

## Report of the Head of Planning, Sport and Green Spaces

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

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

**LBH Ref Nos:** 67622/APP/2015/1851

**Drawing Nos:** A0000901 - 3D View  
A031002 Rev 1 - Elevation Detail  
Covering Letter -Swindon Road Hotel - S4 Car Park  
P005000 - Level -2  
P005001 - Level -1  
P005002 - Ground Floor  
P005003 - Mezzanine  
P005004 - Level 01  
P005005 - Level 02  
P005006 - Level 03  
P005007 - Level 04  
P005008 - Level 05  
P005009 - Level 06  
P005010 - Roof level  
P010001 -Site Plan  
P010002 Rev 1 - Vehicle Diagram  
P031000 Rev 1 - Elevations North and West  
P031001 Rev 1 - Elevation East and South  
P033002 -Site Sections  
Design and Access Addendum - Swindon Road Hotel  
Flood Risk Assessment Document 10.1  
Bat Survey Document 10.4  
Contamination Study Document 10.7  
Phase II Geo-Environmental Assessment  
Phase I Habitat Survey Document 10.1  
Energy Strategy May 2015  
Tree Survey Document 10.1  
Vehicle Tracking Update  
Air Quality Assessment  
Archaeological Survey and Report Document 10.1

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

## 1. SUMMARY

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

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

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

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

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

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

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

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

## 2. RECOMMENDATION

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

**grant planning permission, subject to the following:**

**a) The completion of a Deed of Variation pursuant to Section 106A of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to vary the terms of the S106 Agreement dated 30th July 2014 so as to reference the S73 application.**

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

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

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

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

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

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

**1 COM1 Outline Time Limit**

The development hereby permitted shall be begun either before the 30th July 2019, or before the expiration of two (2) years from the date of approval of the last of the reserved matters to be approved, whichever is the later, unless consent to any variation is first obtained in writing from the Planning Authority.

**REASON**

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

**2 COM2 Outline Reserved Matters**

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

a) Appearance

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

**REASON**

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

**3 COM4 Accordance with Approved Plans**

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

**REASON**

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

**4 NONSC Screen Structure**

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

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

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

**REASON**

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

**5 NONSC Lighting Near Aerodromes**

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

**REASON**

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

**6 NONSC Archaeological Investigation**

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

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

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

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

#### REASON

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

#### **7 NONSC Land contamination**

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

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

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

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

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

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

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

#### REASON

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

### **8 COM15 Sustainable Water Management**

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

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

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

#### REASON

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

### **9 NONSC Details of design and design parameters**

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

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

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

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

#### REASON

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

#### **10 COM27 Traffic Arrangements - submission of details**

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

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

(ii) Details of 5% of the car parking places marked out and allocated for blue badge holders. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

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

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

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

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

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

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

The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time.

#### REASON

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

**11 RES17 Sound Insulation from aircraft noise**

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

**REASON**

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

**12 NONSC Living Walls**

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

**REASON:**

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

**13 NONSC Materials**

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

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

**REASON**

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

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

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

1. Details of Soft Landscaping

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

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

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

2. Details of Hard Landscaping

2.a Refuse Storage



- 2.b Cycle Storage
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts for a maximum of 110 cars (including demonstration that 20% of the parking bays served by electrical charging points (10% active and 10% passive) and there are provided at minimum 2 fast electrical charging points for convenient use by electric powered taxis.
- 2.f Details of the replacement provision of motor cycle parking spaces within the vicinity of Terminal 4 if as a result of the development any motorcycle spaces are displaced
- 2.g Hard Surfacing Materials
- 2.f External Lighting
- 2.g Street furniture
  
- 3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
- 4. Schedule for Implementation
  
- 5. Other
  - 5.a Existing and proposed functional services above and below ground
  - 5.b Proposed finishing levels or contours

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

#### REASON

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

#### **15 NONSC Air Pollution**

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

#### REASON

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

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

## **16 NONSC Ecological Enhancement**

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

### **REASON**

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

## **17 NONSC Energy Assessment**

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

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

The development must proceed in accordance with the approved details.

### **REASON**

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

## **18 NONSC Details of any plant, machinery or fuel burnt**

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

## REASON

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

### **19 NONSC Inclusive Design**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### REASON

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

#### **20 NONSC BREEAM**

Prior to:

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

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

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

#### REASON

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

#### **21 COM31 Secured by Design**

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

#### REASON

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

#### **22 NONSC Gates**

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

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

#### REASON

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

#### **23            A20            Clean Soils**

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

#### REASON

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

#### **24            NONSC            Car Parking for guest and staff only**

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

#### REASON

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

### **INFORMATIVES**

#### **1            I52            Compulsory Informative (1)**

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

#### **2            I53            Compulsory Informative (2)**

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

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

A4	New development directly related to Heathrow Airport
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.17	(2011) Waste capacity
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 6.6	(2011) Aviation
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF	
OE1	Protection of the character and amenities of surrounding properties and the local area
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
T1	New tourism facilities
T2	Location of tourist accommodation and conference facilities

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

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

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

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

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

**6            I24                    Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

**7            I47                    Damage to Verge**

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

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

**8            I60                    Cranes**

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

**9**

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

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

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

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

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

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

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

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

#### **3.2 Proposed Scheme**

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

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



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

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

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

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

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

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

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

### 3.3 Relevant Planning History

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

**Decision:** 18-10-2011 Approved

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

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

**Decision:** 18-10-2011 Approved

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

**Decision:** 29-03-2011 Approved

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

**Decision:** 06-12-2013 Approved

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

**Decision:**

#### **Comment on Relevant Planning History**

The most relevant planning history is summarised above.

#### **4. Planning Policies and Standards**

##### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

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

PT1.T1 (2012) Accessible Local Destinations

PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

A4 New development directly related to Heathrow Airport

AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -

(i) Dial-a-ride and mobility bus services

(ii) Shopmobility schemes

(iii) Convenient parking spaces

(iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14 New development and car parking standards.

AM15 Provision of reserved parking spaces for disabled persons

AM7 Consideration of traffic generated by proposed developments.

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

BE13 New development must harmonise with the existing street scene.

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

LPP 4.5 (2011) London's Visitor Infrastructure

LPP 5.1 (2011) Climate Change Mitigation

LPP 5.10 (2011) Urban Greening

LPP 5.12 (2011) Flood risk management

LPP 5.13 (2011) Sustainable drainage

LPP 5.17 (2011) Waste capacity

LPP 5.2 (2011) Minimising Carbon Dioxide Emissions

LPP 5.21 (2011) Contaminated land

LPP 5.3 (2011) Sustainable design and construction

LPP 5.7 (2011) Renewable energy

LPP 6.10 (2011) Walking

LPP 6.13 (2011) Parking

LPP 6.6 (2011) Aviation

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

LPP 7.14 (2011) Improving air quality

LPP 7.15 (2011) Reducing noise and enhancing soundscapes

LPP 7.5 (2011) Public realm

LPP 7.6 (2011) Architecture

LPP 8.2 (2011) Planning obligations

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

## 5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

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

### NATIONAL AIR TRAFFIC SAFEGUARDING:

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

### GREATER LONDON AUTHORITY:

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

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

TfL

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

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

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

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

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

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

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

LONDON BOROUGH OF HOUNSLOW  
No objection.

#### **Internal Consultees**

##### TREES & LANDSCAPING OFFICER:

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

No objection.

##### HIGHWAYS

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

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

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

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

The proposed site falls within the Heathrow Airport boundary. Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires development directly

related to Heathrow Airport to be located within the airport, and development not directly related to Heathrow Airport to be located outside the airport boundary. Whilst not specifically listed in this policy as an acceptable use, the supporting text to this Policy, in paragraph 11.18, states that "hotels and conference facilities may be appropriate if suitable land is available inside the airport boundary." The existing temporary use of the site as an operational car park is now surplus to Heathrow's operational requirements, and the site is too small for air cargo transit sheds, car hire facilities, flight catering, freight forwarding and airport industry and warehousing. As such the only alternative operational use practical for the site would appear to be airport related B1 office use.

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

#### **7.02 Density of the proposed development**

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

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

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

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

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

#### **7.04 Airport safeguarding**

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

#### **7.05 Impact on the green belt**

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

#### **7.07 Impact on the character & appearance of the area**

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

amenity of the area.

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

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

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

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

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

#### **7.08 Impact on neighbours**

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

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

#### **7.09 Living conditions for future occupiers**

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

#### **7.10 Traffic impact, car/cycle parking, pedestrian safety**

CAR AND COACH PARKING/LOADING:

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

#### HIGHWAYS:

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

### **7.11 Urban design, access and security**

#### URBAN DESIGN:

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

#### ACCESS:

Addressed in Section 7.12 of the report.

### **7.12 Disabled access**

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

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



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

#### **7.13 Provision of affordable & special needs housing**

Not applicable for a scheme of this type.

#### **7.14 Trees, Landscaping and Ecology**

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

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

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

#### **7.15 Sustainable waste management**

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

#### **7.16 Renewable energy / Sustainability**

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

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

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

#### **7.17 Flooding or Drainage Issues**

The site is located within Flood Zone 1.

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

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

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

#### **7.18 Noise or Air Quality Issues**

NOISE:

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

AIR QUALITY:

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

#### **7.19 Comments on Public Consultations**

No consults were received from the general public.

#### **7.20 Planning Obligations**

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

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

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

### **7.21 Expediency of enforcement action**

Not applicable to this application.

### **7.22 Other Issues**

None

## **8. Observations of the Borough Solicitor**

### General

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

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

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

### Planning Conditions

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

### Planning Obligations

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

### Equalities and Human Rights

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

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

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

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

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

None

**10. CONCLUSION**

The principle of the proposed development is considered to be acceptable. The size and scale of the proposed buildings are considered to be appropriate for this location, and the proposed amendments to the development to remove the veil and alter its design would enhance the visual amenities and public realm in this part of the airport.

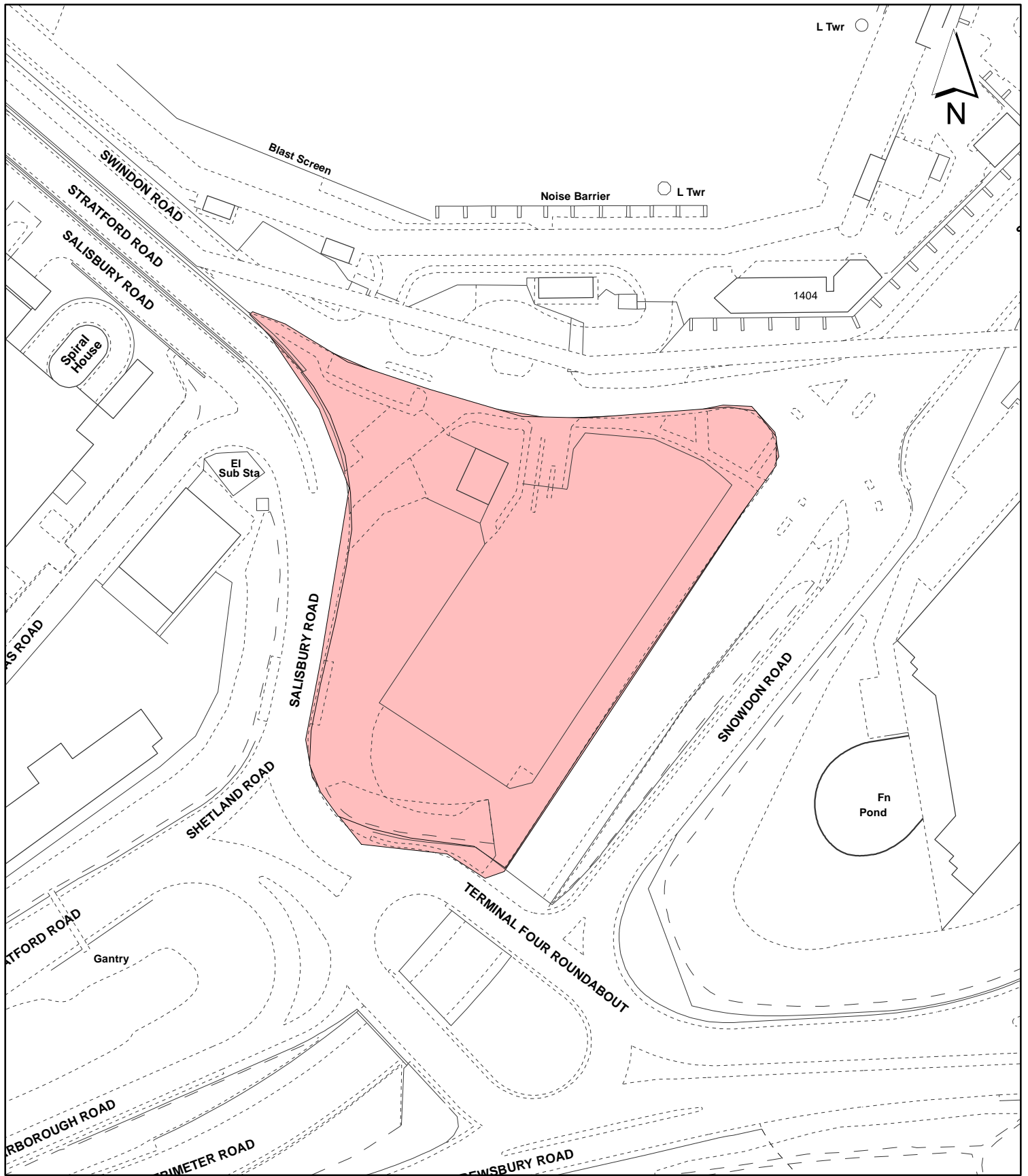
The parking is considered to be acceptable in this location and the impacts of the proposed development on the Hillingdon road network would be negligible. The proposal complies with relevant planning policy and, accordingly, approval is recommended.

**11. Reference Documents**

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

**Contact Officer:** Charlotte Bath

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**Notes:**

 Site boundary

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Site Address:

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

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

Planning Application Ref:

**67622/APP/2015/1851**

Scale:

**1:1,250**

Planning Committee:

**Major**

Date:

**August 2015**



**HILLINGDON**  
 LONDON