

Report of the Head of Planning, Sport and Green Spaces

Address PLOT 1, PHASE 3, THE PORTAL SCYLLA ROAD HEATHROW AIRPORT

Development: Reserved matters of access, appearance, landscaping, layout and scale for Phase 3 Unit 1 of outline planning permission 50270/APP/2011/2570 dated 23/12/2011.

LBH Ref Nos: 50270/APP/2014/3315

Drawing Nos: 0103622-HL-XX-SP-E-900-1000-P
074650-CA-0-G00-DSP-SE-001-P0
30234-PL-102D Parameters Plan
30430-FE-100G
30430-PL-125 Site Location Plan
30755 DAS 15 Sept 14
30755-PL-132 Unit 1 Floor Plans
30755-PL-133 Unit 1 Elevations
30755-PL-134A Site Sections
Ph3 Portal Treepit in paving-12-01
The Portal Cover Letter
074650-CA-0-G00-DSP-SE-001-P0
30755-PL-137
643.19.01 Rev C
643.10.01

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|--------------------------------|------------|---------------------------------|------------|
| Date Plans Received: | 17/09/2014 | Date(s) of Amendment(s): | 14/11/2014 |
| Date Application Valid: | 17/09/2014 | | 17/09/2014 |
| | | | 13/11/2014 |

1. SUMMARY

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

Following a slight change to the access road of the approved parameters plan, an amendment was made to the approved planning permission by virtue of planning permission ref: 50270/APP/2011/2570 (granted on 22/12/2011) which also varied a number of conditions that quoted the previously approved parameters plan, these included: 5 (plans), 8 (ratio of car parking), 12 (parameters), 14 (energy), 15 (traffic arrangements), 16 (boundary treatment), 17 (samples), 18 (landscaping), 19 (construction management), 20 (levels), 21 (disabled access), 22 (refuse), 23 (security), 24 (CCTV), 26 (cycle parking), 27 (landscape maintenance), 30 (rainwater harvesting), 32 (contamination), 33 (ecology), 41 (external storage).

Conditions 2 and 3 of this consent relate to the approval of Appearance, Scale, Access,

Layout and Landscaping 'Reserved Matters' and the extent of information required for the outline portion of the development.

For the reasons provided throughout this report, this application for the Reserved Matters of Appearance, Landscaping, Scale, Layout and Access for Plot 1, Phase 3 is considered to conform with the outline planning consent and to be appropriate and acceptable, complying with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

2. RECOMMENDATION

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 30234-PL-102D Parameters Plan, 30430/FE/100G, 30755/PL/132, 30755/PL/133, 30755/PL/134A, 643.19.01 Rev C, 643.10.01 and 074650-CA-0-G00-DSP-SE-001-P01 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

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

Planning Statement
Drainage Strategy Revision A
Bird Hazard Management Plan
Phase Three The Portal Transport Statement
Energy Strategy
External Lighting Strategy
Construction Management Plan

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

REASON

To ensure that the development complies with the objectives of Policies A6, AM2, AM7, AM9, AM13, AM14, AM15, BE13, BE25, BE38, EC2, EC3, OE1, LE1 and LE2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1

You are advised that the scheme is required to abide by the conditions of the Planning Permission Reference Number 50270/APP/2011/2570 and the S106 Legal Agreement of the Planning Permission Reference Number 50270/APP/2011/1422.

2

Cranes

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

3 I59 Councils Local Plan : Part 1 - Strategic Policies

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

4 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).

5 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.

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| A2 | Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact |
| A4 | New development directly related to Heathrow Airport |
| A5 | New development at airports - incorporation of ancillary retail and leisure facilities and other services |
| A6 | Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports |
| AM2 | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |
| AM7 | Consideration of traffic generated by proposed developments. |
| AM9 | Provision of cycle routes, consideration of cyclists' needs in design of |

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| AM13 | highway improvement schemes, provision of cycle parking facilities AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14 | New development and car parking standards. |
| AM15 | Provision of reserved parking spaces for disabled persons |
| BE3 | Investigation of sites of archaeological interest and protection of archaeological remains |
| BE13 | New development must harmonise with the existing street scene. |
| BE18 | Design considerations - pedestrian security and safety |
| BE25 | Modernisation and improvement of industrial and business areas |
| BE29 | Advertisement displays on business premises |
| BE35 | Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| EC2 | Nature conservation considerations and ecological assessments |
| EC3 | Potential effects of development on sites of nature conservation importance |
| OE1 | Protection of the character and amenities of surrounding properties and the local area |
| OE3 | Buildings or uses likely to cause noise annoyance - mitigation measures |
| OE7 | Development in areas likely to flooding - requirement for flood protection measures |
| OE8 | Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures |
| OE11 | Development involving hazardous substances and contaminated land - requirement for ameliorative measures |
| LE1 | Proposals for industry, warehousing and business development |
| LE2 | Development in designated Industrial and Business Areas |
| LE7 | Provision of planning benefits from industry, warehousing and business development |
| LPP 5.17 | (2011) Waste capacity |

3. CONSIDERATIONS

3.1 Site and Locality

The Application site forms Plot 1 (of 3) of the wider Former Long Haul Catering Base site, which is triangular in shape, located on the north side of Scylla Road and is bounded to the west, north west and the north by the Longford and Duke of Northumberland Rivers which curve around the site boundary (with the southern Perimeter Road further north west beyond the two rivers). The rivers are contained in man made channels. There is a landscaped riparian margin between the edge of the river channel and the site boundary. This

landscaped riparian margin masks views from the Southern Perimeter Road to the site.

Opposite the site across Scylla Road is the Heathrow Cargo Examination unit, large depot buildings and a car parking area. Directly adjacent to the site to the North East is part of Plot 1 which was developed as part of Phase 2, whilst beyond to the East and North East of the application site are Plot 2 (Phase 2) and Plot 3 (Phase 1) of the wider development. The plots are occupied by large industrial and warehousing buildings, incorporating areas of office, in a similar style and character to that proposed with the current application.

The site is 3.862 Ha in area and is currently a vacant plot of land. The current site is essentially flat having little variation in ground level across its extent. The site is covered in scrub, broken ground, piles of aggregate and hard standing in poor repair.

The nearest residential units are situated approximately 295m to the east of the site, on the opposite side of Great S W Road (A30). The Hilton London Heathrow Airport Hotel is located approximately 400m to the northeast of the site.

The site has a PTAL score of 2 and is a developed area within the Heathrow Airport boundary as designated by the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application submission is pursuant to the Outline element of the Hybrid Planning Permission reference 50270/APP/2011/2570 and relates to the Plot 1, Phase 3 of the redevelopment of The Portal, Scylla Road, Heathrow.

Phase 3 is the final phase of the development on the undeveloped part of Plot 1. The remainder of Plot 1 and Plot 2 were developed as part of Phase 2 and are now operated by Rolls Royce. Plot 3 was developed in the first phase of the development and is operated by DB Schenker.

Reserved matters approval is sought for the access, appearance, landscaping, layout and scale in compliance with Condition 2 of planning permission ref. 50270/APP/2011/2570 dated 22/12/2011. Condition 3 of this approval outlines what details the Council requires to be assessed at this stage:

- (i) Traffic, car parking and any access control arrangements, including barrier arms, gates, electric vehicle charging points ensuring that 20% of spaces have active charging points and a further 10% have passive charging points, the means of ingress and egress, the closure of existing access, visibility splays, the phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
- (ii) A delivery and servicing plan, to include details of the parking, turning, loading and unloading arrangements (including swept path analysis and vehicle tracking diagrams),
- (iii) The means of construction and surfacing of all roads, parking areas and footpaths,
- (iv) The use, surface treatment and landscaping of all open areas not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles,
- (v) Hard and soft landscaping plans,
- (vi) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,
- (vii) Full plans and elevations of all buildings and any other structures, incorporating details

- of all materials to be used for external surfaces, including samples of all such materials,
- (viii) Plans and elevations of all boundary treatment and incorporation of full details of height and materials,
 - (ix) Details of secure cycle storage, changing facilities, lockers and showers for staff and visitors to the development,
 - (x) A construction management plan including a method statement,
 - (xi) Plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities
 - (xii) Plans and details of proposed renewable energy measures and associated technology including any Photovoltaic panels, CHP systems and the like.
 - (xiii) Bird Hazard Management Plan.

Details have been submitted for each of the above.

The proposed building's dimensions are 59.5m (length) x 47.5m (width) x 14.6m (height), creating a total area of 3862m² of commercial floor space (B1c/B2/B8) over two floors. These quantum adhere to the principles within the maximum and minimum extents of the approved parameters plan for the site.

The use of high quality materials, selective colours and architectural articulation on the elevations for the proposed unit provides a modern design that continues the benchmark set out in the hybrid application and the architectural language and materials palette incorporated into Phase 2.

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

Access for LGVs will be directly off the estate road. Access into the carpark is via Scylla Road and is located away from the service yard in order to provide separate secure areas. Pedestrian access will be via the footpath along the estate road leading from Scylla Road.

3.3 Relevant Planning History

Comment on Relevant Planning History

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

This was a hybrid application with a full component and in addition a large part of the proposal was in outline form, with all matters being reserved:

* Access: this covers accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

* Layout: the way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside the development.

* Scale: the height, width and length of each building proposed in relation to its surroundings.

* Appearance: the aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.

* Landscaping: this is the treatment of private and public space to enhance or protect the sites amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

Planning permission ref: 50270/APP/2011/2570 was granted on 22/12/2011 to vary conditions: 5 (plans), 8 (ratio of car parking), 12 (parameters), 14 (energy), 15 (traffic arrangements), 16 (boundary treatment), 17 (samples), 18 (landscaping), 19 (construction management), 20 (levels), 21 (disabled access), 22 (refuse), 23 (security), 24 (CCTV), 26 (cycle parking), 27 (landscape maintenance), 30 (rainwater harvesting), 32 (contamination), 33 (ecology), 41 (external storage) of planning permission ref: 50270/APP/2011/1422.

The variation of conditions 5, 12, 14, 15, 16, 17, 18, 19, 20 21, 22, 23, 24, 26, 27, 30, 32, 33 and 41 stemmed from amendments that the applicant made to the approved access road, which resulted in changes to the approved parameters plan. These included the widening of the bell mouth site entrance, the moving of the gatehouse so that it sits in the centre of the road and slight amendments to kerbs and road widths to allow specialised over sized vehicles to access the site.

As the approved plan under permission reference 50270/APP/2011/1422 was referenced in each of the above conditions, there was a requirement to vary these conditions. The revisions to the access road were agreed by the Council's Highways Officer. Furthermore, the revised Parameters Plan did not impinge on any aspects of the development approved under planning permission ref: 50270/APP/2011/1422.

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

Phase Two of the development was considered under Reserved Matters Application Reference Number 50270/APP/2011/2693, detailed as 'Reserved matters for Phase 2 (plot 2) (landscaping, access, appearance, scale and layout) in compliance with condition 3 of planning ref: 50270/APP/2011/1422 dated 19/10/2011. The proposed elements of this application were within the requirements of the agreed amended parameters plan and the application was approved on the 22nd of November 2012.

The wider site has been subject to a number of other applications, including the discharge of conditions and non-material amendments to the approved scheme, such as changes to the design of the gatehouse (reference 50270/APP/2012/1455). The most relevant of these applications to the current site is Non-material amendment application ref. 50270/APP/2014/2535, approved on the 15/08/14, to allow for the retention of the access point to Plot 1 from Scylla Road.

This application relates to the Reserved Matters for Plot 1, Phase 3 of planning permission ref: 50270/APP/2011/1422

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

- A2 Developments at Heathrow airport likely to increase demand for off-airport development or have significant adverse environmental impact
- A4 New development directly related to Heathrow Airport
- A5 New development at airports - incorporation of ancillary retail and leisure facilities and other services
- A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE25 Modernisation and improvement of industrial and business areas
- BE29 Advertisement displays on business premises
- BE35 Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- EC2 Nature conservation considerations and ecological assessments
- EC3 Potential effects of development on sites of nature conservation importance
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE7 Development in areas likely to flooding - requirement for flood protection measures

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| OE8 | Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures |
| OE11 | Development involving hazardous substances and contaminated land - requiremer for ameliorative measures |
| LE1 | Proposals for industry, warehousing and business development |
| LE2 | Development in designated Industrial and Business Areas |
| LE7 | Provision of planning benefits from industry, warehousing and business development |
| LPP 5.17 | (2011) Waste capacity |

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th October 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

HIGHWAYS AGENCY

The Highways Agency (HA) is an executive agency of the Department for Transport (DfT). We are responsible for operating, maintaining and improving England's strategic road network (SRN) on behalf of the Secretary of State for Transport, which is in this case, the M3 motorway. The HA will be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN.

The HA do not offer any objection to the proposed works.

HEATHROW AIRPORT LIMITED (HAL)

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

However, we would like to make the following observation:

Cranes

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

NATIONAL AIR TRAFFIC SERVICES (NATS)

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

NATURAL ENGLAND

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Statutory nature conservation sites - no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

Internal Consultees

TREES AND LANDSCAPING:

I refer to TALA's amended drawing No. 643.19.01 Rev A and confirm that I have no objection to the changes - made in response to BAA's bird strike avoidance advice.

Case Officer's Comment:

A further Landscaping Scheme (drawing No. 643.19.01 Rev C) was submitted which introduced bird and bat boxes following comments by the Council's Sustainability Officer. This scheme was also reviewed and deemed acceptable by the Council's Landscape Officer who also confirmed that it did not include over 5% berry/fruit bearing species and as such is satisfactory from an airport safeguarding perspective.

SECTION 106 OFFICER:

I have no comments to make on this application as it is for Reserved Matters. The S106 was agreed at Outline stage.

ENVIRONMENTAL PROTECTION UNIT

We have no adverse comments as the matters are not relevant to EPU.

Case Officer's Comments: The submitted Construction Management Plan was brought to EPU's attention and EPU subsequently confirmed that it was satisfactory.

ACCESS OFFICER:

I see no issues with the plans and information that have been submitted.

HIGHWAYS OFFICER:

The site has a PTAL rating of 2, which represents 'poor' accessibility to public transport.

The proposed development is considered to be acceptable in terms of vehicular, service, pedestrian and cyclist accesses.

37 car parking spaces are proposed for staff and visitors to be accessed via the access on Scylla Road. The car parking provision will include 20% active and 10% passive electric charging spaces and 4 disabled spaces. The service, delivery and refuse access will be via a dedicated access serving The Portal. The layout and provision of the car park and servicing is considered acceptable.

16 cycle parking spaces are proposed in the form of covered and secured cycle stands, which are also considered acceptable.

In terms of traffic impact, the development is not considered to have a significant impact on the surrounding road network.

Subject to a condition being attached covering a detailed Travel Plan to be submitted and for it to be

linked with the existing units and managed in the form of a Master Travel Plan for The Portal, no objection is raised on the proposals from the transport viewpoint.

Case Officer's Comments: The Section 106 agreement for the outline consent included the requirement for a site wide Travel Plan, and therefore placing an additional Travel Plan requirement on the current application is not considered necessary. This was discussed and agreed with the Council's Highways Officer.

SUSTAINABILITY OFFICER:

The application was referred to the Council's Sustainability Officer who noted Condition No. 14 of planning permission reference 50270/APP/2011/2570 required a 25% reduction in CO2 emissions. Following discussions with the Sustainability Officer it was agreed that in this instance a 20% reduction was acceptable. In terms of the ecological benefit requirement this was fed back to developer for response and they have provided an amended landscaping scheme which includes the provision of bird and bat boxes within the site (drawing No. 643.19.01 Rev C). These details have been reviewed by both the Council's Sustainability Officer and Landscape Officer with both agreeing the proposals are acceptable. A plan showing the proposed location of PVs was also submitted by the applicant (Drawing No. 30755-PL-137) and was confirmed as acceptable by the Council's Sustainability Officer.

FLOOD AND WATER MANAGEMENT OFFICER:

The Council's Flood and Water Management Officer has reviewed the amended scheme and is now satisfied with the proposals.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has been established under outline planning permission ref. 50270/APP/2011/1422 granted on 19 October 2011. Accordingly, there is no objection to the principle of the proposal.

7.02 Density of the proposed development

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

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

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

Archaeological implications of the entire development were considered under the outline application and Condition no. 38 of the outline approval (50270/APP/2011/2570) ensures that archaeological work must be undertaken before development work commences on new parts of the site.

7.04 Airport safeguarding

BAA Safeguarding reviewed the application and raised an objection to the landscaping scheme due to the level of berry/fruit bearing species proposed, which would potentially attract flocking birds and pose a risk to aircraft safety. The applicant was advised of this and an amended landscaping scheme was submitted for consideration. Following the review of the amended scheme and the submitted Bird Hazard Management Plan BAA Safeguarding raised no objections to the propose scheme and did not request the imposition of any conditions. National Air Traffic Services (NATS) have also reviewed the development proposal and raised no objections. The application is therefore acceptable in terms of Airport Safeguarding.

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

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

The maximum parameters for proposed Plot 1 were set as below:

PLOT 1:

Use B1c/B2/B8

Maximum floor area: 6,300sqm

Maximum number of building: 2

Min Height 8m Max Height: 20m

Min Width 44m Max Width: 87m

Min Length 32m Max Length: 108m

The proposed building's dimensions are 59.5m (length) x 47.5m (width) x 14.6m (height), creating a total area of 3862m² of commercial floor space (B1c/B2/B8) over two floors. These quantum adhere to the principles within the maximum and minimum extents of the approved parameters plan for the site.

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

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

In terms of the proposed building, the use of high quality materials, selective colours and architectural articulation on the elevations provide a modern design that continues the design principles established in the hybrid application and Phase Two. It is important that the look and feel of the building follows the principles of the approved parameters. This provides a cohesive feel to the industrial estate, which is achieved.

A combination of metal cladding and metallic colours has been incorporated into the proposed building to allow large areas of cladding to be broken down. The ancillary office to the Unit has been positioned facing onto the Scylla Road incorporating curtain walling, feature glazing and metallic metal cladding at the entrances. The development will be of an appropriate modern appearance.

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

The reserved matters are consistent with the details and principles considered at the outline stage. The scheme for Phase 3 is considered to be wholly appropriate within the context of the locality. It integrates with and poses no harmful impact to the character and appearance of the area, particularly in its relationship to residential properties which are a significant distance from the site. In addition, a sufficiently high standard of design has been achieved for the building and landscaping of the site noting the extensive pre-application negotiations held with Council's officers. The scheme is considered acceptable and accords with London Plan Policies and Hillingdon's UDP Saved Policies OE1, OE3 and BE13 in considering and posing no significant adverse impact upon the character and appearance of the surrounding area.

7.08 Impact on neighbours

Given the location, with the nearest residential units to the site approximately 295m to the east, the proposal would not have any detrimental impact on the residential amenity of nearby properties and is considered to accord with Policies BE19, BE20, BE21, BE24 and OE1 of the Unitary Development Plan Saved Policies.

7.09 Living conditions for future occupiers

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

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

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site has a PTAL rating of 2, which represents 'poor' accessibility to public transport and incorporates 37 car parking spaces for staff and visitors to be accessed via the access on Scylla Road. The car parking provision will include 20% active and 10% passive electric charging spaces and 4 disabled spaces. The service, delivery and refuse access will be via a dedicated access serving The Portal. 16 cycle parking spaces are also proposed in the form of covered and secured cycle stands.

The Council's Highways Officer has reviewed the proposal and raised no objections to the development. They have advised that the layout, car parking and cycle parking provision are deemed acceptable and that in terms of traffic the development is not considered to have a significant impact on the surrounding road network.

The Council's Highways Officer requested that a condition be attached requiring a detailed Travel Plan to be submitted. However the Section 106 agreement for the outline consent included the requirement for a Travel Plan, and therefore following discussions with the Highways Officer it was agreed that placing an additional Travel Plan requirement on the current application is not considered necessary.

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

7.11 Urban design, access and security

The scheme has been designed and will be maintained to 'Secured by Design' standards as set out under Condition No. 23 of planning reference number 50270/APP/2011/2570. The use of weldmesh fencing is proposed and deemed acceptable in this location.

7.12 Disabled access

The Council's Access Officer has reviewed the proposal and raised no objections to the development nor asked for the attachment of any conditions.

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

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

7.13 Provision of affordable & special needs housing

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

7.14 Trees, landscaping and Ecology

A detailed Landscape Strategy has been prepared by TALA, and is submitted in support of this RMA. An amended landscaping scheme has since been submitted after HAL Safeguarding raised an objection to the original landscaping scheme due to the level of berry/fruit bearing species proposed. A third scheme has since been submitted which includes bird and bat boxes. The Council's Trees and Landscaping Team have reviewed all three schemes and raised no objections nor requested the imposition of any conditions. They have also confirmed that the final scheme (drawing No. 643.19.01 Rev C) does not contain more than 5% berry/fruit bearing species and so is acceptable from an airport safeguarding perspective.

7.15 Sustainable waste management

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

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

7.16 Renewable energy / Sustainability

The Council's Sustainability Officer has reviewed the proposed plans and raised no objections to the proposals. The Energy Strategy only shows a reduction of 20% from 2013 building regulations and Condition No. 14 of planning permission reference 50270/APP/2011/2570 required a 25% reduction in CO2 emissions. However following discussions with the Sustainability Officer it was agreed that in this instance a 20% reduction was acceptable.

In terms of the ecological benefit of the proposed scheme, further details were requested from the developer. An amended Ecology Report makes a number of recommendations, including the introduction of bird and bat boxes in order for the development to achieve a net ecological benefit. An amended Landscaping Scheme has been submitted showing the location of Bird and Bat Boxes (ref. 643.19.01 Rev C). The scheme has been reviewed by the Council's Landscape Team who have agreed to the scheme. A plan showing the proposed location of PVs was also requested and the developer has now provided this detail

in plan reference no. 30755-PL-137.

The Council's Sustainability Officer has reviewed the amendments to the scheme and is of the opinion that the proposal is now acceptable.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has reviewed the proposed scheme and stated that the proposal generally appears in accordance with the original FRA and limits run off from the site. However, it didn't include a final layout of the drainage design or the management and maintenance plan. The drainage plan also does not contain reference to the proposed rainwater harvesting proposed in the FRA for the site.

The Flood and Water Management Officer's comments were relayed to the applicant and a revised Drainage Strategy (Rev A) and Drainage Layout Plan (ref. 074650-CA-0-G00-DSP-SE-001-P01) has been submitted. The Council's Flood and Water Management Officer has reviewed the amended scheme and is now satisfied with the proposals.

It is worth noting that Condition No. 29 of planning permission reference 50270/APP/2011/2570 required each relevant phase of development to be carried out in accordance with the Flood Risk Assessment (FRA) (Scylla Road, Heathrow - Phase 1 Rev C 19/8/11 by Capita Symonds) as it applies to the relevant phase. The discharge of Condition No.29 is therefore an existing requirement.

7.18 Noise or Air Quality Issues

Issues relating to air quality were considered under the grant of the outline planning permission, accordingly the proposal does not give rise to any concerns relating to air quality. The Council's Environmental Protection Unit has reviewed the proposal and raised no objection.

7.19 Comments on Public Consultations

No neighbour comments were received.

7.20 Planning obligations

The application seeks approval of reserved matters for an industrial development. Matters relating to planning obligations were considered under the Hybrid planning permission ref 50270/APP/2011/1422. The Council's S106 Officer has confirmed that they have no comments on the Reserved Matters Application as the S106 was agreed at Outline stage.

7.21 Expediency of enforcement action

None relevant.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

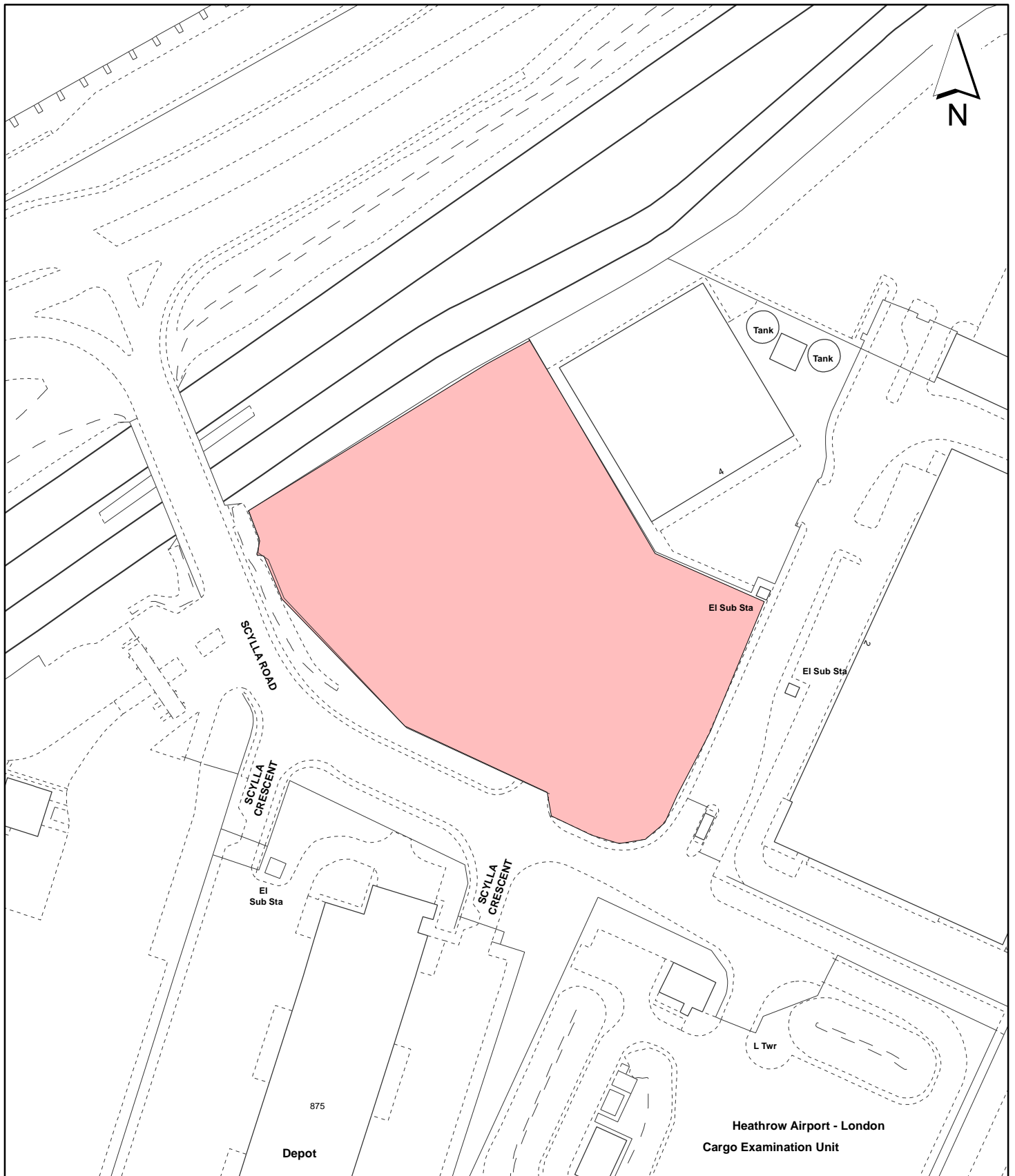
For the reasons provided throughout this report, the application for the Reserved Matters of Appearance, Landscaping, Scale, Layout and Access is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Therefore, the application is recommended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

11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies
London Plan (July 2011)
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Document - Accessible Hillingdon

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Notes

 Site boundary

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Site Address

**Plot 1, Phase 3
 The Portal
 Scylla Road
 Heathrow Airport**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:
50270/APP/2014/3315

Scale
1:1,250

Planning Committee
Major

Date
December 2014



HILLINGDON
 LONDON