

Report of the Head of Planning, Sport and Green Spaces

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

Development: ERECTION OF ELEVATED PEDESTRIAN WALKWAY

LBH Ref Nos: 67622/APP/2015/1854

Drawing Nos: A000904
Plans and Elevations
Elevated Walkway - S4 Car Park
Design and Access Statemen

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

Date Application Valid: 21/05/2015

1. SUMMARY

This proposal seeks to erect an elevated pedestrian walkway approximately 5 metres above the existing ground level. The walkway extends from the Hotel building proposed at the Former Contractors Compound located between Swindon Road and the Southern Perimeter Road (67622/APP/2015/1851). The structure extends across the Southern Perimeter Road, joining onto the existing Hilton Hotel walkway through to Terminal 4.

The proposed elevated walkway, by reason of its acceptable design, scale, siting, massing, bulk and form, is not considered to have a detrimental impact on the overall character and appearance of the surrounding area. Further, the walkway is considered acceptable in terms of its accessibility for all users and overall the scheme is considered to comply with the Councils adopted policies and guidance.

2. RECOMMENDATION

APPROVAL subject to the following:

1 HH-T8 Time Limit - full planning application 3 years

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 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

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

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 A000906 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

INFORMATIVES

1 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.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 6.10	(2011) Walking
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
NPPF7	NPPF - Requiring good design

OE1 Protection of the character and amenities of surrounding properties and the local area

3 I60 Cranes

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

3. CONSIDERATIONS

3.1 Site and Locality

The 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

This application seeks consent for the extension of an existing pedestrian bridge connecting Heathrow Terminal 4 to the Hilton Hotel. The proposed extension will connect the existing bridge to the proposed Terminal 4 hotel being considered under application 67622/APP/2015/1851.

The proposed walkway will connect approximately half way between Terminal 4 and the Hilton Hotel and extend to the south of the current bridge, across the Swindon Road. It will extend from Level One of the proposed hotel. The bridge will be approximately 5 metres above the ground level and 19.7 metres in length.

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 structural wrapping around the hotel buildings (in full application detail).

Decision: 06-12-2013 Approved

67622/APP/2015/1851 Former Contractor'S Compound, South Of Swindon Road Heathrow A
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 structural 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.

Decision:

Comment on Relevant Planning History

The most relevant planning history for the site 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.T1 (2012) Accessible Local Destinations
- PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LPP 6.10 (2011) Walking
- LPP 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.5 (2011) Public realm
- LPP 7.6 (2011) Architecture
- NPPF7 NPPF - Requiring good design
- OE1 Protection of the character and amenities of surrounding properties and the local area

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- Not applicable
- 5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

NATS

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

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Internal Consultees

HIGHWAYS

- a. London Borough of Hillingdon is not the Highway Authority for the road below the proposed Pedestrian bridge link. Heathrow Airport Ltd owns the infrastructure.
- b. The applicant should be advised to liaise with Heathrow Airport Ltd to agree the appropriate Structures Approval procedures, design and the responsibilities for ongoing maintenance.
- c. Subject to applicant confirming the above, there are no highway objections to these proposals.

OFFICER COMMENTS: The applicant has discussed the proposals with Heathrow Airport Ltd and will ensure that they liaise with them during any construction.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Given the presence of existing walkway connecting the Hilton Hotel to T4, and this being a modest extension of this walkway, the principle of the development is considered acceptable, subject to compliance with all other relevant policies within the local plan.

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

Not applicable to the consideration of this application.

7.04 Airport safeguarding

There are not considered to be any airport safeguarding issues associated with the development.

7.05 Impact on the green belt

Not applicable to the consideration of this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development complements and improves the character and amenity of the area.

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

The elevated walkway is proposed to be constructed in silver/grey cladding panels interspersed with glazing to match the proposed hotel.

Although the pedestrian link would be elevated and cross above the Perimeter Road, it would not be dissimilar to the existing elevated walkway which also crosses the Perimeter Road. Such enclosed walkways are also found in many areas of the airport such as the Terminal 5 Sofitel Hotel - linking into Terminal 5 and the numerous air bridge connections to departure gates at the Terminals, and the elevated personal rapid transit pod system. The principal of an elevated pedestrian link is not considered to be out of character with the airport environment in this airport location

The design and finish of the elevated link is considered typical of the style and design of many of the other airport buildings, and reflects also the colour, finish and style of the existing Hilton pedestrian walkway and proposed hotel to which it will serve. By reason of such, the overall design and finish is not considered to appear out of character with the surrounding buildings and structures.

The siting of the walkway adjacent to the airport boundary is considered most appropriate for this setting and to not bisect the road to an unacceptable degree, or detract from the character and appearance of the surrounding area. Further the massing and scale of the walkway responds to that of the existing Hilton pedestrian link and would not be considered to dominate the site or surrounding area. Given such, the proposal overall is considered appropriate for the site and to not have a detrimental impact on the surrounding street scene.

7.08 Impact on neighbours

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

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

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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 the applicant sought to improve the layout/access through the proposed link to the Terminal building. With the benefit of these plans secured by planning condition and a phasing plan secured by legal agreement it is considered the pedestrian link to the development is acceptable, provides 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.

7.11 Urban design, access and security

These issues have been addressed within section 7.07

7.12 Disabled access

See section 7.10

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

Not applicable to the consideration of this application.

7.15 Sustainable waste management

Not applicable to the consideration of this application.

7.16 Renewable energy / Sustainability

Not applicable to the consideration of this application.

7.17 Flooding or Drainage Issues

Not applicable to the consideration of this application.

7.18 Noise or Air Quality Issues

Not applicable to the consideration of this application.

7.19 Comments on Public Consultations

These have been addressed within the main body of the report.

7.20 Planning obligations

Not applicable to the consideration of this application.

7.21 Expediency of enforcement action

Not applicable to the consideration of this application.

7.22 Other Issues

There are no other issues for consideration with this application.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to the consideration of this application.

10. CONCLUSION

The proposed elevated walkway, by reason of its acceptable design, scale, siting, massing, bulk and form, is not considered to have a detrimental impact on the overall character and appearance of the surrounding area. Further, the walkway is considered acceptable in terms of its accessibility for all users and overall the scheme is considered to comply with the Councils adopted policies and guidance.

11. Reference Documents

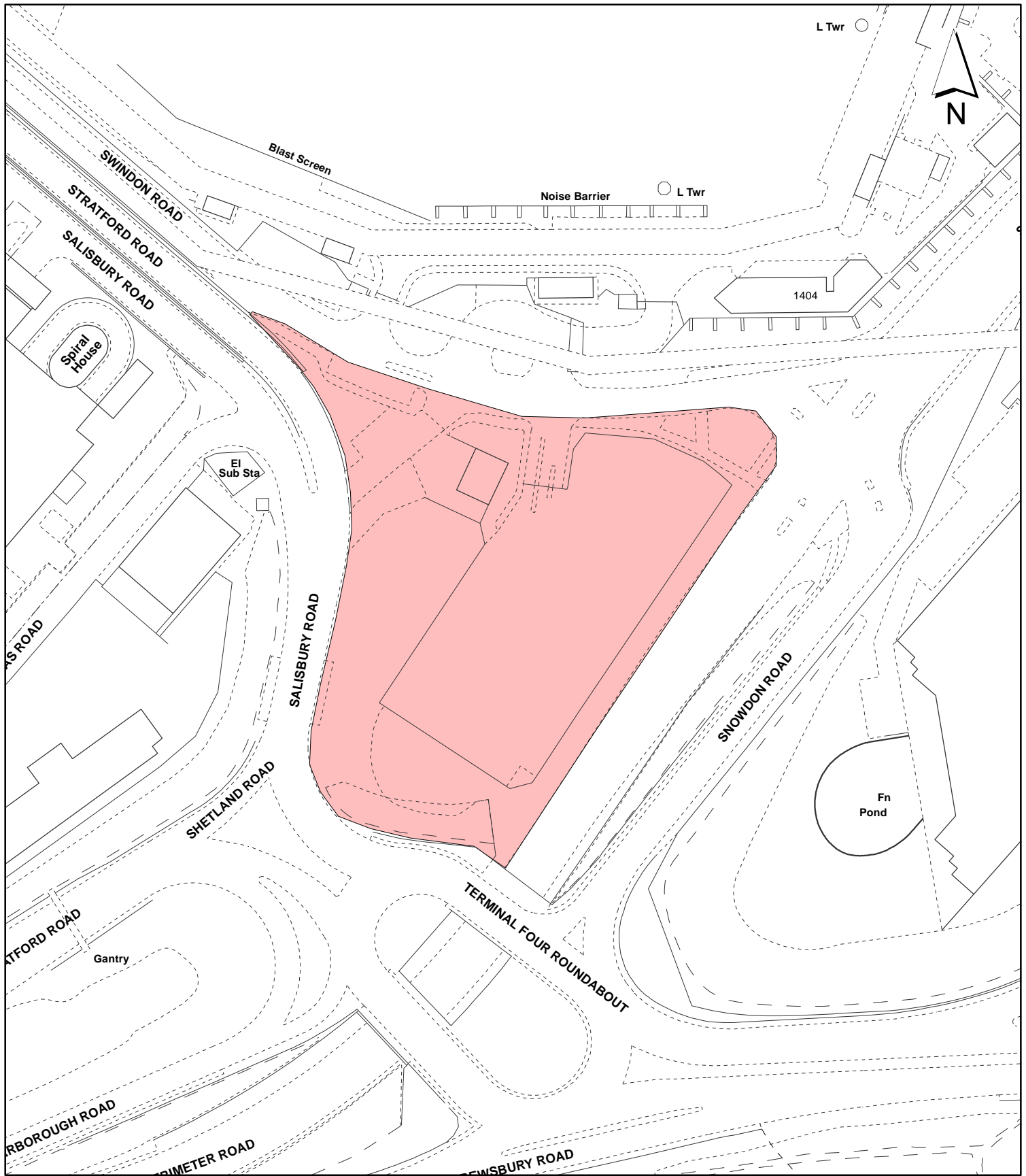
Hillingdon Local Plan: Part One (November 2012)

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

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (January 2010)
National Planning Policy Framework (March 2012)
London Plan (March 2015)

Contact Officer: Charlotte Bath

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2015 Ordnance Survey 100019283

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/2015/1854

Scale:

1:1,250

Planning Committee:

Major

Date:

August 2015



HILLINGDON
 LONDON