

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

**Address** LAND AT CESSNA ROAD HEATHROW AIRPORT HOUNSLOW

**Development:** Outline application for the erection of a 298 room hotel (Matters reserved: Landscaping) at Terminal 2 Heathrow Airport.

**LBH Ref Nos:** 62360/APP/2015/4277

**Drawing Nos:** Design and Access Statement - Section 1  
Design and Access Statement - Section 2  
Design and Access Statement - Section 3  
Design and Access Statement - Section 4  
Design and Access Statement - Section 5  
A-1001 - EXISTING SITE LOCATION PLAN  
Covering Letter - T2 Hotel  
A-1002 REV1 - SITE PLAN LEVEL 0  
A-1003 REV1 - SITE PLAN LEVEL 1  
A-1201 REV2 - GROUND LEVEL  
A-1202 REV2 - LEVEL 1  
A-1203 REV2 - TYPICAL FLOOR  
A-1204 REV2 - LEVEL 11  
A-1205 REV1 - LEVEL 12  
A-1206 REV1 - ROOF LEVEL  
A-2301 REV1 - ELEVATIONS NORTH AND WEST  
A-2302 REV1 - ELEVATIONS EAST AND SOUTHWEST  
A-3001 REV1 - EXISTING SITE SECTION  
A-3002 REV1 - SITE SECTION EAST-WEST  
A-3301 REV1 - SECTIONS  
A-4301 REV2- LINK BRIDGE - PLAN SECTION ELEVATION

**Date Plans Received:** 19/11/2015

**Date(s) of Amendment(s):**

**Date Application Valid:** 19/11/2015

### Reason for Urgency

The development is subject to a complex time sensitive land transfer agreement and relates to 165 new permanent jobs and an investment of £48 million on its construction. As such it is considered to warrant urgent determination.

### 1. SUMMARY

This application seeks outline planning permission for the erection of a 298 bedroom hotel within the Central Terminal Area (CTA) at Heathrow Airport. Details of layout, scale, means of access and scale are provided at this stage with landscaping as a matter reserved for subsequent approval.

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

The parking is considered to be acceptable in this location and the impacts of the

proposed development on the Hillingdon road network would be negligible. The proposal complies with relevant planning policy and, accordingly, approval is recommended.

## **2. RECOMMENDATION**

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

**A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:**

**Non-monetary contributions:**

- i) A full and formal Travel Plan with associated £20,000 bond.**
- ii) Hospitality Training.**
- iii) Drainage Strategy.**
- iv) Provision of an Heathrow Airport Shuttle Service.**
- v) Delivery & Service Management Plan.**

**Monetary contributions:**

**vi) Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + £9,600 coordinator costs per phase) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.**

**vii) Air Quality Monitoring: £25,000**

**viii) Offset carbon payment of £72,000 (40tCO<sub>2</sub> x £60 x 30 years)**

**ix) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.**

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

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

**D) If the Legal Agreements have not been finalised by 31st March 2016 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:**

**'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect**

of highways (including travel planning), construction training, hospitality training and employment training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2015).'

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

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

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

(i) Any phasing for the development.

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

**REASON**

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

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

**REASON**

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

**4 COM5 General compliance with supporting documentation**

The development hereby permitted shall be carried out in accordance with the specified supporting plans and/or documents:

Reduction in energy use and renewable technology installation  
Code for Sustainable Homes Certificate to Level 4  
SUDS  
Lifetime Homes Standards

Wheelchair Units  
Cycle Parking and Cyclist Facilities  
Refuse and Recycling Storage  
Obscure Glazing  
Noise Mitigation Measures

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

**REASON**

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

**5 COM6 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

**REASON**

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**6 COM7 Materials (Submission)**

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

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

**REASON**

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

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

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Covered and secure cycle storage for 22 bicycles
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 3 parking spaces are served by

- electrical charging points)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

### 3. Details of Landscape Maintenance

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

### 4. Schedule for Implementation

### 5. Other

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

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

### REASON

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

## **8 COM30 Contaminated Land**

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance 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 soils used for gardens and/or 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).

#### **9 NONSC PV details**

Prior to the commencement of development a scheme for the inclusion of Photovoltaic Panels shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include a final roof plan showing the inclusion of the PVs as set out in the Energy Strategy (January 2016), accompanied by the PV specifications and how the effectiveness of the panels will be monitored.

The development must proceed in accordance with the approved plans.

#### REASON

To ensure a sustainable form of development is provided in accordance with the requirements of London Plan (2015) Policy 5.2.

#### **10 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 the fleet composition serving the Hotel to be 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 and what measures will be taken to take into account future changing standards and available technologies and be updated accordingly in agreement with the local planning authority. 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 the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan (2015), and policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**11 NONSC Thames Water 1**

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

**REASON**

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community, in accordance with policy OE8 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012) and London Plan (2015) Policy 5.12.

**12 NONSC Thames Water 2**

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

**REASON**

To comply with policy OE8 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012) and London Plan (2015) Policy 5.12, and because the proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

**13 NONSC Delivery and Servicing Plan**

Prior to occupation of the development hereby approved a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall:

- i) rationalise the number of delivery and servicing trips, particularly during peak traffic periods, with the aim of reducing the impact of residual freight activity;
- ii) ensure there is provision of adequate loading facilities;
- iii) ensure that the delivery space and time is actively controlled through a site booking plan;
- iv) Provide details of measures which will be implemented to reduce neighbourhood impacts.

Operators should also be able to demonstrate their sustainability through membership of the Freight Operators Recognition Scheme (FORS) or similar.

**REASON**

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6,14 of the London Plan (2015).

**14 NONSC Construction Logistics Plan**

Prior to the commencement of development a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall consider the cumulative impacts of construction traffic and provide details of likely construction trips generated, and mitigation proposed. Details should include;

- i) site access arrangements (vehicular and pedestrian) and parking provisions for

contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours),  
ii) booking systems,  
iii) construction phasing,  
iv) vehicular routes,  
v) scope for load consolidation in order to reduce the number of road trips generated,  
vi) measures to improve safety to vulnerable road users'  
vii) measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities),

The CLP would also need to take account of construction of other developments in the area.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

#### REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policies OE1 and AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 6.14 of the London Plan (2015).

#### **15 NONSC Signage**

Prior to commencement of development details of signage, to improve wayfinding and direct guests to the hotel, particularly from the station area, shall be submitted to and approved in writing by the Local Planning Authority. The signage shall be installed in accordance with the approved details and retained and maintained for the lifetime of the development.

#### REASON

To ensure easy wayfinding and encourage use of public transport in accordance with policy T1 of the Hillingdon Local Plan: Part 1 Strategic Policies (November 2012).

#### **16 NONSC Taxi rank details**

Prior to commencement of development full details of the proposed drop-off lay-by for taxis, cars and vans, to include details of layout and a management plan, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

#### REASON

To ensure the development has no adverse impact on the local highway network in accordance with policies AM2 and AM7 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **17 COM31 Secured by Design**

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

#### REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the



well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2015) Policies 7.1 and 7.3.

#### **18 NONSC Accessibility 1**

Notwithstanding the approved plans, the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms shall be:

- i. 5% without a fixed tracked-hoist system (see example in Figure 59);
- ii. 5% with a fixed tracked-hoist system or similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails).

#### **REASON**

To ensure a fully inclusive environment in accordance with Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) R16 and AM13 and Policy 7.2 of the London Plan (2015).

#### **19 NONSC Accessibility 2**

Prior to occupation of the development an Hotel Accessibility Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall provide details to demonstrate how the management and operation of the hotel will meet the needs of future users and include the measures to ensure the awareness and training of staff responsible for day-to-day contact with visitors using the building and facilities.

#### **REASON**

To ensure a fully inclusive environment in accordance with Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) R16 and AM13 and Policy 7.2 of the London Plan (2015).

#### **20 NONSC Drainage**

Prior to the commencement of development a scheme for the provision and management of surface water run-off through the use of sustainable drainage techniques shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall (a) clearly identify and detail the existing surface water management regime (up to and including the 1:100 year storm event) across the whole of the site within the red-line boundary and (b) shall include details of the techniques and technology to reduce the surface water run-off from the pre development levels identified in (a). The methods to reduce and attenuate the run-off (b) shall follow the drainage hierarchy set out in the London Plan and should target a greenfield run-off rate (in a 1:100 year storm event) with appropriate justification provided where this is not feasible. The scheme shall also (c) demonstrate how the management and storage of surface water run-off contributes to an efficient use of water consumption within the proposed development through harvesting and re-use (such as WC flushing and grey water use). The development must proceed in accordance with the approved scheme.

#### **REASON**

To ensure the development delivers a sustainable use of water and the reduction in surface water run-off thereby reducing the risk of flooding in accordance with Policy EM6 of the Local Plan Part 1, Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP

Policies (November 2012) and Policies 5.12 and 5.13 of the London Plan (2015).

## INFORMATIVES

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

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

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

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
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
A4	New development directly related to Heathrow Airport
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
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
LPP 4.5	(2015) London's Visitor Infrastructure
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 7.14	(2015) Improving air quality

- LPP 7.2 (2015) An inclusive environment
- LPP 7.3 (2015) Designing out crime
- LPP 7.4 (2015) Local character
- LPP 7.7 (2015) Location and design of tall and large buildings
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy

**3 159 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

**4 11 Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

**5 111 The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

**6 112 Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

**7 114 Installation of Plant and Machinery**

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

- The installation of a boiler with a rating of 55,000 - 1½ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1½ million Btu/hr;

- The siting of any external machinery (eg air conditioning);

- The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**8**            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.

**9**            119            **Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.  
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**10**            134            **Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

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

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

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

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

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

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

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

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

## 11

With regard to condition 11 Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

## 12

With regard to condition 12 the applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

## 13

The Council's Waste Strategy Manager has provided the following advice:

The development could give rise to the need for a substantial number of standard sized 1,100 litre eurobins. Accordingly, use of larger waste containers would be more practical. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll on -roll off bins. The latter would give the opportunity to be fed through compactors, to optimise the load being taken away. The plan indicated a compactor system is included; this would be the logical option for the volume of waste.

b) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, and plastic bottles. Some of the waste containers should be allocated to collect recyclable items.

c) Arrangements should be made for the cleansing of the waste storage area with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) If gates / doors are added to the waste storage area these need to be made of either metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow sufficient clearance either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) If 1,100 litre bulk bins are used for the collection of certain waste streams these should not have to be moved more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

g) The gradient of any path that the bulk bins (1,100 litres) have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

h) The access road to the waste storage area must be able to withstand the load of the collection vehicle. Allow up to 32 tonnes for front end loader or roll on roll off vehicles. It must also be 4 metres wide.

#### General Point

. The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

#### 14

You are advised that the principles of inclusive design in terms of communication, lighting, WC facilities, adjoining bedrooms and accessible ensuite facilities, signage and evacuation, should be in line with the relevant specifications of BS 8300:2010+ A1, and, BS 9999:2008

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The site is located within the Central Terminal Area at Heathrow Airport. The adjacent roads are not adopted but are privately owned and controlled by the airport operator - Heathrow Airport Limited (HAL), as is most of the land and property in the surrounding area which is all used for airport purposes.

The site comprises 0.68ha of open area adjacent to the new Terminal 2 multi-storey car park (MSCP). The MSCP is located to the east side of the site while to the west side are the major elevated road ramps (8 lanes) some of which lead to the Terminal's drop-off / pick-up area on the top level of the multi-storey car park. Beneath the vehicle ramps is an open area including motorcycle parking. The main part of the site comprises a largely grassed area

with some new trees and a minor one-way access road (Cessna Road) which runs north to south plus small accesses off this.

To the north, the site adjoins the main one-way circulatory road system carrying all traffic around the Central Terminal Area, and has been reconfigured following construction of the new Terminal 2.

The site is designated on the Hillingdon Local Plan Proposals Map as part of Heathrow Airport.

### **3.2 Proposed Scheme**

The outline Planning Application (with Landscaping the only matter reserved) proposes the erection of a 13 storey airport hotel that would be car free save for 9 disability standard spaces within a surplus high-sided vehicle car park adjacent to the MSCP and proposed hotel.

The hotel is planned as a 4\* and the ground floor would be larger than the floors above as it would extend partly under the adjacent road ramps. The ground floor comprises staff facilities; back of house functions; plant; delivery / refuse bay; small gym; and a public entrance adjacent to a small covered drop-off lay-by on Cessna Road providing lift access to the first floor reception above. There is no basement due to the extent of existing underground services and some parts of the ground floor are undercroft areas to enable continued access to underground airport services. There are extensive areas of existing motorcycle parking available for wider CTA users under the road ramps which are greatly underused and some would be affected by the hotel. Therefore additional spaces need to be re-provided further to the south but still under cover of the ramps. The existing CTA cycle parking provision under the ramps is unaffected by the development.

The first floor would provide the hotel's reception area plus 19 bedrooms, and would be connected to the adjacent MSCP via an enclosed walkway which would provide a direct pedestrian route through the car park and into Terminal 2 and its public transport connections. This is a similar arrangement to that in place at the T5 Sofitel Hotel which is connected to T5 via an elevated link bridge to the T5 MSCP. The floors above would all be guest floors comprising 31

rooms per floor save for level 12 which would comprise the restaurant / bar and level 13 which would contain 5 meeting rooms (total 340m<sup>2</sup>) and hotel plant. The lozenge like shape of the floorplate facilitates a central core of vertical services (lifts; stairs, and risers plus storage and housekeeping facilities).

Externally the hotel would have regular window openings and be clad with light coloured white / silver or grey panels. Its corners would be curved rather than angular and vertical window mullions (fins) would be exaggerated. The elevated pedestrian link would be similarly treated to match the design of the hotel.

### **3.3 Relevant Planning History**

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

No directly relevant planning history.

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

Hillingdon Local Plan: Part One (November 2012)

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

Hillingdon's Land Contamination Supplementary Planning Guidance (SPG)  
London Borough of Hillingdon's Noise Supplementary Planning Document (adopted April 2006)  
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)  
London Borough of Hillingdon's Planning Obligations Supplementary Planning Document (July 2014)  
London Plan (March 2015)  
National Planning Policy Framework (March 2012)

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

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

#### Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.T1 (2012) Accessible Local Destinations
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.T4 (2012) Heathrow Airport

#### Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE36 Proposals for high buildings/structures in identified sensitive areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- 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
- A4 New development directly related to Heathrow Airport
- T2 Location of tourist accommodation and conference facilities
- T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
- R16 Accessibility for elderly people, people with disabilities, women and children
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities



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
LPP 4.5	(2015) London's Visitor Infrastructure
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 7.14	(2015) Improving air quality
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy

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

**5.1** Advertisement Expiry Date:- **23rd December 2015**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to seven adjoining owner/occupants. No responses have been received.

#### **HEATHROW AIRPORT LIMITED**

The site in question does not lend itself to any airport related operational development given its landside location between Terminal 2 and its forecourt ramp.

A hotel development in this location represents an appropriate, efficient and sustainable use for this site. The development is also supported in strategic planning terms as described in the GLA's Stage 1 report. We would therefore welcome a positive decision on this proposal at the Council's earliest convenience.

#### **BAA SAFEGUARDING**

Awaiting response.

#### **NATIONAL AIR TRAFFIC SERVICES**

No objection subject to conditions requiring a Radar Mitigation Scheme (RMS) and Crane Operation Plan to be submitted and approved prior to commencement of development.

#### **LONDON BOROUGH OF HOUNSLOW**

No comments received.

#### HEALTH AND SAFETY EXECUTIVE

No response received.

#### GREATER LONDON ARCHAEOLOGY ADVISORY SERVICE (GLAAS)

The proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

This major application within the Heathrow Archaeological Priority Zone is not accompanied by an archaeological assessment. However, in this case the location appears to be so intensively developed that there is little prospect of significant archaeological remains surviving.

No further assessment or conditions are therefore necessary.

#### NETWORK RAIL

No response received.

#### LONDON BUS SERVICES

No response received.

#### LONDON FIRE BRIGADE

No response received.

#### HIGHWAYS ENGLAND

Do not wish to comment.

#### METROPOLITAN POLICE

No objections are raised to this development providing the requisite security principles of Secured by Design are undertaken.

#### THAMES WATER

##### Waste Comments:

With the information provided Thames Water has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, conditions relating to the following should be applied:

1. Detailed drainage strategy
2. Piling method statement

We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like an informative attached to the planning permission advising of the requirement for a Groundwater Risk Management Permit.

#### TRANSPORT FOR LONDON

##### - Network impacts:

Whilst TfL is satisfied that the development proposals are unlikely to have a negative impact on the capacity of either the public transport or highway networks, it is fair to assume most public transport trips will be via the London Underground and rail services. There are however, a few issues which need to be addressed, as further detailed below.

- Vehicular access:

The development proposes the access to the hotel to be provided off the Inner Ring Road East / Control Tower Road. The proposed access will be via the existing access to the motor cycle parking currently located on the site. This access will be for the use of delivery and servicing vehicles, taxis and cars.

- Drop off / pick up:

A drop-off lay-by for cars, taxis and vans is proposed which is welcomed by TfL. Having assessed the location TfL find it is an appropriate location for a dedicated taxi rank and therefore request this is incorporated into the proposal. The taxi rank would need to be within sight line of the exit to the hotel with step free access. Discussion on design detail will need to be discussed with TfL.

- Parking:

Car

The development proposed is car free except for nine Blue Badge car parking spaces for the hotel guests and staff which is supported by TfL. TfL request that some of all nine bays are equipped with electric vehicle charging points (EVCP).

Cycle

There are a number of cycle routes through the airport however; cyclists are currently not permitted to access Terminals 1, 2 and 3 via Tunnel Road. Cycles can be parked and secured at the Heathrow Cycle Hub based at the Academy on Newall Road and the journey can be completed using free bus services. Due to this arrangement the applicant does not anticipate that many guests will use cycles to access the hotel.

The development proposes 22 secure cycle parking spaces for staff of the hotel. It is understood that should a guest arrive at the hotel by cycle, presumably having travelled by rail or bus, they will be permitted to use the staff cycle parking and should demand increase additional cycle parking will be provided; this should be secured by condition.

Coach

Given the number of proposed bedrooms in the hotel, the development should be providing 6 coach bays to be in accordance with the London Plan (2015), one coach bay per 50 bedrooms.

The development proposals do not include dedicated coach parking bays instead it is suggested that coaches could use the drop-off in the terminal's coach drop-off area on the ground floor of the MSCP, and hotel guests will be able to use the first floor enclosed pedestrian link bridge from the MSCP to the hotel. This arrangement will need to be discussed and agreed with the Council and Heathrow Airport to ensure that there is sufficient capacity to allow dual usage of the coach drop off.

Given the constraints of the site and likely make-up of majority of guests i.e. individual airline passengers, this approach is considered acceptable.

Motorcycle:

It is understood that to accommodate the new development the existing motorcycle bays currently on the site will be re-provided and motorcyclists will be able to access the parking facilities through the existing access which will be shared by vehicles using the hotel.

- Delivery and servicing and Construction:

TfL welcomes that delivery and servicing will occur on site via a two bay loading area. A Delivery and Servicing Plan (DSP) should therefore be produced in accordance with TfL guidance and should be secured by planning condition.

- Construction:

A Construction Management Plan (CMP) and a Construction Logistics Plan (CLP) should be

produced and be secured by condition in accordance with London Plan policy 6.14 'Freight'.

- Travel planning:

An interim Travel Plan has been prepared for the new hotel. The subsequent Full Travel Plan will need to be further developed in consultation with the Hillingdon Council and should be secured by planning condition. The travel plan should be prepared in accordance with TfL guidance and updated on a regular basis.

- Community Infrastructure Levy:

In accordance with London Plan policy 8.3, 'Community Infrastructure Levy', the Mayor commenced CIL charging for developments permitted on or after 1 April 2012. It is noted that the proposed developments are within the London Borough of Hillingdon, where the Mayoral charge is £35 per square metre Gross Internal Area (GIA).

#### GREATER LONDON AUTHORITY

London Plan policies on hotel use, employment training, urban design, inclusive design, sustainable development and transport are relevant to this application. The proposed development broadly complies with the London Plan. However, there are a few issues that must be addressed as set out below:

- Hotel Use: Given the site is located as part of Heathrow Airport - Terminal 2, a major international terminus, the proposed hotel is supported in terms of land use. It complies with policy 4.5 of the London Plan.

- Employment and training: The applicant needs to clarify on the number of employees the development would generate, and should ensure the provision of apprenticeships and on-the-job training for local young people interested in pursuing a career in the hospitality industry, which need to be secured as part of a section 106 agreement.

- Urban Design: There are no strategic design concerns. However, the applicant needs to consult with and agree to the conditions that may be recommended by the Civil Aviation Authority and national Air Traffic Services in regard to the proposed height of the Hotel. The Council is encouraged to secure the detailing of the facade materials to ensure a high quality appearance is achieved.

- Inclusive Design: The recommended measures should be incorporated into the hotel design and should be secured.

- Sustainable development/energy: Carbon emissions and savings at each step of the energy hierarchy should be provided. The applicant should address the comments provided above and should submit further details in line with GLA Guidance on preparing energy assessments (current version: April 2015) before compliance with London Plan energy policies can be verified.

- Transport: Concerns in regard to wayfinding signage, drop-off / pick-up, and EVCPs should be addressed. The submission of DSP, CMP and CLP should be secured. A full travel plan needs to be further developed in consultation with the Hillingdon Council and accord with TfL guidance and should be secured.

#### **Internal Consultees**

##### ENVIRONMENTAL PROTECTION UNIT

- Air Quality

To safeguard indoor air quality mechanical ventilation systems will be implemented.

An electric vehicle charging bay with a minimum of three charging points should be installed.

A condition requiring the submission of a low emission strategy should be attached.

- Noise

No objection.

- Contamination

The submitted Contaminated Land Assessment report was written for the adjacent multi storey car park (MSCP) and concluded that no remediation for human health issues was necessary at the site. The investigation covered the general area of the MSCP. After looking at the report again for this application there is some investigation in the general area where the hotel will be built. However this looks like only one borehole on the hotel footprint and a few boreholes nearby. The boreholes did not show any significant concerns. A slight fuel odour and some carbon dioxide was found during the investigation. One nearby borehole showed some stained sand although the gravels appeared clean in the borehole at the site. It is difficult to superimpose the exact locations from the new plan to the older 2010 report. The report was reviewed for previous applications for the rebuilding of Terminal 2.

The standard contaminated land condition should be attached to ensure an up to date risk assessment is provided and appropriate remediation carried out if needed.

SUSTAINABILITY OFFICER

No objections are raised to the proposed development subject to the following:

The energy strategy shows a shortfall in carbon savings of 40tonnes/annum.

The applicant has maximised the use of PVs to the best of their capability and the alternative sources of low/zero carbon energy are restricted by current Airport Policies, which includes the restricted use of gas. The development though, is not policy compliant as it achieves only a 31% reduction as opposed to the required 35%. The development is only acceptable if the applicant makes a contribution to the Council as part of a S106 agreement to offset the shortfall.

In accordance with the London Plan and Sustainability Design Guide - the contribution is set at £60/tCO<sub>2</sub>/annum for 30years.

The S106 must therefore include a clause for an offset carbon payment of £72,000 (40tCO<sub>2</sub> x £60 x 30years).

In addition a condition requiring full details of the Photovoltaic Panels is recommended.

FLOOD & WATER MANAGEMENT OFFICER

The site is likely to contribute to existing surface water flooding problems in the area and therefore needs to demonstrate a reduction in run-off. In addition the site is within an area identified as severely water stressed. Hotels have a significant public water supply demand and it is therefore important that the development contributes positively to reducing its demand on the limited water resources available. The scheme as presented is not ideal, but the solutions can be delivered through an appropriately worded condition.

HIGHWAY ENGINEER

a. The roads within the airport boundary are maintained by Heathrow Airport who should be consulted regarding these proposals.

b. The proposals include provision for 9 car park spaces for disabled users only and is considered as acceptable given the good public transport accessibility of the site.

c. The transport assessment report has undertaken a brief assessment of traffic generation - however, details are required regarding the sites used from TRICS database in terms of size of hotels, parking provision, accessibility etc. to demonstrate comparability.

d. The transport assessment needs to consider taxis traffic demands and demonstrate adequacy of the drop-off facility. The proposed development has the potential to generate significant traffic demand from taxis and private cars including a potential for traffic generation associated with 'park and fly' trips. The transport assessment should consider these matters and be updated accordingly.

e. Conditions should be attached requiring submission of Service and Delivery Plan, Construction Logistics and Traffic Management Plans.

Officer comments: These matters have been addressed in part 7.10 of the report and by way of condition.

#### TREES/LANDSCAPE OFFICER

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site.

- No established trees or other landscape features of merit will be affected by the proposal.
- The Design & Access Statement confirms that the provision of an alternative dog relief area is being planned.
- The Design & Access Statement also confirms that pedestrian links will be designed into the new layout as part of the public realm enhancements.
- According to the site level plan two modest areas of soft landscape will be provided to the north and southwest of the proposed development.
- Clearly the available space and opportunity for landscape enhancement is particularly restricted within the central terminal area, where HAL are seeking to intensify the land use to meet their operational requirements.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals provide some greening and visual enhancement to an otherwise hard urban realm.

No objection, subject to the above observations and conditions COM2 (Outline Reserved Matters), COM6 (Levels), COM7 (Materials), COM9 ((Landscaping) (parts 1,2,4,5, and 6).

#### URBAN DESIGN OFFICER

The proposed hotel would not be particularly harmful in this location, despite its height, and its design is considered to be acceptable.

The historic chapel building should remain and be properly protected. There could also be archaeological issues with the site and historic England should be consulted on this.

#### WASTE STRATEGY MANAGER

It is estimated that the waste arising from the development could result in a requirement for a substantial number of standard sized 1,100 litre Eurobins. Accordingly larger waste containers would be more practical. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll on -roll off bins. The latter would give the opportunity to be fed through compactors, to optimise the load being taken away. The plan indicated a compactor system is included; this would be the logical option for the volume of waste.

#### ACCESS OFFICER

Far more detail would be needed should the proposal progress to a full application stage.

The following observations should however be incorporated into any approval at this outline stage:

1. In accordance with BS 8300:2009+A1:2010, one parking space should be provided for every accessible bedroom. In addition, additional parking provision should be designed and allocated for as

accessible parking for general hotel visitors.

2. The minimum provision of accessible bedrooms as a percentage of the total number of bedrooms should be:

- i. 5% without a fixed tracked-hoist system (see example in Figure 59);
- ii. 5% with a fixed tracked-hoist system or similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails).

3. A suitable access route to the hotel entrance should be provided from the car parking area. Paths forming access routes should be a minimum of 1.5m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts.

4. The principles of inclusive design in terms of communication, lighting, WC facilities, adjoining bedrooms and accessible ensuite facilities, signage and evacuation, should be in line with the relevant specifications of BS 8300:2010+ A1, and, BS 9999:2008,

5. To ensure that disabled people and others who are less mobile can evacuate from the building independently, suitable provisions should be incorporated into any full planning proposal. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage. It is, however, not considered acceptable to provide only a refuge in development of this type and scale.

Conclusion: acceptable, subject to suitable planning conditions attached to any grant of planning permission to secure the provisions detailed above.

Officer comment: With regard to point 1 it should be noted that the proposed hotel is to be car free save for 9 disabled car parking spaces. This is considered to be acceptable give the location of the hotel and type of guest it is likely to attract. This is addressed further in part 7.10 of the report.

Points 2 and 5 would be addressed by way of condition. It is considered that the issues raised in point 3 would be addressed at detailed design stage by way of the standard levels and landscaping conditions. Those issues raised in point 4 are addressed by other legislation, but an informative would be attached to advise the applicant of the need to comply.

## **7. MAIN PLANNING ISSUES**

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

The proposed site falls within the Heathrow Airport boundary. Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires development directly related to Heathrow Airport to be located within the airport, and development not directly related to Heathrow Airport to be located outside the airport boundary. Whilst not specifically listed in this policy as an acceptable use, the supporting text to this Policy, in paragraph 11.18, states that "hotels and conference facilities may be appropriate if suitable land is available inside the airport boundary." The existing temporary use of the site as an operational car park is now surplus to Heathrow's operational requirements, and the site is too small for air cargo transit sheds, car hire facilities, flight catering, freight forwarding and airport industry and warehousing. As such the only alternative operational use practical for the site would appear to be airport related B1 office use.

London Plan Policy 4.5 states the Mayor supports London's visitor economy and stimulates

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

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

Not relevant to this type of application.

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

In respect of archaeology, this was similarly dealt with at the time the T2 MSCP was permitted. Submitted as part of this current application is the covering letter dated 24th March 2010 that accompanied GPDO consultation ref: 62360/APP/2010/800 for the T2 MSCP. The letter states:

'The Environmental Statement that accompanied the original T2A Outline Planning application assessed potential impacts on the cultural heritage and specifically below ground archaeology.

The key findings of this in respect of the terminal site are that recorded cultural heritage features lie more than 150m from the site. It goes on to state that the construction of existing

buildings, services and areas of hard standing will have destroyed any archaeological remains that might have existed within the site. This was therefore scoped out of the ES.

Given the intensely developed nature of the proposed development, including demolition of Terminal 2, MSCP2, the Old Control Tower and St Georges chapel, as well as significant realignment of existing roads, it is considered that any archaeological remains would have already been destroyed. No further assessment is considered necessary.

Accordingly, there is not considered to be any archaeological interest in the site and, notably, Historic England have raised no objections and requested no conditions in this regard.

#### **7.04 Airport safeguarding**

Heathrow Airport Safeguarding and National Air Traffic Services (NATS) have both confirmed that they have no objections to the proposal, subject to appropriate conditions and informatives.

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

The site is not located in the Green Belt.

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

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

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

London Plan Policy 7.6 requires new development to be of the highest architectural quality,



enhance, activate and appropriately define the public realm, meet the principles of inclusive design and incorporate best practice in resource management and climate change mitigation

The character of the CTA is dominated by multi-lane one-way airport roads and large buildings, beyond which is the airfield itself and associated aircraft movements. This is a strongly commercial area with high noise levels from aircraft and vehicles. There is such a distance to the boundaries of the airport that the buildings within the CTA are only seen in long distance public views from beyond the airfield or outside the airport.

The proposed hotel would comprise 13 storeys which would make it the tallest conventional building within the CTA with the exception of the control tower. However, it would be located next to Terminal 2 and its 6 level multi-deck car park which are both very large buildings and the hotel's design would be different from the typically large scale built form in the CTA which is generally of horizontal slab proportions with the slimmer control tower and radar masts at the highest levels. The proposed hotel would have a clear vertical rather than horizontal emphasis and would be largely glazed with curved rather than angular corners. It is considered that it would, on balance, be visually attractive compared with the strongly commercial character of the CTA which includes a large number of multi-storey car parks, elevated roads and large advertising structures.

In view of these considerations and subject to the necessary conditions and legal agreement the scheme is considered to comply with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) as well as Policies 7.5 and 7.6 of the London Plan.

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

The site is located in the Central terminal Area of Heathrow Airport. There are no residential properties within the Heathrow Airport boundary.

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

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

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

Saved Local Plan Part 2 Policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) are concerned with traffic generation, onsite parking and access to public transport.

The proposed hotel is to be car free save for 9 disabled car parking spaces. Notably, no cycle access is available to the CTA via Tunnel Road and so cyclists to the development would be required to continue the last leg of their journey via public transport. As such, only a limited number of cycle users are anticipated. Nevertheless, cycle parking for 22 staff bicycles is proposed. Visitors would be allowed shared use of these spaces should the need arise. Given the location of the proposed hotel within the Central Terminal Area (CTA) and adjacent to Terminal 2, it is considered highly likely that future patrons would be entirely made up of air travellers who will have travelled to the airport by taxi, public transport or have stepped off of an aeroplane. It is therefore considered that this provision is acceptable in this instance.

The proposals are in accordance with policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

- Urban Design

The size, scale, height and design of the hotel is considered to be acceptable in this instance, particularly given the nature of surrounding development and its location within the Central Terminal Area at Heathrow airport. It is considered to be of a high quality design which would be visually acceptable in this location.

- Security

Subject to the implementation of security measures and a condition requiring the development to achieve Secure by Design accreditation, it is considered that an appropriate level of security would be achieved. Notably, no objections have been raised by the Metropolitan Police on this matter.

**7.12 Disabled access**

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

Subject to appropriate conditions, it is considered that the hotel could provide an acceptably accessible development. Notably, no objections have been raised by the Council's Access Officer or by the GLA on grounds of accessibility subject to conditions.

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

Not relevant to this type of application.

**7.14 Trees, landscaping and Ecology**

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

Details of landscaping are reserved for future consideration. Notwithstanding this, no landscape features of merit would be lost as part of the development and it is considered that there is scope for a high quality landscape scheme to be delivered. Notably, subject to suitable conditions, no objections have been raised by the Council's Trees/Landscape Officer.

**7.15 Sustainable waste management**

The application plans show details of a dedicated space within the ground floor of the building allocated to storage of bins for recyclable and non-recyclable waste generated by the hotel as well as areas for deliveries and waste collections - which would be undertaken by commercial contractors. Tracking plans within the Transport Assessment provide details of on-site HGV manoeuvring areas. All is in accordance with London Plan policies 5.16 and 5.17 that require adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site.

**7.16 Renewable energy / Sustainability**

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 35% target reduction in carbon dioxide emissions (above Part L of the Building Regulations 2013) will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy and Sustainability Statement to demonstrate how the London Plan objectives will be met. In addition to energy efficient building measures photovoltaic panels would be provided to provide a portion of

the site's energy needs through the use of a renewable energy.

Use of alternative sources of low/zero carbon energy are restricted by current Airport policies. As such, the development is not policy compliant as it achieves only a 31% reduction in carbon emissions. A financial contribution would therefore be sought as part of the S106 agreement to offset the shortfall.

The scheme is therefore considered to comply with Policies 5.2, 5.5 and 5.7 of the London Plan.

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

The site does not fall within a flood zone or a critical drainage area. The submitted Surface Water Drainage Strategy confirms that the site is not at risk of flooding and that an area of below ground storage (beneath the elevated roadway) would provide compensatory storage capacity to attenuate any future increase in run-off rates that could contribute to flooding elsewhere.

The Council's Flood Water Management Officer has confirmed that, subject to a condition requiring a detailed drainage strategy, the development would not give rise to an unacceptable risk of flooding in this location. Accordingly, the proposal is considered to comply with the objectives of the Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan policies 5.12 and 5.13.

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

##### **NOISE**

The Council's Environmental Protection Unit has been consulted on the application and raised no objection. Noise impact on hotel occupants would not normally be of concern with regard to hotel uses in respect of the development plan. However, given the very close proximity of this site to airport activity, a condition is attached to ensure the hotel is built to insulate from aircraft on noise.

##### **AIR QUALITY**

The air quality assessment confirms that there will be negligible impact on local air quality. This is because the development is not expected to generate a significant amount of traffic on the local roads, nor will it include any new combustion plant, as heat and hot water will be obtained from the existing Heathrow district heating network. The development is therefore compliant with Policy 7.14 of the London Plan, which requires that development should be air quality neutral. Accordingly, the proposal is considered to be in accordance with air quality policy objectives.

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

None received.

#### **7.20 Planning obligations**

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

The following Obligations are sought:

- i) A full and formal Travel Plan with associated £20,000 bond.
- ii) Hospitality Training.
- iii) Drainage Strategy.
- iv) Provision of an Heathrow Airport Shuttle Service.
- v) Delivery & Service Management Plan.
- vi) Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + £9,600 coordinator costs per phase) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.
- vii) Air Quality Monitoring: £25,000
- viii) Offset carbon payment of £72,000 (40tCO<sub>2</sub> x £60 x 30 years)
- ix) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The scheme would also be CIL liable.

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

Not applicable.

#### **7.22 Other Issues**

##### **CONTAMINATED LAND**

The site is in an area likely to have been contaminated historically due to aviation activities. However, when the new T2 MSCP was erected via GPDO consultation ref: 62360/APP/2010/800, details of the remediation of the wider area were submitted, agreed, and undertaken by HAL. A copy of key extracts from the submitted Heathrow Terminal 2A Phase II Contaminated Land Assessment has been submitted as part of this application. The committee report in respect of this consultation stated:

'A Contaminated Land Assessment has been submitted in support of the application. This details site investigations which have been carried out across the site, and concludes that little in the way of contaminative material was found and, as such, remediation measures are not necessary. Notably, no objections have been raised on grounds of contamination by the Environment Agency or by officers in the Council's Environmental Protection Unit.' (Cttee Report ref: 62360/APP/2010/800 3rd June 2010).

Accordingly, the site has been recently remediated and standard building design and construction Health & Safety procedures are satisfactory to mitigate any low level residual risk.

#### **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**

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

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

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

Hillingdon Local Plan: Part One (November 2012)

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

Hillingdon's Land Contamination Supplementary Planning Guidance (SPG)

London Borough of Hillingdon's Noise Supplementary Planning Document (adopted April 2006)

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

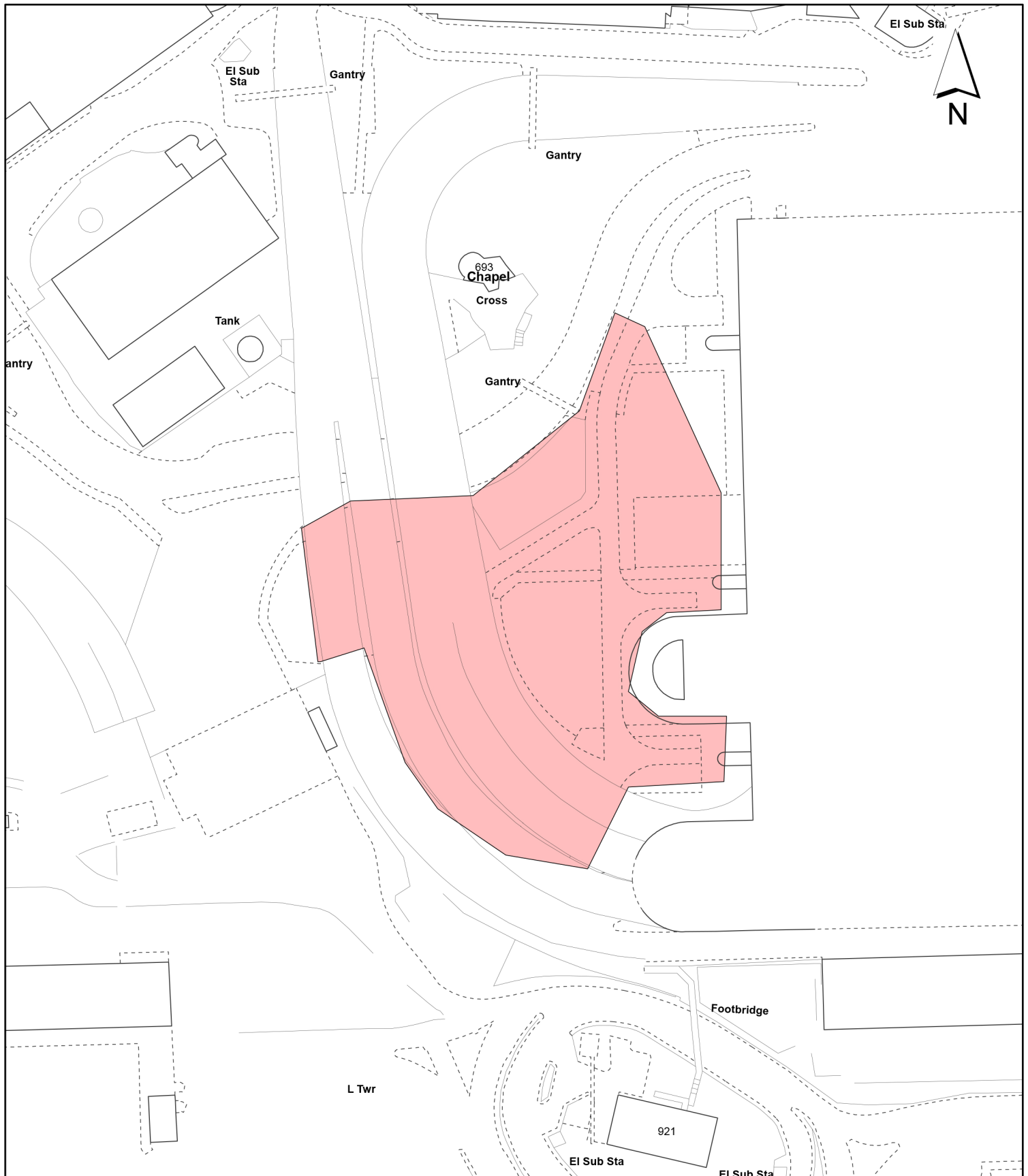
London Borough of Hillingdon's Planning Obligations Supplementary Planning Document (July 2014)

London Plan (March 2015)

National Planning Policy Framework (March 2012)

**Contact Officer:** Matt Kolaszewski

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**Notes:**

 Site boundary

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Site Address:

**Land at Cessna Road  
 Heathrow Airport  
 Hounslow**

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

Planning Application Ref:

**62360/APP/2015/4277**

Scale:

**1:1,250**

Planning Committee:

**Major**

Date:

**May 2016**



**HILLINGDON**  
 LONDON