird Hazard Management Plan:

The Bird Hazard Management Plan must ensure that 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 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.

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 application is made in outline with landscaping being the only reserved matter. It proposes the demolition of all buildings on the site and erection of an 8-storey hotel comprising 601 bedrooms.

The shape of the proposed building is triangular reflecting the shape of the site and incorporates a central atrium. The ground floor is largely an undercroft allocated to vehicle parking, servicing and circulation. The first floor comprises the main public areas of the hotel including restaurant; reception; bar; toilets and back of house facilities in addition to 31 bedrooms. The second floor incorporates a proposed pedestrian walkway connection at the western corner of the building where an elevated walkway from Terminal 4 is proposed to connect into the building. Of the total of 601 bedrooms 24 are proposed as accessible rooms and 32 for universal access.

Externally the hotel would have regularly sized window openings and be clad with coloured panels / glazing. Each of the 3 corners of the building has vertical articulation and a grey cladding treatment to create visual contrast. Similarly, the window positions have been "randomised" to an irregular grid with additional grey cladding to emphasise the verticals, recessing and groupings to provide a contrast, including shadow and depth to the predominant white colour of the main facades.

The ground level undercroft provides 79 parking spaces, 9 of which are accessible. Vehicular access within the site is one-way only and is taken from Sheffield Road (a one-way road) with buses, delivery and refuse vehicles using a dedicated double height service road and lay-by while cars enter the car park via a separate entry barrier. The main entrance to the hotel is at the western end of the building fronting the Perimeter Road where an internal vehicle drop-off area is provided. An enclosed cycle storage area for 20 cycles is provided within the car park along with various plant and delivery / storage areas, and fire escape stairwells. A modified site exit provides vehicular access out onto Sheffield Way via the site's existing vehicular access.

Landscaping around the site, including the trees on the roadside verges, is proposed to be replaced with a comprehensive landscaping scheme to provide a green setting to the new building with additional hedging provided to screen cars within the undercroft car park. The existing 3m high security fencing would be removed.

The applicant states that no conference or meeting spaces are proposed as the hotel would operate in the budget sector and its location, close to Terminal 4 ensures that it will be extensively used for overnight accommodation by airline travellers and crew using

Terminal 4.

Elevated Walkway:

As a result of negotiations concerning this application, proposals for an extension to the existing elevated walkway linking Terminal 4 to the Hilton Hotel have been encouraged by Council Officers. The applicant has now agreed to provide a connection, and have reached agreement in principle for a connection into the existing elevated Hilton Hotel link via an extension alongside the northern side of the Southern Perimeter Road and a crossing above the road to connect into the hotel at second floor level. The details of this connection are currently being finalised prior to the submission of a full application.

It is considered that any approval should be subject to a legal restriction preventing implementation of the hotel prior to the grant of planning permission for the elevated link and its completion prior to the opening of the hotel.

3.3 Relevant Planning History

50657/APP/2007/3452 Building 717 Sheffield Way Heathrow Airport
ERECTION OF A 3 METRE HIGH SECURITY FENCE AROUND SITE.

Decision: 08-01-2008 Approved

50657/APP/2007/3658 Building 717 Sheffield Way Heathrow Airport
EXTENSION TO LOADING BAYS AT THE FRONT OF THE BUILDING AND ERECTION OF TEMPORARY STRUCTURE.

Decision: 07-02-2008 Approved

50657/APP/2007/3714 Building 717 Sheffield Way Heathrow Airport
Alterations to vehicular and pedestrian access including removal of landscaping

Decision: 30-01-2008 Approved

50657/APP/2008/1918 Building 717 Sheffield Way Heathrow Airport
Erection of additional loading bay to side of existing building.

Decision: 01-09-2008 Approved

Comment on Relevant Planning History

The relevant planning history for the site is listed above.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality

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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM4 Safeguarded road proposals - schemes shown on Proposals Map
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE13 New development must harmonise with the existing street scene.
- 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.
- 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
- OE7 Development in areas likely to flooding - requirement for flood protection measures

T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 4.6	(2011) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.17	(2011) Waste capacity
LPP 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
LPP 6.6	(2011) Aviation
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **28th October 2013**

5.2 Site Notice Expiry Date:- **28th October 2013**

6. Consultations

External Consultees

Consultation letters were sent to local owner/occupiers on 03/10/13. The application was also advertised by way of site and press notices. One letter was received from British Airways, which raised some concerns with the proposal. The applicant has provided revised proposal details since then, and BA have since withdrawn their concerns.

GREATER LONDON AUTHORITY and TRANSPORT FOR LONDON:

The GLA's Stage 1 and TfL's initial comments response raised concerns with transport and energy. Following the submission of revised material, their updated comments on these outstanding concerns are as follows:

Transport:

Access

Clarification has been provided for proposed access arrangement for pedestrian, cyclists, car, taxi, coaches, this is accepted by TfL.

Trip assessment & mode share

In light of previous comments, the applicant has provided an estimated mode share proportion for the proposal, this is accepted by TfL.

Parking

The latest proposal provides 79 car parking spaces, including nine disabled spaces. In addition, eight spaces will be equipped with electric vehicle charging points along with a further 10% passive provision of eight spaces. This is welcomed by TfL and should be secured by condition.

In relation to coach parking, it is understood that a lay-by of approximately 30m in length on Sheffield Way will be provided to facility coach pick up/ drop off; this is welcomed and should be secured by condition.

Public transport

TfL is not seeking contribution toward the mitigation of bus service capacity from this proposal. However, TfL is pleased that the applicant is committed to secure a connecting shuttle bus service between the site and Heathrow Terminal 4 to enable further public transport journey opportunities by guest/ staff. TfL recommend this should be secured by condition/ s106 agreement.

Pedestrians

A pedestrian review has been submitted and this is welcomed. TfL also welcomes that an elevated pedestrian link to terminal 4 has been proposed to improve accessibility; the delivery of the pedestrian link should be secured by condition/ legal agreement.

Cycling

The provision of twenty covered, secured cycle parking spaces (as per original proposal), CCTV, shower and changing facilities for staff should be secured by condition.

Servicing and Construction

TfL welcomes that the applicant has committed to submit a delivery and servicing Plan (DSP), construction management plan (CMP) and a construction logistics plan (CLP). The approval of these plans by Hillingdon council and their implementation should be secured by condition.

Travel Plan

A revised Interim travel plan has been submitted and considered satisfactory. The submission and delivery of the finalised travel plan should be secured by legal agreement along with cost for

monitoring.

Community Infrastructure Levy

In accordance with London Plan policy 8.3 'Community Infrastructure Levy', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. It will be paid by most new development in Greater London. The proposed development is within the London Borough of Hillingdon where the proposed Mayoral charge is £35 per square metre.

Summary: All outstanding transport issues are addressed provided they are secured via appropriate conditions and/or legal agreements.

Energy:

Please find below comments after having reviewed the applicant's response to the issues raised at stage 1 (in italics below). The heating system proposed does not fully follow the energy hierarchy at the moment and addressing this would help the proposal get closer to the 40% carbon target.

Energy efficiency: A reduction of 85 tonnes per annum (5%) in regulated CO2 emissions to be achieved compared to a 2010 Building Regulations compliant development (see table below). The applicant should provide supporting information such as BRUKL sheets for the energy efficiency only case (i.e. excluding CHP and air source heat pumps) to confirm the carbon savings claimed.

The applicant has provided the BRUKL sheet of the case with CHP and suggested where the savings were derived from. This does not follow the GLA methodology. The baseline should be derived from the Part L 2010 TER calculated based on standard gas boilers. The design should ensure that the Part L 2010 baseline is met by efficiency measures alone, before the inclusion of CHP or heat pumps. The "be lean" savings are the savings in carbon between the part L baseline and the design as proposed including fabric and services efficiency measures alone (i.e. no low carbon technologies).

District heating: The applicant should investigate whether there are any existing or planned district heating networks in the vicinity of the development and provide a commitment to ensuring that the development is designed to allow future connection should one become available. A site heat network is proposed to provide domestic hot water to all the rooms and space heating via air source heat pumps and fan coil units. Space heating to all rooms and other building uses should be provided in a way that allows connection to a district heating network in the future. Further information on the space heating distribution system is required to confirm that it is suitable for connection to district heating. The site heat network will be supplied from a single energy centre. Further information on the floor area and location of the energy centre should be provided.

The applicant has provided further information on the CHP + heat pump + future proofing for district heating system. The diagram provided suggests that the CHP (or potentially a district heating connection in the future) will provide the domestic hot water, with heat pumps providing a top up to the domestic hot water in summer (when they are rejecting heat) but otherwise being the only source of space heating and cooling to the rooms. This approach does not follow the energy hierarchy which requires that CHP (when proposed) is optimised before the use of renewables such as heat pumps. The CHP (and district heating in the future) should be the primary source of heat to meet both domestic hot water and at least a proportion of the space heating demand. The heat pumps can be a top up for the whole system but should not be the primary space heat source for the rooms. This will ensure that the energy hierarchy is followed and will improve the carbon benefit of the CHP as well as the viability of connection to district heating in the future.

A plan showing the proposed location of the energy centre has been provided, no further information required on this issue.

Combined Heat and Power (CHP): A CHP is proposed as a lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load. Further information is required on the capacity of the proposed CHP. This should be supported by energy demand profiles for the building and explanation of the proposed sizing. A reduction in regulated CO2 emissions of 373 tonnes per annum (23%) is estimated for this second part of the energy hierarchy (see table below).

Further information has been provided on this issue, however the sizing of the CHP may need to be reconsidered in response to the comment above.

Renewable energy technologies: Air source heat pumps are proposed to provide the space heating and cooling demand for the bedrooms. If air source heat pumps are still proposed for cooling after having addressed the comments above, further information should be provided on the capacity of the air source heat pumps.

The applicant has confirmed that the heat pumps have been sized to meet the cooling demand (approx. 400kW). No further information required on this issue.

A total reduction of 497 tonnes of CO2 per year in regulated emissions compared to a 2010 Building Regulations compliant development is proposed, equivalent to an overall saving of 29%. The CO2 savings fall short of the targets within policy 5.2 of the London Plan. The applicant should address the comments above and consider additional measures aimed at achieving further reductions.

The applicant is expecting a slight improvement in carbon savings (from 29% to 31%) following more detailed assessment of the CHP. The 40% target applies to this application as the stage 1 submission was received by the GLA after the 1st of October 2013. The applicant should address the comment raised above and assess the potential for additional savings. Should this assessment demonstrate that the 40% target can't be achieved on site, the applicant should discuss with the Borough a cash in lieu contribution for the shortfall in carbon savings.

Summary: Whilst some of the issues raised are addressed and should be secured via appropriate conditions and/or legal agreement; there remain outstanding issues (highlighted in blue) that must be resolved before the scheme is referred back to the Mayor as a stage 2.

Case Officer Comments:

Further details concerning the increased carbon reduction (up from 29% to 31% and then to 41%) have been received and are considered satisfactory given that the application was registered in September 2013 when only a 25% reduction was required by GLA policy. However, this would alleviate the GLA's concern that the application does not meet the 40% requirement.

ENVIRONMENT AGENCY:

We have assessed this application and have identified flood risk as the only constraint at this site.

You should be using our Flood Risk Standing Advice (FRSA) to determine if we need to be consulted directly on an application regarding flood risk. This site is in Flood Zone 1 and is under a hectare. Therefore cell F5 of the consultation matrix applies and you did not need to consult us.

The main flood risk issue at this site is the management of surface water run-off and ensuring that drainage from the development does not increase flood risk either on-site or elsewhere. We recommend the surface water management good practice advice in cell F5 is used to ensure sustainable surface water management is achieved as part of the development.

Surface water runoff rates and volumes from the site must be managed in accordance with the London Plan (July 2011) - which sets higher standards than the NPPF for the control of surface water run-off. Policy 5.13 - Sustainable drainage of the London Plan states that "development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible" in line with the drainage hierarchy.

If you have identified drainage problems at this site through your Strategic Flood Risk Assessment or Surface Water Management Plan, you may want to request a formal Flood Risk Assessment from the applicant in line with Flood Risk Assessment Guidance Note 1.

Piling Informative:

Developers should ensure that any proposed piling methods do not pose a pollution risk to controlled waters. Piling to facilitate building foundations or the installation of ground source heat pumps has the potential to create a pathway between contaminated shallow soils and deeper geological formations and aquifers. Deep piling can also result in physical disturbance of aquifers.

If piling is proposed, a Piling Risk Assessment will be required to demonstrate that the chosen piling method does not increase the risk of near-surface pollutants migrating into deeper geological formations and aquifers. A Hydrogeological Risk Assessment of physical disturbance to the aquifer should also be undertaken and if unacceptable risks are identified, appropriate mitigation measures must be provided.

We recommend that developers follow the risk management framework provided in our guidance for 'Piling into Contaminated Sites' and also refer to the document: 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention.

HEATHROW AIRPORT:

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

Control of Lighting on the Proposed Development:

The development is close to the aerodrome and/or aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

Reason: To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare. For further information please refer to Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp).

Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which:

- (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or
- (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft."

The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes'.

Submission of a Construction Management Strategy:

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following:

- details of the area(s) subject to construction activity and the storage of materials and equipment
- details of cranes and other tall construction equipment (including working heights, operating locations and details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'.

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome; and to ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

Submission of a Bird Hazard Management Plan:

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat/green roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information:

The Bird Hazard Management Plan must ensure that 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 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.

Submission of Landscaping Scheme - England

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design'. These details shall include:

- The species, number and spacing of trees and shrubs

No subsequent alterations to the approved landscaping scheme are to take place unless submitted

to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

For this particular site the following will apply:

Stands of trees with the potential to provide canopies for bird species such as Rooks, Crows should be planted at 4 metre centres or greater. Tree species such as Oak (*Quercus* sp.) Scots Pine (*Pinus Sylvestris*), and Beech (*Fagus Sylvatica*) should be excluded from the planting scheme.

Large quantities of berry bearing species should be avoided. If they are essential to the integrity of the proposed planting scheme, low numbers of berry bearing plants may be dispersed amongst other species to reduce the total food supply for birds. In this location, berry bearing species should be kept below 5% of the total planting palette.

We would also make the following observations:

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'.

Wind Turbines

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation'.

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

NATS:

NATS objected to the development due to the anticipated impact upon its infrastructure, specifically on the Heathrow 10cm Radar. Having engaged with the applicant and having discussed the impact and potential solutions, NATS is satisfied that there is a potential solution; however, it has serious concerns about the impact that any cranes at that site will have on the airport radar.

After a technical meeting between the applicant and NATS's representatives, it is considered that an acceptable way forward can be agreed by way of a planning condition. NATS has shared its concerns and its technical requirements with the applicant, who has accepted them in principle and who is currently drafting a proposal. As such, NATS is prepared to withdraw its objection to a building of less than 47m AOD on this site subject to the following planning condition:

Condition 1:

No works at the development site shall commence until the Developer has agreed a "Crane Operation Plan" which has been submitted to and has been approved in writing by the Radar Operator. Construction at the site shall thereafter be operated fully in accordance with such approved plan.

Reason: to mitigate the impact of obstructions impairing radar performance and thus affecting the

safety of operations at Heathrow Airport.

For the purpose of condition [1] above:

- "Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

- "Crane Operation Plan" or "Plan" means a detailed plan agreed with the Operator which defines the type of crane and the timing and duration of all crane works to be carried out at the site in order to manage and mitigate at all times the impact of the development on the Heathrow H10 radar and associated air traffic management operations of the Operator.

LONDON BOROUGH OF HOUNSLOW:

No objection. It is considered that the new hotel would be seen in the context of existing buildings around Heathrow Terminal 4 and would not have a significant visual impact when viewed from within the London Borough of Hounslow. Traffic conditions on roads within the Borough would not be significantly affected.

ENGLISH HERITAGE GLAAS:

Recommend Pre-Determination Archaeological Assessment/Evaluation. The above planning application has been noted by the Greater London Archaeological Advisory Service (GLAAS) as potentially affecting a heritage asset of archaeological interest.

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision.

Appraisal of this planning application using the Greater London Historic Environment Record and information submitted with the application indicates a need for further information to reach an informed judgment of its impact on heritage assets of archaeological interest.

The application lies within the proposed Heathrow Archaeological Priority Zone, an area with demonstrated archaeological interest, especially for prehistoric periods. No archaeological assessment has been submitted with this application but a recent assessment for a nearby application identified medium potential for significant undesignated remains of Neolithic to Roman date. Further information is necessary to establish the site's archaeological potential, the significance of any heritage assets on the site and the impact of development upon them.

I therefore recommend that the following further studies should be undertaken to inform this application:

Desk-based assessment

Desk-based assessment produces a report to inform planning decisions. It uses existing information to identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. An assessment may lead on to further evaluation and/or mitigation measures.

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains

are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

The nature and scope of assessment and evaluation should be agreed with GLAAS and carried out by a developer appointed archaeological practice before any decision on the planning application is taken. The consultant's report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been defined a recommendation will be made by GLAAS.

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation.

If archaeological safeguards do prove necessary, these could involve design measures to preserve remains in situ or where that is not feasible archaeological investigation prior to development. If planning permission is to be refused without the provision of a satisfactory archaeological assessment/evaluation then we recommend that the failure of the applicant to provide an adequate archaeological assessment be cited as a reason for refusal.

Internal Consultees

ACCESS OFFICER:

According to the Design & Access Statement, the proposed development has been designed to accommodate the needs of all visitors, irrespective of age or disability. The approach to the hotel would have wide pavements and level access would be achieved to and into the main entrance. It is further stated that automatic doors would lead to a lobby area large enough for a wheelchair user to navigate the space with ease, and this provision has been reflected on plan.

Clear circulation routes are to be established; the surface materials will not impede the movement of disabled people within the building. The lifts are to provide access to all floors. There is to be unobstructed manoeuvring space, at least 1500mm square, in front of the lifts. All doors throughout the development are said to be at least 1200mm wide. The layout of the reception area, bar, restaurant and meeting rooms which facilitate unhindered wheelchair user access. In addition, there will be fully accessible WC/washroom facilities provided on the hotel entry level.

Of the 602 bedrooms, 5% (30) will be Universally Accessible (fully wheelchair accessible) and another 5% (30) will be Ambulant Disabled (easy access) rooms. It has not been stated however, to what standard these rooms would be designed. the design.

It is stated that the building will fully comply with Part B of the Building Regulations, which may be inadequate within a modern day hotel building is potentially several disabled people on every floor at any given time.

The following observations are provided:

1. The minimum provision of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) should be:
 - i) 5% without a fixed tracked-hoist system;
 - ii) 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;

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

50% of en suite bathrooms within the 60 required accessible rooms should feature a level access shower to allow convenient use by older people and independence by wheelchair users who may find using a bathtub difficult.

NB: Providing 'continental' bathroom facilities in the standard rooms is a feature that many non-disabled people welcome, which, in turn, may allow hoteliers to meet the specification of BS 8300:2009 without providing rooms exclusive 'disabled rooms'; i.e. to provide an inclusive room that caters for all customers.

2. Details of where Hearing Enhancement Systems (e.g. induction loops) would be provided should form part of the scheme. Consideration should also be given at this stage to the type of system(s) that will be suitable for different areas of the hotel.

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

4. An evacuation lift should be incorporated into the scheme. The lift should be designed and integrated to support Horizontal Evacuation.

5. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently during an 'all-out' evacuation.

Conclusion:

Acceptable. The above issues should be required by condition(s) attached to any grant of planning permission, undertaken to improve ease of movement for people with mobility impairments.

HIGHWAY ENGINEER:

The development is for the demolition of existing warehouse buildings and the construction of a 602 bedroom hotel, with 82 car parking spaces. As part of the proposals, a lay-by will be provided at the front of the site, which will be used for coach/bus parking, servicing of the hotel and as a taxi drop off/pick up point.

From reviewing the Transport Assessment (TA) submitted in support of the development, an assessment of the proposed trip generation at the site has been undertaken using the TRICS Database. However, it is noted that the assessment only considers one sample site within the database, which was surveyed some 12 years ago, with justification provided based on similar developments that have previously been granted planning consent. In addition, it is noted that the TA has made a number of assumptions in relation to the way in which guests will travel to the site, but has not provided any supporting evidence. As a result, it is considered that the assessment of the likely trip generation is not representative.

When undertaking assessment of the PTAL index within the area of the site, it is noted that this is rated as 2, which is classified as poor. Nevertheless, when considering the location of the site, the nature of the surrounding area and the proximity of public transport facilities, the proposed car

parking ratio of 1 parking space per 7 bedrooms is acceptable.

However, it is noted that the proposed coach/bus parking, servicing and taxi drop off/pick up area is not of a sufficient size to allow multiple users that would be expected to serve a hotel of the size proposed. In addition, the number of coaches/buses that could park at anyone time is below the requirement of that specified within the London Plan. Therefore, the applicant is required to increase the number of parking spaces for coaches in accordance with the London Plan, while maintaining adequate servicing facilities within the site. Furthermore, a dedicated bus bay is required to be provided that will serve local shuttle services.

When considering pedestrian access to the site, the TA states that there are good pedestrian facilities within the area with a comprehensive network of footways and formal/informal crossing points. However, it is noted that there are no controlled (pelican/zebra) and only limited uncontrolled (pedestrian refuge) pedestrian crossings points along the adjacent highway that would serve the site. Therefore, controlled pedestrian crossing facilities are required to be provided along Southern Perimeter Road adjacent to the site, in order to provide safe and convenient pedestrian links.

From reviewing the vehicle swept paths provided within the TA, it is noted that these are not legible. Therefore, the applicant is required to resubmit the swept paths for consideration. All swept paths are required to include a 300mm margin of error.

Finally, the proposed car parking provision within the site is required to include 20% electric car charging points (10% active and 10% passive). In addition, 10% of the proposed car parking spaces are required to be allocated for disabled users.

Case Officer Comment:

In terms of off-site coach parking bays, it is noted that the lay-by will generally only cater for two coaches and that this provision is below the London Plan parking standards. The applicant has provided justification as to what this provision will meet demand. Firstly the proposed hotel is a budget hotel with no conference or banqueting facilities which tend to generate coach travel. The second, perhaps more important reason, is that the hotel is located at the airport for people travelling by air. As such guests will be dropped off and then fly out the next day or fly in and then get picked up the next day or walk to the public transport facilities in Terminal 4. There will be no requirement for overnight coach parking. In addition, Heathrow Airport manages coach parking for the whole airport campus, with centralised coach parks. The nearest coach Park, has capacity for over 50 coaches, with a further 15 coach bays available at the Terminal 5 Coach Park. Therefore, the anticipated mode of operation for coaches is that drop off would take place adjacent to the hotel. For pick up, coaches would park at one of the centralised Coach Parks until the passengers are ready to be collected, at which time the coach would be called forward.

CONSERVATION AND URBAN DESIGN:

Background: The existing site is situated adjacent Terminal 4. It is a major route and a highly visible location. The existing building is of no interest. The proposal involves the demolition of the existing building and the erection of a hotel.

Comments: There is no objection to the demolition of the existing building. It is not a heritage asset and does not contribute to the quality of the streetscene.

The proposed hotel is acceptable in principle. However, a standard design approach has been taken with facades designed around a set bedroom module size. I note a new approach to the fenestration has been taken, and to some extent this provides a more visually colourful facade - at least to the North elevation - but there is no real depth to the elevations and certainly at ground

floor level, there is no visual interest with broad expanses of blank walls. Also at ground level there is extensive undercroft parking with little or no landscaping to soften the building's appearance.

Careful thought needs to be given to the precise siting and design of building and all external areas, landscape works and planting. The curtilages and boundaries should be well defined.

This is a gateway to the airport and good design is a key aspect of sustainable development. The new building should therefore contribute positively to streetscene. I note this is an outline application and there is limited detailing and description for the materials. I would encourage the applicant to consider a more innovative design which will help raise the standard of design more generally in the area. Also the incorporation of a landscaping scheme and some external space for use by the guests.

The application should include an archaeological report and I note that GLAAS have requested pre-determination investigation in this case.

Conclusion: Acceptable in principle.

TREES AND LANDSCAPING OFFICER:

These landscape observations supersede previous comments made on 19 November 2013.

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.

- The current application includes a written Landscape Strategy, by David Clarke, which analyses the existing site conditions and sets out landscape design objectives for the new development, including the replacement of the 30No. existing trees with 35No. new semi-mature trees and extensive areas of boundary hedges and ornamental planting.
- The report indicates that the selection of new planting has been mindful of the need for non-berrying species in accordance with the bird strike hazard avoidance advice from Heathrow Airport.
- A Tree Survey and Arboricultural Implications Assessment by Broad Oak Tree Consultants has assessed the quality and value of the existing trees. The report confirms that there are no category 'A' (good) trees, 4No. 'B' (fair), 25No. 'C' (poor) and 1No. 'C/U'.
- The reports confirm that none of the existing trees or other landscape features merit retention or pose a constraint on development.

The Landscape Strategy is supported by Urban Innovations drawing No. U151-P.04_B, Level 0, Proposed Ground Floor Plan and David Clarke's drawing No.01A, Landscape Plan, with schedules of hard and soft materials. These drawing indicate a strong necklace of soft landscape around the north and south-east boundaries, with existing trees retained along the south-west boundary.

- A document by David Clarke, Landscape Management / Maintenance Plan, sets out the planting philosophy, planting specification and maintenance proposals for the soft landscape.
- If the application is recommended for approval and landscape conditions should be imposed, to secure the landscape proposals which will enhance the character and appearance of the area.

Recommendations:

- A subtle enhancement to the soft landscape proposal would be to slightly raise / crown the centre

of the wide verges.

- In other respects, the loss of existing vegetation has been justified and the indicative landscape plans will result in landscape enhancement in accordance with policy BE38.

No objection subject to conditions COM6, COM8 (to include an Arboricultural Method Statement), COM9 (parts 1,2,4,5 and 6), COM10.

WASTE DEVELOPMENT MANAGER:

Details are provided setting out the waste and recycling requirements for the site.

SUSTAINABILITY OFFICER:

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

Energy Comments:

The energy strategy submitted is broadly sufficient but is not yet detailed enough at this stage to understand the final design solutions. The strategy includes a number of recommendations but it is not clear how or if these will be included within the final design. The following condition is therefore essential:

Condition:

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- 1) the baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (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) the inclusion of CHP to service the whole development, the specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO₂) of the CHP unit and the impacts on the baseline emissions as well as the impacts on air quality.
- 4) full details, specification and location of the air source heat pumps.
- 5) how the technology will be maintained and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

Reason:

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

Living Walls and Roofs:

The development is within an air quality management area and needs to improve opportunities for wildlife. Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. The following condition is therefore necessary:

Condition:

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

Reason:

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

Water Efficiency:

The Council is in a severely water stressed area and is therefore mindful of the additional burdens placed on water consumption by new development. The proposed development will increase the water demand from the previous use significantly. The following condition is therefore necessary:

Condition:

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

Reason:

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

EPU:

Air Quality:

The proposed development is within the declared AQMA and in an area that may be exceeding the European Union limit value for annual mean nitrogen dioxide (NO₂-40.0 mg/m³). The air quality assessment has taken quite a conservative approach including a high background level and the assumption there will be no decrease in NO₂ traffic emissions in 2015, the proposed opening year. The air quality assessment also indicates the transport and CHP/boiler contributions from the development have been considered within the assessment.

The receptor locations considered include the facade of the building from level one and up (ground floor is indicated to be undercroft parking) and the nearest residential properties in Hounslow, which have also been assessed for off site impacts for the proposed development. Assessment of the NO₂ contribution from the boiler and CHP impacting the Air Handling Units (AHU) on the roof for the proposed development was considered for a cluster of 15 locations. The location of the flues was not clarified in the document, however it is assumed it is located in close proximity to AHU 1 to 5 as these have the highest NO₂ concentrations and therefore it may be located to the eastern corner of the site. Based on the data for the fifth floor of the hotel, it is possible the EU limit value will be exceeded at the AHU, although it should be noted the background NO₂ level used in the assessment is very high. The following condition is recommended to address this. The AHU would have to limit the pollution entering the building. All residential receptors in Hounslow are indicated as exceeding (although it is possible they may not be), however the contribution from the proposed development is indicated to be negligible (0.1 to 0.2 mg/m³ at worst).

Air Quality Condition 1:

Ingress of Polluted Air Before the development is commenced a scheme for protecting the proposed accommodation from external air pollution shall be submitted and approved by the LPA. Any works which form part of such a scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

Reason: To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan (September 2007).

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

The Energy Statement (June 2013) does not provide details of energy provision at the hotel although it does state CHP and ASHP are favoured for reducing carbon emissions. It does indicate possible fuel sources for the CHP, some of which are more polluting than others. The following condition is advised in order to ensure relevant information with regard to the energy provision and to limit air pollution emissions from the energy provision at the site are provided, in order to ensure mitigation measures can be agreed and implemented if necessary, as part of the development. Clarification is required with regard to likely emissions from the CHP. The air quality assessment indicates under mitigation the proposed CHP unit is predicted to emit <125 mg/Nm³ nitrogen oxides. It does not clarify if the flue location has been finalised. It is recommended CHP emissions be kept as low as possible as indicated in the air quality assessment.

Air Quality Condition 2 - Details of Energy Provision:

Before the development is commenced details of the flue location and height along with details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted for each unit to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies. The use of ultra low emission gas CHPs and boilers is recommended.

Reason: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: This condition relates to the operational phase of residential or commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the types of authorised fuels and appliances can be found at www.defra.gov.uk.

Land Contamination:

No information with regard to land contamination has been submitted. The standard contaminated land condition/consideration should be included in any permission given. It is not clear if there are any soft landscaping works associated with the development or, if soils will be imported as part of landscaping works. This may be likely, therefore a condition/consideration for independent soil contamination testing to demonstrate the imported soils are suitable for use should also be included.

Contaminated Land Condition:

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing: (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site; (b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures

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

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

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

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

Condition to minimise risk of contamination from garden and landscaped area:

Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

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 Unitary Development Plan Saved Policies (September 2007).

Noise:

With reference to this application and from the noise report provided it was found that the assessment of noise during both the day time and night time are likely to have an adverse impact on the proposed redevelopment in accordance with Hillingdon's supplementary planning document relating to noise, and WHO criteria.

However because the application is for a proposed hotel the noise mitigation for external noise is considered to be an issue that the developer would address.

The recently submitted information does clarify the suspected flue location. The focus of the Addendum to the Energy Statement is CO₂, so I would still recommend putting on the energy provision condition on any permission that may be given.

To mitigate construction noise and internal noise from plant and equipment it is recommended that the following condition and informative are applied.

Condition:

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.

FLOODWATER MANAGEMENT OFFICER:

Recommends a drainage strategy for the site.

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. Whilst not specifically listed in this policy as an acceptable use, the supporting text to Policy A4, in paragraph 11.18, states that "hotels and conference facilities may be appropriate if suitable land is available inside the airport boundary."

The applicant has advised that the existing use of the site by a security contractor for screening vehicles prior to their travelling airside is subject to a 6 month rolling tenancy agreement in order to facilitate redevelopment of the site. The applicant has also referenced airport wide property information confirming that an adequate supply of development land is available at the airport to meet its operational requirements. It is also noted that the site has been the subject of a previous consent that has been renewed but expired in November 2010 for a major extension of the adjacent Terminal 4 Hilton Hotel whereby the site would have been used for decked car parking for the expanded hotel.

Significantly, the site is considered to be too small for economical, modern air cargo transit sheds, car hire facilities, flight catering, freight forwarding or airport industry and warehousing. As such the only alternative operational use practical for the site would appear to be airport related B1 office use for which there is currently minimal demand with alternative sites available. Indeed, the limited size of a similar site has recently been accepted by the Council in respect of the approval for a hotel of up to 660 bedrooms (approx 25,000sq.m) on a larger site of 1.26ha at nearby Swindon Road, Terminal 4, Ref: 67622/APP/2013/2532.

London Plan Policy 4.5 states the Mayor supports London's visitor economy and supports its growth, taking into account the needs of business as well as leisure visitors. It seeks to improve the range and quality of provision especially in outer London and specifically supports and encourages: development of good quality budget category hotels, especially in outer London. Given policy 4.5 of the London Plan and the proposed hotel providing an opportunity to make much more efficient use of an existing brownfield site at Heathrow Airport, it is considered the benefits of the proposed development outweigh any harm it may cause to any of defined range of airport related uses, as set out in Policy A4 of the Hillingdon Local Plan and Policy 3 of Part 1 of the Local Plan. The comments received from the Mayor of London Stage 1 report raise no objection in terms of the principle of the development and state: The proposed redevelopment of the site for hotel use is acceptable in terms of land Use. Accordingly, it is considered that the principle of the development is acceptable.

7.02 Density of the proposed development

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

English Heritage have confirmed that as the site lies in an area where archaeological remains may be anticipated, an appropriate condition requiring the applicant to secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation should be imposed on any grant of planning permission.

7.04 Airport safeguarding

Central to the design considerations relating to redevelopment of this site has been the height of the building in relation to the nearby National Air Traffic Services (NATS) radar tower on the north side of the Southern Perimeter Road. Although the radar tower is of greater height than the proposed 8 storey hotel building, the plans have been amended to ensure the hotel does not exceed a maximum height of 47mAOD (23.9m above existing ground level) which is necessary to ensure there will be no interference with the radar signal. This safeguarding is necessary to ensure the continued safe operation of the airport.

BAA and NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective, subject to conditions. As such, it is considered that the proposal would not impact on the safe operation of any airport, subject to the imposition of conditions on any grant of permission as recommend.

7.05 Impact on the green belt

The site is not located within the Green Belt, so there are no Green Belt issues relating 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) seeks to ensure that new development complements and improves the character and amenity of the area.

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

The proposal is considered have a positive impact on the character and appearance of the site itself which is currently characterised by traditional shed type industrial buildings. In terms of its impact on the character and appearance of the surrounding area of the airport the Mayor of London's Stage 1 report states: The form of the building responds in contrast to the fragmented nature of the buildings to the north of the site while complementing the strong form and mass of the neighbouring Hilton Hotel. The form has a central courtyard that permits light to food into the building while also allowing external space that is sheltered from the surrounding roads. In addition, the Council's Conservation and Design Officer considers the application acceptable.

The geometric shape of the proposed building and its "bookend corners" help provide orientation to the building and its position such that it considered appropriate to this type of airport location where large geometric buildings are commonplace.

There are no views of the site from any residential areas outside the airport and the proposed elevated pedestrian walkway link to the existing elevated walkway - subject to its design detail - will not be out of character in this airport environment. In view of these

considerations and subject to appropriate conditions the proposed hotel is considered to comply with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.5 and 7.6 of the London Plan.

It should be noted that the proposed elevated enclosed pedestrian link into the existing walkway between the Hilton Hotel and Terminal 4 will be the subject of a separate planning application which will need to be separately assessed on its merits. However, the existing elevated walkway is already a characteristic of this part of the airport where air bridges and other elevated walkways and transport infrastructure are commonplace.

7.08 Impact on neighbours

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

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

7.09 Living conditions for future occupiers

The proposal is for a hotel with associated facilities, accordingly the living conditions of future residential occupiers is not considered relevant to the application. However, it is considered that an appropriate environment would be achieved to cater for hotel visitors.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) are concerned with traffic generation, and access to public transport. Policies AM14 and AM15 are concerned with on-site parking.

TRAFFIC:

Existing access to the site is provided off Sheffield Way (a one way road serving the Hilton Hotel) which would be remodelled for use only as the site exit. A new vehicle entry point would be provided from Sheffield Way via which vehicles would either enter the car park / taxi drop off or enter the large service vehicle lay-by.

TfL raised queries including the methodologies of both the modal split trip rate assessment and the travel plan plus other minor matters but were satisfied with the principle of the hotel development. The applicant has responded to these queries and it is considered that details such as the proposed disabled parking spaces / blue badge spaces / electrical charging and potential future charging bays and other matters can be controlled via conditions.

CAR PARKING / SERVICING:

Car parking and servicing is proposed within a ground level undercroft area below the hotel building. The 79 space car park includes entry and exit barriers and incorporates a taxi drop off area next to the main entrance to the building. Over 10% of spaces are for blue / brown badge car parking with 10% electric bays and 10% capable of future provision subject to demand. A separate large lay-by for bus and coach drop-off and hotel servicing is also provided under the building footprint. Secure cycle stands are provided within a secure area.

In terms of coach parking, it is noted that the proposed lay-by will generally only cater for two coaches and that this provision is below the London Plan parking standards. The applicant has provided justification as to what this provision will meet demand. Firstly the

proposed hotel is a budget hotel with no conference or banqueting facilities which tend to generate coach travel. The second, perhaps more important reason, is that the hotel is located at the airport for people travelling by air. As such guests will be dropped off and then fly out the next day or fly in and then get picked up the next day or walk to the public transport facilities in Terminal 4. There will be no requirement for overnight coach parking.

In addition, Heathrow Airport manages coach parking for the whole airport campus, with centralised coach parks. The nearest coach Park, has capacity for over 50 coaches, with a further 15 coach bays available at the Terminal 5 Coach Park. Therefore, the anticipated mode of operation for coaches is that drop off would take place adjacent to the hotel. For pick up, coaches would park at one of the centralised Coach Parks until the passengers are ready to be collected, at which time the coach would be called forward.

PEDESTRIAN SAFETY/ACCESS:

Council Officers and TfL originally questioned the adequacy of the relatively long pedestrian route to Terminal 4. Following negotiations, the applicant has agreed to provide a dedicated pedestrian route to Terminal 4 via an extension to the existing enclosed elevated walkway that connects the terminal to the Hilton Hotel. This is considered to be a more appropriate solution in terms of hotel users, the majority of who will travel via Terminal 4. The applicants have agreed the principle of the link with Heathrow Airport Limited (HAL) who own land over which the link will pass and, following legal advice, it has been agreed that a separate planning application for the elevated pedestrian link bridge can be submitted with any approval of the current application being legally bound to prevent commencement of the hotel until the link has obtained planning consent. The link would also have to be in place before the hotel could open.

Although the pedestrian link would be elevated and cross above the Perimeter Road and extend some 120m along its length, it would not be dissimilar to the existing elevated walkway which also crosses the Perimeter Road and has a length of approximately 350m. Such enclosed walkways are also found in many areas of the airport such as the Terminal 5 Sofitel Hotel - linking into Terminal 5 and the numerous air bridge connections to departure gates at the Terminals, and the elevated personal rapid transit pod system. Accordingly, subject to detailed design, the pedestrian link would not be out of character with the airport environment in this airport location.

7.11 Urban design, access and security

Access is dealt with elsewhere in this report.

URBAN DESIGN:

In response to concerns raised by the Council's Urban Design Officer, and following negotiations, the design treatment of the elevations has been amended to introduce more variation and articulation with the 3 corner elements being articulated by use of darker cladding. This reinforces the strong geometric shape of the building ensuring it relates satisfactorily to the similarly geometric form of the larger Hilton Hotel adjacent.

The redevelopment of the site affords the opportunity to renew and improve the boundary landscaping around the site which is discussed below in Section 7.14.

SECURITY:

It is proposed that the hotel will be provided with external and internal CCTV coverage and will be see Secure by Design Accreditation and Park Mark accreditation for the car park. These can be secured by a condition on any grant of permission.

7.12 Disabled access

Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies

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

The hotel would be consistent with the London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms. Other features include disabled toilets on the ground and first floors, lifts from the car park level to the rest of the hotel, four lifts to service the building, and fire refuges on each upper floor,

A number of points raised by the Access Officer in terms of incorporating elements of inclusive design into the final design of the hotel can be secured by planning condition. With regard to the proposed pedestrian link to and from the hotel to Terminal 4, this will provide step free pedestrian access that can also be utilised by mobility scooters. The link is to be secured by legal agreement and is considered acceptable and necessary to provide a scheme capable of achieving an inclusive environment for future users. Subject to this agreement and an appropriate condition it is considered that the proposal would provide an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

7.13 Provision of affordable & special needs housing

No residential units are proposed as part of this application. As such, this is not relevant to the application.

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.

There are no trees within the existing operational site boundary which is hard surfaced, but there are trees and grass / shrubs along some of the highway verges outside the 3m boundary fence at the site.

The proposed development will not involve the loss of existing landscaping except in respect of the proposed vehicle entrance into the site which will cross the existing verge area on Sheffield Way and is considered acceptable. The Council's Trees and Landscaping Officer is of the view that the bulk of the existing trees and shrubs around the site boundaries is not of particular merit and would benefit from higher quality comprehensive replacement landscaping including trees more appropriate for the setting of a major hotel.

The applicants have accordingly submitted details of the proposed landscaping scheme, notwithstanding that this is a reserved matter. The submitted scheme would provide a comprehensive double row of semi mature trees to the main frontage along the Southern Perimeter Road replacing largely Ornamental Cherry trees that are becoming crowded, are showing signs of basal decay in particular, are likely to have relatively short lifespans, and would not be in scale with the proposed Hotel. The proposed new trees would be more in keeping with the large scale of the new hotel and would provide greater structure to the site.

A new Hornbeam hedge would provide a green screen to the undercroft car park to limit views of vehicles whilst feature areas of more formal shrub and box head tree planting at the vehicle / pedestrian entrances to the hotel would highlight these entrances.

The proposed landscaping should provide an appropriate green edge to the Southern Perimeter Road and Sheffield Way that will improve the site when viewed from the surrounding airport road system. Subject to necessary conditions, and reserved matters landscaping requirements, the scheme is considered to comply with Policy BE38.

7.15 Sustainable waste management

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site.

The application is accompanied by a Waste Management, Refuse and Recycling Statement and plans provides details of a dedicated space within the ground floor of the building allocated to store the bins for recycling and household & kitchen rubbish generated by the hotel and the tracking plan provides details for the large refuse vehicles to collect the waste. The bin area is an enclosed area to the north of the site with access for staff and access from Egerton Way for the refuse collectors.

The level of waste and recycling store provision, its location and means of collection by refuse vehicles is considered to comply with the Council's requirements. However, it is recommended that a condition be imposed requiring a waste management plan to ensure the collection of waste is carried out in order to avoid impacts on the neighbouring area. Subject to such a condition, the scheme is considered satisfactory and complies with the standards set out in London Plan policies 5.16 and 5.17.

Notwithstanding the above it should be noted the hotel ultimately has considerable discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan advises that boroughs should ensure that developments will achieve a reduction in carbon dioxide emissions of 25% from a 2010 Building Regulations compliant development, with 40% being sought on applications received after 1 October 2013, this application was registered as complete on 18 September 2013 and is therefore subject to the earlier guidance level.

The Energy Statement provided for a 29% reduction in carbon dioxide emissions from a 2010 Building Regulations compliant development and obtains the main reduction via a combined heat and power plant generating electricity from an on site generator using natural gas and utilising the waste heat for water heating, plus air source heat pumps as the renewable element. This has now been increased to 41% in response to the GLA Stage 1 comments through further optimisation of the CHP model. This level of carbon reduction is considered appropriate to the proposed development as CHP is generally optimally suited to the regular demand for power and heat required by hotels, and the cost of further renewable features would be significant for a budget hotel given the relatively low level of energy likely to be generated.

Subject to conditions, no objection is raised to the proposed combined heat and power plant and air source heat pumps that would be incorporated into the development and accordingly the scheme is considered to comply with Policies 5.2, 5.5, 5.6 and 5.7 of the London Plan.

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 that development proposals should use

sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding. The scheme would undertake rainwater harvesting including the provision of a ground storage tank and permeable paving to replace the existing large expanse of non permeable hard standing.

Subject to conditions, the proposal is considered to comply with the intentions of the 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. Noise impact on hotel occupants is not normally of concern in respect of the development plan. However, a condition to limit noise from plant and machinery is recommended.

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 imperceptible effect on local air quality and the impacts at all existing receptors are negligible. However, given the known issues of air quality in the locality it is considered appropriate to mitigate by way of a S106 contribution towards air quality management in the area.

7.19 Comments on Public Consultations

No objections have been received on the application.

7.20 Planning obligations

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

1. Highways: to secure all necessary works and the provision of a Travel Plan including Sustainable Transport Measures (such as a hopper bus service), a Service and Delivery Plan, offsite coach parking and coach call forwarding.
2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (A Financial contribution equal to £2500 for every £1m build cost plus coordinator costs equal to $20,186/7500 \times £71,675 = £192,910.86$ or in kind deliver).
3. Hospitality Training
4. An Employment Strategy
5. Improvements to public realm - including the access linkage between the proposed hotel and Terminal 4 (linking permission for elevated walkway to commencement of this permission).
6. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £25,000.

7. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

In addition to S106 contributions and other requirements, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

CONTAMINATION:

The Council's EPU indicates that the land on the application site is likely to be contaminated. Should planning permission be granted, conditions should be imposed relating to a risk assessment and recommendations for further remedial works prior to commencement of works, along with the soil imports and landscaping condition to ensure the soils are suitable for use.

8. Observations of the Borough Solicitor

GENERAL

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

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

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

PLANNING CONDITIONS

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

PLANNING OBLIGATIONS

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

EQUALITIES AND HUMAN RIGHTS

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

The principle of the proposed development is considered acceptable. The scale and design of the proposed building are considered appropriate for this location close to Terminal 4 and adjacent to the Hilton Hotel. The proposed hotel would make more efficient use of a brownfield site than the existing warehouse building, at a location where hotel guests would benefit from close proximity to Terminal 4 through which the vast majority of guests will travel. It should enhance the visual amenity of this part of Heathrow Airport.

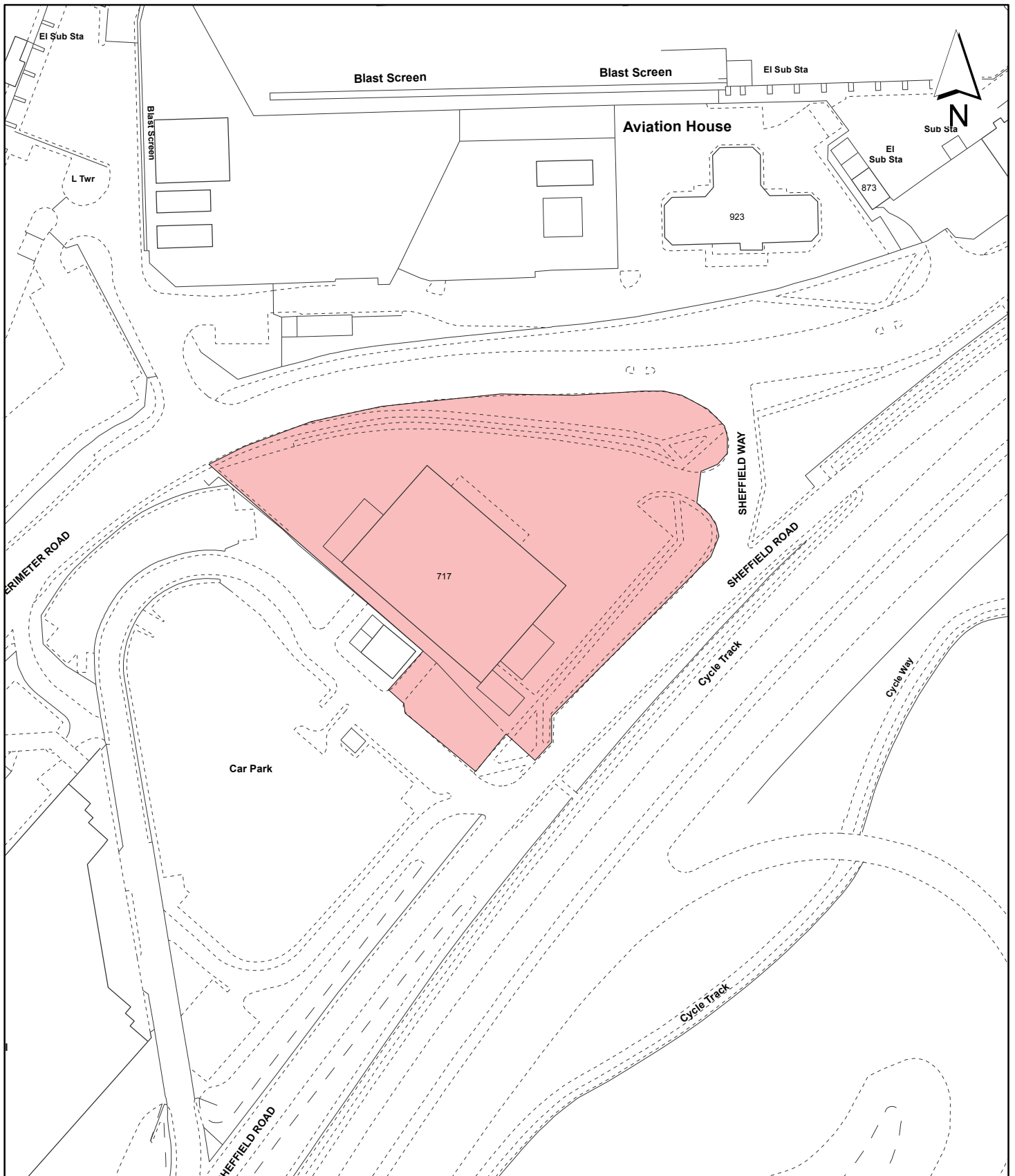
A number of measures would be incorporated into the scheme as well as renewable energy sources, resulting in a 31% reduction in carbon emissions. The parking provision is considered to be appropriate for this location and the impacts of the proposed development on the Hillingdon road network would be negligible. The proposal complies with relevant planning policy and, accordingly, approval is recommended.

11. Reference Documents


Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

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Notes

 Site boundary

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Site Address

Site of Building 717 located between Sheffield Way & Southern Perimeter Road Heathrow Airport

Planning Application Ref:

50657/APP/2013/2214

Planning Committee

Major Application

Scale

1:1,250

Date

March 2014

LONDON BOROUGH OF HILLINGDON Residents Services

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