

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

**Address** WORLD BUSINESS CENTRE 4 NEWALL ROAD HEATHROW AIRPORT

**Development:** Erection of a four storey office building (Use Class B1) with basement parking and roof top plant (Outline application)

**LBH Ref Nos:** 71487/APP/2015/4718

**Drawing Nos:** Air Quality Assessment, December 2015  
Geoenvironmental and Geotechnical Desktop Study, September 2015  
Planning Statement  
Surface Water Drainage Strategy, December 2015 (Issue 2)  
Transport Assessment, December 2015  
Energy Statement, Dec-15  
Addendum to Transport Assessment, February 2016  
A-000-001 rev. P0  
A-025-001 rev. P0  
A-100-101 rev. P0  
A-100-104 rev. P1  
Archaeological Desk-Based Assessment, February 2016  
A-110-001 rev. P1  
A-110-002 rev. P1  
A-110-003 rev. P0  
A-110-004 rev. P1  
A-120-001 rev. P1  
Covering Letter dated 4/1/16  
Design + Access Statement, December 2015 Rev. A  
Pas 128 Underground Services Plan  
Topographical Survey  
Agent's email dated 18/3/16  
A-100-000 Rev. P3  
A-100-099 Rev. P2  
A-100-100 Rev. P1  
Cycle Shelter Manufacturer's Specification Sheet

<b>Date Plans Received:</b>	23/12/2015	<b>Date(s) of Amendment(s):</b>	23/02/2016
<b>Date Application Valid:</b>	13/01/2016		24/03/2016
			23/12/2015
			18/03/2016
			04/01/2016
			26/02/2016

### 1. SUMMARY

This is an outline application for a four storey office building (Use Class B1) with basement parking within the boundary of Heathrow Airport, where the only reserved matter is landscaping.

The office building would be occupied by Amadeus, a company that provides technology to airlines and the travel industry and has occupied the adjoining airport office block for some 15 years. The proposal is therefore considered to be airport related, in accordance with airport planning policy.

The proposed block would have a larger footprint than the adjoining blocks, but it would be of a similar height and design. Although the building would not be set as far back from the Bath Road frontage as the adjoining blocks, the building would not appear out of keeping in the wider context of Bath Road and with a set back of some 5m, would still provide adequate potential for an effective landscape buffer, including tree planting as acknowledged by the Council's Tree and Landscape Officer.

In addition to a suitable Sustainable Drainage Scheme to control surface waters, the proposals are likely to require appropriate mitigation for the ground waters due to the installation of the basement car park. The Council's Water and Flood Management Officer has no objection to securing these details via a condition, as although mitigation works may require the use of land adjoining the application site, this land is in the ownership of the applicant.

TfL and the Council's Highway Engineer both raise significant concerns to the traffic generation assessment carried out in the Transport Assessment, however, a requirement for a revised assessment is included in the Heads of Terms for the S106 Agreement. TfL also object to the scheme as it does not accord with the London Plan's parking standards, but the scheme would accord with the Council's emerging parking standards and the proposal would provide significantly less parking spaces than the building from which the company is vacating. Therefore no objections are raised. Amended plans have also now been received which show additional cycle parking provided on-site which are broadly compliant with London Plan standards so that an objection could not be justified and an access route for cyclists to the basement cycle parking is provided which avoids use of the vehicle ramps. Other issues raised by TfL and the Highway Engineer have been dealt with by condition.

Subject to a S106 Agreement, the scheme is acceptable and recommended accordingly, subject to the recommended conditions.

## **2. RECOMMENDATION**

**That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the following:**

**A) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 38/278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation, subject to changes negotiated by the Local Planning Authority, to secure:**

**i. Before commencement of the development, the applicant shall carry out a Transport Assessment including traffic modelling to be submitted to the Local Planning Authority and TfL for approval. The scope of the Transport Assessment shall be agreed with the Local Planning Authority and TfL.**

**ii. Enter into a S278/S38 for all highways works required by the Local Planning Authority and TfL to include, but not be limited to, associated costs and works identified in PERS and CERS Audit, junction improvement works, part carriageway and footway resurfacing, associated works and any mitigation required in the revised Transport Assessment. All highways works under the S278/S38 as required by the Local Planning Authority to be completed prior to first occupation.**

**A Delivery & Service Plan (including details of access and parking for emergency services).**

A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

iii. £45,000 contribution to offset the shortfall in energy savings,

iv. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.

v. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

B) That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 13th April 2016, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The applicant has failed to ensure that the necessary highway works and Travel Plan, would be undertaken/prepared in a timely manner and to an appropriate standard and that contributions towards mitigation of energy use, construction training and project management would be provided. The scheme therefore conflicts with Policies R17, AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'

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 legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

**1 COM1 Outline Time Limit**

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

**REASON**

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

## **2 COM2 Outline Reserved Matters**

Details of the landscaping (hereinafter called "the reserved matters" shall be submitted to the local planning authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The submitted details shall include:

### **1. Details of Soft Landscaping**

- 1.a Planting plans (at not less than a scale of 1:100), to include large semi-mature tree specimens and other planting designed to compensate for the reduced width of the landscape buffer on the Bath Road,
- 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 (the species and coverage being acceptable in not attracting birds)

### **2. Details of Hard Landscaping**

- 2.a Means of enclosure/boundary treatments
- 2.b Means of enclosure/boundary treatments
- 2.c Car Parking Layouts including demonstration that:  
48 of all parking spaces are served by electrical charging points (32 active and 16 passive); 17 disabled parking bays; and 8 motorcycle bays.
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as furniture)

### **3. Living Walls and Roofs**

- 3.a Details of the inclusion of living walls and roofs
- 3.b Justification as to why no part of the development can include living walls and roofs

### **4. Details of Landscape Maintenance**

- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

### **5. Schedule for Implementation**

### **6. Other**

- 6.a Existing and proposed functional services above and below ground
- 6.b Proposed finishing levels or contours

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

### **REASON**

- (i) To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).
- (ii) To ensure that the proposed development will preserve and enhance the visual amenities of the locality, to avoid endangering the safe operation of aircraft through the attraction of birds and provide adequate facilities, in compliance with policies A4, BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

**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 A-100-000 rev. P3, A-100-099 rev. P2, A-100-100 rev. P1, A-100-101 rev. P0, A-100-104 rev. P1, A-110-001 rev. P1, A-110-002 rev. P1, A-110-003 rev. P0, A-110-004 rev. P1, A-120-001 rev. P1 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 (March 2015).

**4 COM5 General compliance with supporting documentation**

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

Reduction in energy use and renewable technology installation [Energy Statement, Dec-15)

Air Quality [Air Quality Assessment, December 2015]

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

**REASON**

To ensure that the development complies with the objectives of Policies 5.2 and 5.7 of the London Plan (March 2015) and Policy OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**5 COM7 Materials (Submission)**

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

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

**REASON**

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

**6 NONSC Airport Occupancy Restriction**

The development shall only be occupied by users who are directly involved in activities that are related to the operation of Heathrow Airport.

**REASON**

To ensure that airport related activity is confined to within the boundaries of Heathrow Airport, in accordance with Policy A4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**7 NONSC Details of Revised Roof Plant Enclosure**

Notwithstanding the details of the roof top plant enclosure shown on Drw. Nos. A-100-104 rev. P1, A-110-001 rev. P1, A-110-002 rev. P1, A-110-003 rev. P0, A-110-004 rev. P1 and

A-120-001 rev. P1, revised details of the enclosure which shall reduce the overall appearance of the mass and bulk of the structure, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

#### REASON

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

### **8 NONSC Low Emission Strategy**

No development shall commence until a low emission strategy has been submitted to and approved in writing by the Local Planning Authority. The low emission strategy shall address 1) the specification of the CHP/ Gas boiler as low NOx emissions; and 2) show what benefits are given to office space users that own a Euro 5 or above or have implemented retrofitting devices that will enable compliance with such Euro standards.

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above. The measures in the agreed scheme shall be maintained throughout the life of the development.

The Low emissions strategy shall make reference to The London Councils 'Air Quality and Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on Measures to Encourage the Uptake of Low Emission Vehicles, February 2009; and Low Emission Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies, June 2008.

#### REASON

As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF and policy 7.14 of the London Plan (March 2015).

### **9 NONSC Contaminated Land**

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All site soils used for landscaping purposes shall be clean and free of contamination.

#### 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).

#### **10 NONSC Bird Hazard Management Plan**

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

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

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

#### REASON

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, in accordance with Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **11 NONSC Secure by Design**

The development 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 brought into use 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 (2015) Policies 7.1 and 7.3.

## **12 NONSC Revised Cycle Parking Details**

Prior to the occupation of the building, details of 62 long stay and 12 short stay spaces are provided and the cyclists facilities are accessible for cyclists, including the provision of automatic doors and the access route is appropriately signposted shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

### **REASON**

To ensure that appropriate facilities are provided for cyclists, in accordance with Policy 6.9 of the London Plan (March 2015).

## **13 NONSC Ground and Surface Water Scheme**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management for surface and ground waters on and/or off site within the area outlined in blue on Drw. No. A-000-001 rev. P0 as required, has been submitted to and approved in writing by the Local Planning Authority. The area within the area outlined in blue where the drainage scheme is implemented will be kept free from built development. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the design of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. undertake a detailed drainage investigation of ground water and flows on and off site;
- ii. 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 and ground waters;
- iii. include a timetable for its implementation; and
- iv. 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:
- v. provide details of water collection facilities to capture excess rainwater;
- vi. provide details of how rain and grey water will be recycled and reused in the development.

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

### **REASON**

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

## **14 NONSC Construction Management & Logistics Plan**

Prior to the commencement of works on site, a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning authority. The construction works shall be carried out in strict accordance with the approved details.

### **REASON**

To ensure that the construction works do not prejudice the safe and efficient operation of



adjoining roads, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## **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 (2015) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2015) Aviation
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality

LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.3	(2015) Community infrastructure levy
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE7	Provision of planning benefits from industry, warehousing and business development
A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

### **3            115            Control of Environmental Nuisance from Construction Work**

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

A. Demolition and construction works which are audible at the site boundary shall only be

carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

#### **4 125 Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

#### **5 160 Cranes**

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

#### **6**

The development is close to the aerodrome and the approach to the runway. The applicant is advised that there is a need to carefully design any lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

#### **7**

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The owners/occupiers of the building must ensure that all flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked

regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. For further information please refer to Advice Note 3 'Potential Bird Hazards from Amenity Landscaping and Building Design'.

## **8**

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

### **3. CONSIDERATIONS**

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

The 0.55ha, roughly square shaped application site is located between the A4 Bath Road which adjoins the site to the north and Newall Road to the south, within the boundary of Heathrow Airport. It straddles each side and includes the northern cul-de-sac section of Neptune Road which provides vehicular access into the middle of the site from the Northern Perimeter Road to the south. The site, in addition to the road, is comprised almost entirely of hardstanding, which appears largely vacant/under used, although described as providing temporary airport car parking on the western side of the road and is in use as part of a site providing airport car hire to the east (the former site of the office building known as Cardinal Point). There is a small electricity sub-station in the centre of the western part of the site and an internally illuminated totem advertisement hoarding sign in the north west corner, adjoining the Bath Road.

The site is surrounded by commercial uses, including 3 similar office buildings on the western side of the site known as Units 1 to 3 of the World Business Centre, the remainder of the car park is in use for car hire to the east, beyond which is an office block and its surface parking and between Newall Road and the perimeter road to the south, the adjoining land mainly provides surface parking, including the Heathrow Airport Taxi Feeder Park whereas to the north, fronting the opposite side of Bath Road is the Marriott Hotel, a 4 storey office block and the Radisson Blu Edwardian Hotel.

The site forms part of Heathrow Airport and has a fair PTAL (Public Transport Accessibility Level) score of 3 as assessed by TfL (where 6 represents the highest and 1 the lowest level of accessibility). The site also forms part of an Air Quality Management Area and is included within the proposed Heathrow Archaeological Priority Zone.

### 3.2 Proposed Scheme

This is an outline application for the erection of a four storey office building (Use Class B1) with basement parking and roof top plant, where only landscaping has been reserved for subsequent approval.

The proposed office building would have a total floor area of 13,874sqm GEA (12,675sqm GIA), of which 9,549sqm GEA would be above ground level. The building would be set back from the Bath Road frontage by some 5.2m and have an overall width of 56.6m and depth of 46.2m, with a flat roof some 16.25m high (20.25m high to the top of the roof top plant enclosure). The principal elevation of the building, including its main entrance and vehicular access would be on Newall Road where the main building would be slightly angled to the road, with a maximum set back from the road of 21.6m at its western end which decreases to 18.0m at its eastern end. The ground floor would remain parallel to the road so that the ground floor would be recessed, with the upper floors oversailing the entrance to provide an undercroft area.

There would be two vehicular accesses on Newall Road, an ingress only entrance at the western end and an egress at the eastern end, linked by an access road passing in front of the building. Pedestrian and cyclist access would also be directly available from Bath Road. The northern end of Neptune Road would be blocked. Amended plans have been received, mainly in order to provide additional cycle parking and safer access which now provide a total of 160 car parking spaces, including 140 spaces in an enlarged basement which would extend marginally beyond the front and western elevations of the building. Vehicular access to the basement would be from a ramp with separate 'up' and 'down' lanes on the eastern side of the building. Of the total of 160 spaces, 17 would be accessible spaces, 30 would provide electric charging points and 16 would have passive capacity to provide charging points in the future. Of the 20 surface spaces, 7 parking spaces would be provided in front of the building, two of which would be accessible, together with a taxi/loading bay in front of the entrance and 13 visitor spaces would be provided on the western side of the building, including 4 with provision to be served by electric charging points and 2 spaces where provision could be provided in the future. Of the 8 motorcycle spaces, 7 would be provided in the basement, together with 62 cycle spaces, accessible via an oversized lift, together with a shower and changing area.

The building would be of a simple, contemporary design, with the elevations mainly glazed with stone or similar banding at the floor/ceiling levels. The building would incorporate a central atrium with glazed roof (as do the three other WBC buildings). Approximately half the roof area would house plant within a louvred enclosure. The building would be served by two lifts giving access to all floors. A cafe would be provided on the ground floor, adjacent to the reception area.

A bin/ recycling store/ basement fire escape stair would be sited to the rear of the vehicular ramp on the eastern side of the building with a second basement fire escape stair also provided on the western side of the building to the rear of the visitor parking. Landscaping is shown along the Newall and Bath Road frontages, including tree planting along Bath Road.

The building would be used as an office headquarters building and has been purpose designed for its future occupier, Amadeus which provides technology for the travel sector, including travel searches, making bookings, pricing, ticketing and managing reservations, check-in and departure processes. It is the preferred technology provider and partner of leading companies involved with the airline industry, including British Airways, Qantas, Finnair, Iberia, Heathrow Express and Lufthansa. The company has been based at its existing Heathrow WBC 3 office building for 15 years where over 500 staff are employed

with a further 50 staff employed within part of WBC 1. The office works with airlines to provide, manage and develop essential software for their operations and processes with British Airways being the biggest customer, although the company provides IT services to 116 airlines worldwide. The company came to Heathrow as a result of BA outsourcing its main computing functions to Amadeus who first occupied the newly built WBC 1 and 2 before moving to WBC 3, with 50% of staff originally being transferees from BA.

The application is supported by the following documents:-

**Design and Access Statement:**

This briefly describes the site context, planning history, site layout and design concept of the scheme. Plans and 3D daytime and dusk visuals of the building are provided, together with a material palette. The statement goes on to describe and assess accessibility issues and concludes that the building would comply with the Building Regulations.

**Planning Statement:**

This describes the site and its surroundings, relevant planning history and the detailed proposals. Relevant planning policies are discussed and a planning assessment of the proposals provided under the headings of principle of development, visual amenity, traffic/highways, energy, air quality and other. The statement concludes that the proposal accords with the provisions of the development plan and that subject to relevant conditions, outline planning permission should be granted.

**Transport Assessment:**

This provides an introduction and background to the report and considers relevant national planning policy. The accessibility of the site is assessed, with the report noting that a number of bus services pass the site, (including the free network around Heathrow) of which a number are 24 hour and numerous bus, coach and rail services serve the nearby airport terminals, which provide links with national networks. Pedestrian and cyclist provision is also good, with network of footways, footpaths and cycle routes. Trip generation is then analysed, using a TRICS assessment, parking standards are assessed and conclusions presented.

**Addendum to Planning Assessment:**

This provides an introduction and sets out the concerns raised by the Council's Highway Engineer and TfL. It goes on to provide a response, comparing the proposed parking with previous parking at Cardinal Point and existing parking at the adjoining Amadeus building and the Council's emerging parking standards, refers to Government advice on parking, considers cycle parking standards and local walking and cycling conditions, provides further information to support the traffic generation assessment and advises on delivery and servicing.

**Archaeological Desk-Based Assessment:**

This provides an introduction to the assessment, describes the site and the planning background. The assessment's methodology is presented and evidence of archaeological remains in the vicinity from archaeological/ historical and cartographical sources is presented. Site constraints are discussed and the report concludes that a watching brief undertaken on this site by the Museum of London Archaeology Service in 1995 did not

identify any archaeological features and that it is probable that much of the potential archaeological resource on site has been truncated by modern services and building foundations associated with post-1950s expansion of the airport, although a further watching brief may be a way forward.

#### Surface Water Drainage Strategy:

This provides an introduction and background to the study, describes the site, existing ground conditions and drainage. A surface water drainage strategy is presented, which includes attenuation tanks within the proposed areas of car parking discharging at greenfield run-off rates.

#### Energy Statement:

This provides the background to the report, including relevant planning policy and legislation. Energy modelling and its methodology is discussed and calculations made in terms of the predicted energy consumption of the building and then the potential for energy efficiencies are assessed using the energy hierarchy of be lean, be clean and be green. The use of alternative technologies are then considered. The report concludes that energy efficiency measures would result in a reduction of approximately 15.9% when measured against Part L of the 2013 Building Regulations and a further 8.7% CO2 savings can be achieved with the use of 600sqm of photovoltaic panels.

#### Air Quality Assessment:

This provides an executive summary and introduction to the assessment and then goes on to advise on the relevant policy background and assessment criteria. The assessment methodology is described, which involves establishing baseline conditions. The report goes on to assess the construction and operational phases of the development and goes on to make recommendations for mitigation. Residual impacts and effects are discussed, before the assessment presents its conclusions.

#### Geoenvironmental and Geotechnical Desktop Study:

This provides the background to the report, describes the site and its environmental setting, including its geology, seismicity, hydrogeology and hydrology. The site's history has been investigated and findings presented, with a focus on contaminative uses and building/engineering operations. A preliminary conceptual model for contamination is formulated and conclusions and recommendations presented.

### **3.3 Relevant Planning History**

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

The western part of the site was originally occupied by a two storey office building known as Building 224, but this was demolished around 2001. On the eastern part of the site, following the LPA's agreement that the prior approval for the demolition of Cardinal Point Office Building was not required on 27/04/12 (App. No. 30796/APP/2012/1014 refers), the building was subsequently demolished in 2013.

Phases 1, 2 and 3 of the adjoining World Business Centre were agreed in 1996, 1997 and 2000 respectively. Due to Heathrow Airport's permitted development rights at that time, these developments did not require planning permission but were subject to a consultation process where, on each occasion, no objections were raised by the LPA, subject to various criteria, including the requirement (at least in relation to Unit 3) that the LPA be

consulted on prospective occupiers to ensure that its use would fall within the definition of 'operational building' as defined in the then General Permitted Development Order(s).

A fourth phase of the World Business Centre was initially proposed involving the western part of this site, together with land on the southern side of Newall Road. Again, this was subject to a consultation procedure with the LPA but no objections were raised on 16/12/02 to the erection of the office building and its associated parking (App. No. 50498/APP/2001/303 refers) but the building was not implemented.

A further consultation application was submitted for the use of part of the western side of the site as a temporary car park (App. No. 50498/AOPP/2004/2161 refers) but it appears that no formal decision/response was provided on the application.

In 2008, the applicant acquired Units 1 and 2 of the World Business Centre, together with the Cardinal Point site from the then airport operator, BAA. Unit 3 of the World Business Centre is in separate private ownership having been sold earlier.

Following an initial refusal of advertisement consent (App. No. 50498/ADV/2010/77 refers) on 16/11/10 for an internally illuminated totem sign (which was subsequently dismissed at appeal), a revised application was approved on 19/07/11 (App. No. 50498/ADV/2011/41 refers).

Most recently, permission has been granted on the adjoining south eastern corner of the site of the former Cardinal Point Office Building to change the use of a vehicle hire car park to a vehicle maintenance depot which was approved on 11/03/15 (App. No. 30796/APP/2015/61 refers).

#### **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.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.E7 (2012) Raising Skills
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T4 (2012) Heathrow Airport
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development



NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2015) Aviation
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.3	(2015) Community infrastructure levy
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE7	Provision of planning benefits from industry, warehousing and business development
A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **5th February 2016**

**5.2** Site Notice Expiry Date:- **19th February 2016**

## **6. Consultations**

### **External Consultees**

14 neighbouring properties have been consulted, two site notices were displayed on Bath Road and Neptune Road frontages on 29/1/16, with a closing date for comments of 19/2/16 and the application has been advertised in the local press on 27/1/16. No responses from the public have been received.

The following comments have been received and are summarized as follows:-

#### TRANSPORT FOR LONDON:

The application site is situated adjacent to A4 Bath Road, which forms part of the Transport for London Road Network (TLRN). Although the submitted transport assessment does not contain information on public transport accessibility level of the site, however TfL estimates it has a fair public transport access due to proximity to bus stop on Bath Road, which is served by regular services to Heathrow Airport as well as other west and north London destinations.

A total of 161 car parking spaces has been proposed which equates to approximately 1 space to 59sqm, this is well beyond the maximum parking standards of 1 space per 100-600 set out for outer London under the 2015 London Plan Parking standards. Therefore TfL considers this is excessive and unacceptable. TfL also notes that the applicant has referred to the proposed standards described in the Hillingdon Local Plan Part 2 and also an adjoining authority. TfL is clear that it currently does not support these proposed standards as they are not currently considered to be in compliance with the London Plan and the adjoining authority is not London based. The section of A4 in the vicinity of Heathrow Airport is extremely busy, and heavily polluted. As the site has a Public Transport level of 3, with a very good bus connection to Heathrow Central for on-ward Tube/ rail connection (and Crossrail from 2018 onward), therefore the site warrants a reduced parking provision below the maximum London Plan standards for outer London. This would help relieve traffic congestion and pollution in the area.

The proposal to provide 40 cycle parking spaces as 1 space per 250 sqm is well below the London Plan minimum standards for 1 space per 150sqm for Long stay cycle parking provision. TfL considers that the draft Hillingdon Local Plan Part 2 Cycle Standards does not comply with the London Plan, and it is understood further review on this by Hillingdon Council is currently underway. Therefore it is in TfL's opinion that complying the draft Hillingdon Standards would not meet the current 2015 London Plan cycle parking Standards. The applicant is therefore required to increase cycle parking provision meeting/ exceed the London Plan Cycle Parking standards. The applicant is also required to include an more assertive strategy in the travel plan to improve non car based travel modes for workers, including cycling.

TfL understands that the site is currently empty/ vacated for at least few years, therefore assessing the trip/ traffic impact by comparing the proposed development with the artificial existing (former) development on site would not be relevant and does not accord to the TfL Transport Assessment Best Practice Guidance. In addition, TfL requires that the trip generation and mode share assessment to take into account of both arrivals and departure trips for both the AM and PM peaks, the applicant is therefore required to review this.

The applicant has yet to submit a pedestrian/ cycle audits as requested earlier. The purpose of PERS/ CERS is to examine conditions and identify issues in relation to existing pedestrian/ cycle facilities, including existing cycle lanes. TfL therefore considers that such audits would still be needed.

TfL asks that the submission of delivery & servicing plan (DSP) & constriction management & logistics plan (CLP) be in accordance with relevant TfL guidance, should be secured with conditions by Hillingdon Council.

Officer comments:

TfLs response on this application is considered in Section 7.10 of this report.

NATS:

NATS originally objected to the application due to the impact upon its H10 radar based at Heathrow airport. Following the objection however, NATS investigated the impact of the existing buildings at the site. While the application is expected to cause a worsening of the effect of these existing buildings, NATS considers it likely for the effect to be marginally greater and as such is satisfied that it can make provisions to manage this.

Accordingly, NATS have withdrawn their objection to the application.

GLAAS:

Initial comments

The site lies in an archaeological priority area where remains of high significance have been encountered, the most notable being Caesar's Camp (a prehistoric settlement site) c. 250m to the south. In 1995 an archaeological watching brief was carried out within part of the application site, however no archaeological remains were encountered. In light of the above an archaeological desk-based assessment should be submitted with the application, and should aim to identify the archaeological potential for the rest of the site and whether further archaeological works would be necessary.

Further comments following the submission of the archaeological desk-based assessment:

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The submitted archaeological desk-based assessment (Allen Archaeology, February 2016) indicates that the site has a low archaeological potential as a result of previous development. This is drawn from a variety of information including the 1995 archaeological watching brief which did not record any archaeological remains, but instead showed that the below ground deposits had been severely truncated by foundations and services.

No further assessment or conditions are therefore necessary.

#### **Internal Consultees**

URBAN DESIGN/ CONSERVATION OFFICER:

There are no objections in principle to the development of this site, nor to the overall design approach proposed in this outline application, as this is similar to that of the adjacent modern office blocks. There are concerns re the positioning of the building line on the Bath Road frontage, as it appears to step forward of the adjacent buildings. This combined with the length of the frontage would make this structure more prominent in the street scene and also reduce the depth of available land along the highway for tree planting and landscaping. Given the position and extent of the roof top plant screening, the height of this feature should be lowered to more closely reflect the height of the parapet of the adjacent building.

I note that the application lacks an archaeological study, which given the site size and location within the proposed Heathrow APZ, would normally be required. GLAAS, however, have asked for a desk top assessment on this matter.

HIGHWAY ENGINEER:

The development will be provide 9,250 sqm of office floorspace with 160 car parking spaces. The applicant should provide justification for exceeding the London Plan car parking standards. It should

be noted that the proposed higher level of car parking will result in higher vehicle trips. The nearest LBH roads are High Street Harlington (A437) and Sipson Road (A408). Both of these are Classified Roads and connected with Bath Road by signal controlled junctions. In the surrounding road network, junctions of Bath Road/ High Street Harlington/Hatton Road North and Bath Road/ Sipson Road/Nene Road would be the most affected. Bath Road is a very busy road and is under TfL's jurisdiction as the Highway Authority.

Considering the previous offices were demolished, this cannot be considered as the baseline when assessing trip generation for the proposed development. The addendum to Transport Assessment (submitted on 23rd February 16) advises the end user for the proposed development is Amadeus who are currently located in the adjacent building (7,250sq.m). However, the proposals do not include demolition of the adjoining office building. Therefore, as previously commented, the application should assess the traffic generation associated with the proposed development as new traffic.

The applicant was requested to revise the Traffic Assessment using comparable sample sites with similar parking ratios to the proposal. This has not been provided, instead a survey of vehicles arriving at the Amadeus site is provided. The survey does not include two-way trips and therefore vehicles departing the site, especially during the evening peak period were not surveyed. Notwithstanding this fundamental flaw, the proposal is not for a personal permission and therefore a comparable generic office assessment should be carried out. This should include a traffic impact assessment of baseline, opening year and 5 years post opening year on the surrounding road network discussed above in para. 2.

The applicant was requested to provide a swept analysis including 300mm error margins. This is LBH's standard requirement and must be met. The swept analysis should include access points and vehicles entering and leaving the site simultaneously to assess suitability of the ramp layout.

Cycle parking should be provided in accordance with the London Plan standards together with adequate shower and changing facilities to encourage staff commuting by bike.

TfL has requested Pedestrian/ Cycle Environment System (PERS/CERS) audits. It should be noted the nearby junctions do not have facilities for cyclists, such as advanced stop lines. This should be investigated with a view to improve cycling facilities.

The Neptune Road junction would need to be modified to address the new road layout.

Recommendation:

That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 38/278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation, subject to changes negotiated by the Local Planning Authority, to secure:

- i. Before commencement of the development, the applicant shall carry out a Transport Assessment including traffic modelling to be submitted to the Local Planning Authority and TfL for approval. The scope of the Transport Assessment shall be agreed with the Local Planning Authority and TfL.
- ii. Enter into a S278/S38 for all highways works required by the Local Planning Authority and TfL to include, but not be limited to, associated costs and works identified in PERS and CERS Audit, junction improvement works, part carriageway and footway resurfacing and associated works. All highways works under the S278/S38 as required by the Local Planning Authority to be completed prior to occupation.

A Delivery & Service Plan (including details of access and parking for emergency services).

A full and formal Travel Plan with associated £20,000.00 bond to include Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

#### TREES / LANDSCAPING OFFICER:

The site is devoid of vegetation with the closest landscape feature being the strong mounded landscape buffer between the adjacent World Trade Centre buildings and the Bath Road. The Marriott Hotel also benefits from a particularly wide and densely planted landscape frontage.

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within this area.

- No trees or other landscape features of merit will be affected by the proposal.
- The Design & Access Statement makes no assessment of the site and its landscape context.
- The site layout concept refers briefly to a landscape objective to provide 'a landscape buffer zone including a row of trees between the building and the Bath Road'.
- Dexter Moren's drawing No. A-120-001 Rev P1, Section AA, confirms that there will be a level 5 metre buffer strip with tree planting, between the front of the building and back edge of kerb.
- This does not reflect the building line established by the previous phase of World Business Centre buildings.
- The adjacent buildings are set back 10metres+ from the back edge of the footway. The landscape buffer along their frontage is composed of trees planted on the top of a gentle bund covered with evergreen ground-cover shrubs.
- The restricted and minimal space for tree planting also fails to reflect the set back of the building line on the north side of Bath Road, as seen at the Marriott.

#### Recommendations:

No objection, subject to the provision of a robust landscape strategy and high quality hard and soft detailing to provide an appropriate setting for the building and a suitable buffer with the Bath Road.

Planting should include large semi-mature tree specimens and other planting designed to compensate for the reduced width of the landscape buffer on the Bath Road.

#### Officer comment:

The building set back and adequacy of the landscaping buffer are considered in Sections 7.07 and 7.14 of the officer's report.

#### EPU (NOISE):

There are no adverse comments or objections as regards noise issues.

#### EPU (AIR QUALITY):

The application site is well above the annual mean limit value (40ug/m<sup>3</sup>) of nitrogen dioxide (NO<sub>2</sub>) as depicted in map attached. Directive 2008/50/EC requires that the limit values for all pollutants considered in its text are not breached, with the compliance date being 2010. The pollutant of concern at the application site is nitrogen dioxide (NO<sub>2</sub>) which annual mean value is 40ug/m<sup>3</sup>. This

is aligned with UK 2010 air quality regulations.

The Environment Act 1995 requires local authorities to monitor air pollution against national targets and to take action where it is found that these targets are unlikely to be met. One of the tools used to manage air pollution problems and put mechanisms in place to achieve compliance is through the planning system. Therefore it is the Local Authority duty to require that current areas in exceedence significantly reduce pollution levels and work towards compliance.

The contribution of the gas boiler cannot be screened out based on a 100m distance rule - annual mean values should had been modelled and added to annual mean concentrations resulting from traffic contributions.

Hillingdon does not use the IAQM significance criteria but the London Councils one - therefore the significance assessment conclusions are not aligned with the adopted by Hillingdon.

#### Requirements

Given the above, a Low Emission Strategy is required if consent is to be granted. The LES will include the demonstration of a detailed plan to secure significant reduction of vehicle emissions associated with the business' operation over the next five years. This can be by means of modal shift or and policies to replace users fleet over time with cleaner vehicles. This is in line with the upcoming clean air zone implementation over the greater London area. This Low Emission Strategy is be developed, agreed with the Environmental officer and submitted and approved in writing by the council prior to consent.

No objections, subject to a recommended condition requiring the submission of a low emission strategy.

#### EPU (LAND CONTAMINATION):

The submitted Geoenvironmental and Geotechnical Desk study indicates low to moderate risk at the site. The site was not identified by the Council as having a contaminated use under our strategy. Although there are no boreholes in this desk study 'CRH' have used some British Geological Society data to indicate that there is made ground above the silt and Taplow Gravels. The gravels are a principal aquifer as regards ground water and the Agency would have an interest in the ground water monitoring in any investigation. The made ground is probably from previous demolitions on the site, older maps show many small unknown buildings. There may have been a military base in the area at one time (General Roy's Base). The desk study identifies some potentially contaminative features such as containers, drums, waste oil tanks, vent pipes and an adjacent sub station. There also seems to be a remnant concrete slab on the site (Cardinal point). On the more recent aerial maps there seems to have been many cars parked on the site around the 'L shaped building' (Cardinal Point). There seems to be some soil on the site which may be used for the new hotel landscaping and this would need to be tested.

The desk study is sufficiently detailed to support the application. The main issues are probably the made ground, and the various features found perhaps associated with the office use or vehicle maintenance.

Although this is a low risk site given the end use, the report recommends a site investigation. I would agree with this and recommend applying our standard condition. The report submitted will meet Part (i) (a). The report submitted is the draft and the final report should be submitted for the records.

No objections, subject to a recommended contaminated land condition.

#### SUSTAINABILITY OFFICER:

I have no objections subject to the securing of a S106 contribution:

The energy solution does not deliver a 35% CO2 reduction as required by London Plan Policy 5.2. There is a 25tonne shortfall in emissions as only 24.6% reduction has been achieved. The energy assessment has suggested that due to technological constraints it is not possible to achieve the required 35%.

The development is therefore not policy compliant. However, Policy 5.2e of the London plan allows for an offsite contribution to make up for any shortfalls on site. The Council has adopted this approach on many developments that are similarly short of their required savings. In these instances the Council calculates the contribution as being £60/tCO2 over the course of 30years (the time frame by which most grid electricity will be carbon intensive).

Therefore the development would be policy compliant if in combination with the proposed energy strategy a sum of £45,000 is included in the S106. This is a contribution to the Council's Carbon Fund to make up for the shortfall in energy savings for the proposed development.

The alternative is to review the energy strategy so that the 35% saving can be achieved on site.

#### WATER AND FLOOD MANAGEMENT OFFICER:

The proposed development includes a basement and the historic borehole records indicate that groundwater is found within 3mbgl and so this could increase risk to the surrounding area, as the basement is almost the full width of the site and abuts the eastern side of the site. Further information on this groundwater flood risk should be provided including detailed site investigation and mitigation proposed.

Cole Easden propose to control surface water on site to greenfield run off rates of 5l/s however propose to do this via a tank, and elsewhere in the document states that infiltration methods can be used.

The Sustainable Drainage proposal must demonstrate it is following the SuDs hierarchy appropriately and the most sustainable solution is provided.

It also appears that this site receives drainage from the adjacent site which will be interrupted by the proposed development, and there is no mention how this will be managed so that flood risk to the surrounding area will not be increased.

#### WASTE SERVICES MANAGER:

A contained area is allocated for the storage of waste and recycling awaiting collection which is good practice. No objections, subject to an acceptable detailed design and construction of the waste storage area.

#### S106 OFFICER:

Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status,
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Travel Plan: to include £20,000 Bond,



4. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

## **7. MAIN PLANNING ISSUES**

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

Policy A4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that new development directly related to Heathrow Airport should normally be located within its boundary where development not directly related to the operation of the airport will be excluded. The policy clarifies that directly related development includes administrative offices and car parking.

The submitted Planning Statement advises that the building would be occupied by Amadeus, a company which provides technology for the travel sector. It is the preferred technology provider and partner of leading companies involved with the airline industry, including British Airways, Qantas, Finnair, Iberia, Heathrow Express and Lufthansa. The company has been based at its existing Heathrow WBC 3 office building for 15 years where over 500 staff are employed with a further 50 staff employed within part of WBC 1. The office works with airlines to provide, manage and develop essential software for their operations and processes with British Airways being the biggest customer, although the company provides IT services to 116 airlines worldwide. The company came to Heathrow as a result of BA outsourcing its main computing functions to Amadeus who first occupied the newly built WBC 1 and 2 before moving to WBC 3, with 50% of staff originally being transferees from British Airways.

As such, the proposed development would be directly related to Heathrow Airport, in compliance with Policy A4.

The effect of the policy is also to create a separate, self-contained market within the airport so that it would not be appropriate to consider whether there is demand for office space in the wider area. A condition is proposed to be imposed on any grant of permission to restrict the occupation of this building to airport related companies only in accordance with policy A4 of the Local Plan Part 2.

#### Heathrow Airport Car Parking

The issue of Heathrow Airport car parking was considered in great detail at the Terminal 5 planning Inquiry. In his decision to permit Terminal 5 in November 2001 the Secretary of State placed a condition upon the permission limiting the number of on-airport car parking spaces within BAA's controlled main car parks to 42,000 (including a maximum of 17,500 staff spaces). The condition relates to specifically allocated sites owned or controlled by the airport operator but excludes car parks leased to airport tenants such as hotels or warehouses. The car park cap imposed by the T5 decision does not relate to the proposed Amadeus parking as it will be car parking leased to an airport tenant.

As the proposed car park would be wholly used by staff working at the new office building, it would be classified as "tenanted" parking for the purposes of defining car parking within the airport boundary. As such, Heathrow's car parking cap does not apply. Accordingly, there is no conflict with the Heathrow Airport T5 car park cap condition.

In light of the above mentioned considerations, no objections are raised to the principle of office parking at this location within the Heathrow airport boundary.

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

Not applicable to this proposed development.

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

The application site does not form part of a Conservation Area nor an Area of Special Local Character and it is sufficiently remote from any statutory and/or locally listed building so that their setting would not be adversely affected.

The site is however within the proposed Heathrow Archaeology Priority Zone. An archaeological desk-based assessment has now been submitted which has been reviewed by GLAAS and they advise that it has been adequately demonstrated that the site has low potential for archaeological remains due to previous development when it was likely that below ground deposits would have been severely truncated by foundations and services and as a result, no further assessment or conditions are necessary.

#### **7.04 Airport safeguarding**

NATS originally objected to the application due to the impact upon a radar based at Heathrow Airport. However, following further investigation, NATS have confirmed that the additional impact of the proposed building as compared to the existing buildings would be marginal and manageable.

NATS has therefore withdrawn its objection to the application.

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

The application site does not form part of, nor is it located close to the Green Belt so that no Green Belt issues are raised by this application.

#### **7.06 Environmental Impact**

Not applicable to the proposal.

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

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires new development to harmonise with the layout and appearance of the existing street scene and other features of the area that are desirable to retain or enhance.

There are no objections in terms of the character of the area, overall scale and design approach proposed for this office building, as this section of Bath Road is wholly commercial in nature and the proposed building would be similar in height and mimic the design of the adjoining office blocks, with the main design changes being an indented ground level entrance providing an undercroft entrance area, use of full height glazing and the omission of brise soleil detailing on the southern elevation. The Council's Conservation/ Urban Design Officer does not raise any concerns regarding this aspect of the scheme. The changes would produce a more contemporary building, but one that would still read as being part of the WBC group.

The main change would be a building with a larger footprint that results in the rear building line being sited closer to the Bath Road frontage. Although the Council's Conservation/ Urban Design and Tree Officers have raised this as a concern, it is noted that whilst the adjoining WBC buildings are set further back from the road, there are buildings on this side of Bath Road in the vicinity, both to the east and west that are sited further forward on their plots. As such, the proposed building would not appear unduly out of keeping within this wider context and the proposed 5.2m deep set back would still allow for substantial planting to be provided, including a line of trees which the Council's Tree Officer acknowledges could provide a suitable landscape buffer, subject to an appropriate landscaping scheme which has been conditioned.

As also noted by the Council's Conservation/ Urban Design Officer, the roof top plant enclosure also appears large which will emphasise the bulk of the building. However, the agent advises that this is likely to be reduced and a condition has been added to ensure that revised details are submitted to the LPA.

As part of the works, the internally illuminated totem sign would also be removed which will benefit the visual amenities of the area. Any new signage will be subject to separate advertisement applications for consideration at a later date.

The proposal is therefore considered to comply with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

There are no nearby residential properties that would be affected by the proposed development.

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

Not applicable to this office development.

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

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advise respectively that proposals for development will be assessed against their contribution to traffic generation and impact on congestion, having regard to the present and potential capacity of public transport and that the traffic generated by proposed developments would need to be accommodated on principal roads without increasing demand along roads or at junctions already used to capacity, not prejudice the free flow of traffic, nor diminish environmental benefits brought about by other road improvement schemes or infiltrate local roads. Policy AM9 supports cycle provision, including the need for cycle storage provision within development schemes and Policy AM14 advises that development should accord with adopted car parking standards.

The Council's Highway Engineer and TfL advise that the Transport Assessment is flawed in terms of the predicted traffic generation as it has not been demonstrated that the TRICS sites chosen are representative. Furthermore, activity from the previous offices that were sited on part of the site can not be used in the baseline calculation for traffic assessment as they have been demolished.

It is therefore recommended that before development is commenced, a revised Transport Assessment is submitted to and approved in writing by the LPA and TfL. This would be secured via the S106 Agreement. Any mitigation identified as necessary within the Transport Assessment would be secured following review of the revised assessment.

As regards car parking standards, the London Plan standard requires employment use development in Outer London to provide 1 parking space per 100sqm - 600sqm of floor space. This standard would generate a requirement of up to 93 spaces for the 9,250sqm GIA office development. The applicant advises that the proposed 160 spaces would be less than the 182 spaces that previously served the Cardinal Point office building and notes that the proposed building is significantly larger than the existing Amadeus building (9,250sqm as compared to 7,250sqm) whereas the parking provision serving the buildings would reduce from 207 spaces to the proposed 160 spaces, nearly a 25% reduction even without taking account of the larger building. The applicant goes on to advise that this parking ratio would accord with the proposed new parking standard in the Council's emerging Development Management Policies document which is a more flexible regime, more in line with the ministerial statement of 25/3/15 which advises:-

'Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network'

The applicant goes on to advise that the level of parking is driven by the operational needs of the company which currently uses 254 parking spaces in connection with its occupation of WBC3 and part of WBC1 so already Amadeus will be faced with a very substantial reduction in parking which will be a significant issue for a company employing over 500 staff from the surrounding catchment.

The Council's emerging parking standards take into account the needs of local businesses in the area and acknowledge that a reduction in parking will be a significant issue for the company to manage in the short term. Changes in travel behaviour would be expected through the implementation of the recommended travel plan in the longer term but this will take time to deliver. On balance, it is considered that the development makes a clear and compelling case in providing car parking provision which is above the London Plan standards.

Revised plans have also been received which show cycle parking provision in the basement increased from 40 to 62 spaces and a cycle shelter for 10 cycles provided on the western side of the building. Also, one of the building lifts is now capable of accommodating cyclists to avoid then having to use the vehicular ramps. Although the increased provision is still nominally deficient in terms of the short stay space to satisfy London Plan standards of 12 short stay spaces, the shortfall is minimal and the implementation of the Travel Plan would identify if additional visitor cycle spaces were needed in the longer term. A condition is proposed to be added to ensure that cyclist facilities are adequate such as the provision of automatic doors and the route is signposted to encourage its use as opposed to the vehicular access ramps.

On this basis, the proposal is considered to comply with Policies AM2, AM7, AM9 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

Design and access issues raised by the proposals have been considered within other relevant sections of the officer's report.

#### **7.12 Disabled access**

A total of 17 accessible parking spaces or approximately 10% of the total would be provided which would comply with London Plan standards. All floor levels would be served by two lifts. Detailed design matters would be dealt with by the Building Regulations.

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

Not applicable to this office development.

#### **7.14 Trees, landscaping and Ecology**

Trees and Landscaping

Policy BE1 of the Hillingdon Local Plan: Part One: Strategic Policies (November 2012) seeks high quality design of the built and external environment, Policy BE35 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks a high standard of design, layout and landscaping in major development proposals visible from the main transport links with Heathrow and Policy BE38 advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided wherever it is appropriate and BE35.

This site is devoid of vegetation and no trees or other landscape features of merit would be affected by the proposal with the closest landscape feature being the mounded landscape buffer between the adjacent World Trade Centre buildings and the Bath Road.

The Council's Tree/Landscaping Officer raises the concern that the 5 metre deep buffer strip with tree planting, between the building and back edge of the pavement on Bath Road does not compare to the 10m plus set back of adjoining buildings and its landscape buffer which is composed of trees planted on the top of a gentle bund covered with evergreen ground-cover shrubs. This is in an area where the local planning authority has been seeking landscape enhancement along the Bath Road for many years in an attempt to improve the environmental quality of this important 'gateway' road to London from the airport.

Although the proposed depth of landscape buffer along Bath Road is not as generous as the adjoining WBC sites, at over 5m deep it would still provide effective landscaping to the site, including a row of trees. On the adjoining WBC sites, it is the row of trees that form the dominant feature, with the ivy covered bund having only limited benefit. The proposed landscaping buffer also represents a significant improvement on the existing situation at the site where its frontage has either no or a very limited depth of landscape buffer.

The scheme is considered to comply with Policy BE1 of the Hillingdon Local Plan: Part One: Strategic Policies (November 2012) and Policies BE35 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### Ecology

The site has negligible ecological interest. The landscaping scheme which has been reserved for subsequent approval would be capable of providing some enhancement, particularly if native species were utilized where practicable.

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

The scheme makes adequate provision for the storage of recycling/waste within a screened enclosure. The Council's Waste Services Manager raises no objections to this provision, subject to details of the design and construction of the waste storage area.

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

The Council's Sustainability Officer advises that the proposed energy solution does not deliver a 35% CO2 reduction as required by London Plan Policy 5.2, there being a 25 tonne shortfall in emissions as only a 24.6% reduction would be achieved which the energy assessment has suggested is due to technological constraints.

The development is therefore not policy compliant. However, Policy 5.2e of the London plan allows for an offsite contribution to make up for any shortfalls on site. It is calculated that the contribution to offset the shortfall should be £45,000 which should be secured as part of the S106 Agreement to make this development policy compliant.

This forms part of the recommended Heads of Term.

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

The NPPF at paragraph 103 advises that planning applications should ensure flood risk is not increased elsewhere. Policy 5.12 of the London Plan (March 2015) seeks to manage flood risk associated with development and Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding due to

surface waters.

A Surface Water Drainage Strategy has been submitted with the application which advises that surface water flooding would be mitigated with the provision of attenuation tanks within the car parking areas that would discharge at green field run off rates. The Council's Flood and Water Management Officer has reviewed the report and raises no objection to the report, subject to the strategy following the SuDs hierarchy appropriately and the most sustainable solution is provided.

The Council's Flood and Water Management Officer also advises that ground water is close to the surface and the proposed large basement which fills much of the width of the site would displace this water to adjoining sites and it also appears that this site receives drainage from the adjacent site which will be interrupted by the proposed development. In order to prevent the risk of flooding increasing to adjoining sites, the Flood and Water Management Officer has suggested utilizing a strip of adjoining land to provide appropriate attenuation for the displaced ground water. The applicant's agent advise that the strip of land adjoining the eastern side of the site is within the blue line boundary and is also owned by the applicant. They will redevelop this adjacent site at some time in the future but have no current plans and they can leave a gap of several metres (to be determined by the detailed drainage investigations and a scheme drainage design to deal with groundwater around the basement) that would remain undeveloped below ground level in perpetuity. This can be conditioned in the normal way as a pre-commencement condition relating to land edged blue on the site location plan.

A condition requiring the submission of comprehensive details of a sustainable water management scheme for both surface and ground waters forms part of the officer's recommendation.

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

Noise Issues

The Council's EPU (Noise) Officer advises that this scheme does not raise any noise issues.

Air Quality Issues

The application has been supported by an Air Quality Assessment. The Council's Environmental Protection Officer has reviewed the document and advises that the site is well above the annual mean limit value (40ug/m<sup>3</sup>) for nitrogen dioxide (NO<sub>2</sub>). In order to mitigate air quality concerns, a low emission strategy is recommended which forms part of the officer's recommendation.

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

No comments have been received from the public on this application.

#### **7.20 Planning obligations**

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek 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'.

A S106 Agreement would be needed to secure the following:-

i. Before commencement of the development, the applicant shall carry out a Transport Assessment including traffic modelling to be submitted to the Local Planning Authority and TfL for approval. The scope of the Transport Assessment shall be agreed with the Local Planning Authority and TfL.

ii. Enter into a S278/S38 for all highways works required by the Local Planning Authority and TfL to include, but not be limited to, associated costs and works identified in PERS and CERS Audit, junction improvement works, part carriageway and footway resurfacing and associated works. All highways works under the S278/S38 as required by the Local Planning Authority to be completed prior to occupation.

A Delivery & Service Plan (including details of access and parking for emergency services).

A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

iii. £45,000 contribution to offset the shortfall in energy savings,

iv. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.

v. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

The proposal is not Mayoral or Council CIL liable.

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

No enforcement issues are raised by this application.

#### **7.22 Other Issues**

Land Contamination:

The application is supported by a Geoenvironmental and Geotechnical Desktop Study which has been reviewed by the Council's Environmental Health Unit (Land Contamination) Officer. The officer advises that although this is a desk top study and no survey information is provided such as borehole analysis, the desk study is sufficiently detailed to support the application.

The officer advises that the proposal is acceptable, subject to a condition which forms part of the officer's recommendation.

#### **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.

### **10. CONCLUSION**

This scheme would provide purpose built, modern premises to allow an adjoining company



which provides technology to the airline and travel industries to redeploy into larger premises within the airport, maintaining existing employment and providing potential for future employment growth in the area.

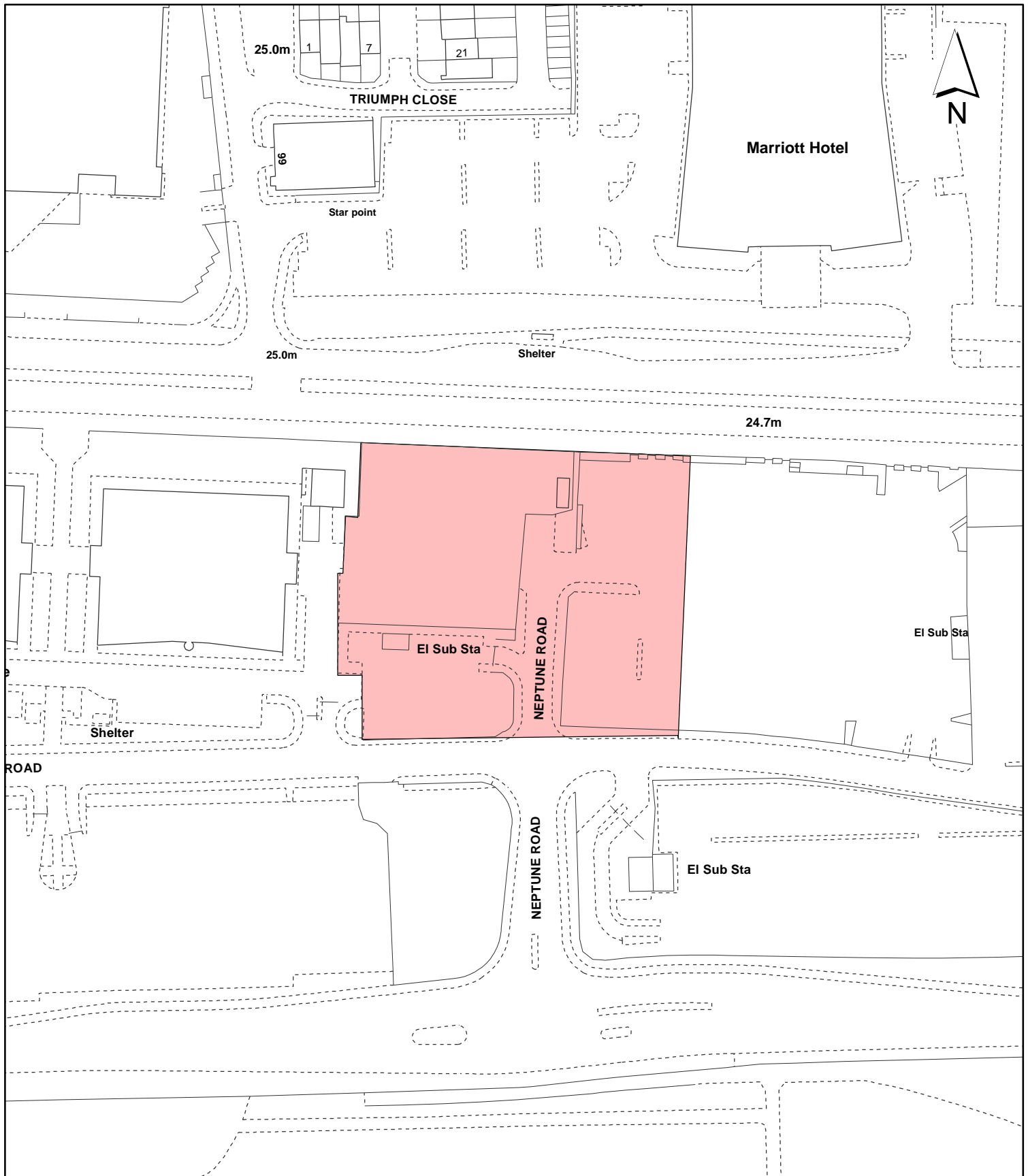
It is considered that having considered all the planning issues, the scheme is acceptable.

#### **11. Reference Documents**

National Planning Policy Framework (March 2012)  
Planning Practice Guidance (March 2014)  
London Plan (March 2015)  
Hillingdon Local Plan (November 2012)  
HDAS: 'Accessible Hillingdon'  
Consultation responses

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**World Business Centre  
 4 Newall Road  
 Heathrow Airport**

**LONDON BOROUGH  
 OF HILLINGDON**  
 Residents Services  
 Planning Section

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

Planning Application Ref:

**71487/APP/2015/4718**

Scale:

**1:1,250**

Planning Committee:

**Major**

Date:

**April 2016**



**HILLINGDON**  
 LONDON