

Report of the Head of Planning, Sport and Green Spaces

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

Development: Reserved Matters (Appearance, Landscaping, Layout, Scale, and Access) in compliance with condition 2 of application 67622/APP/2015/1851 (Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for 'Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000 sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail'. Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors).

LBH Ref Nos: 67622/APP/2016/3198

Drawing Nos:

- T4 Hotel Design and Access Addendum
- Landscape Plan
- P005002 Rev 2
- P005003 Rev 2
- P005004 Rev 2
- P005005 Rev 2
- P005006 Rev 2
- P005007 Rev 2
- P005008 Rev 2
- P005009 Rev 2
- P010001 Rev 2
- P031000 Rev 2
- P031001 Rev 2
- P032051 Rev 1
- P033001 Rev 2
- P005000 Rev 4
- P005001 Rev 4

Date Plans Received: 22/08/2016

Date(s) of Amendment(s): 22/08/2016

Date Application Valid: 01/09/2016

1. SUMMARY

Outline consent was granted in 2014 for the erection of a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements with all matters reserved (Ref: 67622/APP/2013/2532).

The current application seeks approval of reserved matters of appearance, landscaping, layout, scale and access in relation to the outline permission.

The submitted scheme complies fully with the parameters approved at outline stage. The proposed design, finish and appearance of the building is considered acceptable in the context of the surrounding area. In relation to the layout, scale and access arrangements of the site, the hotel maximises the available footprint of the site while allowing considerable space for the diversion of existing services. The proposed hotel layout has primary public spaces and arrival areas located along Swindon Road as this is the closest point of access for pedestrians going to and from Terminal 4. Vehicle access to the site is possible only on Swindon Road, and the hotel drop off area is also located adjacent to the road. Under a separate application and through the legal agreement, it is proposed to connect the hotel to the existing elevated walkway which links Terminal 4 with the Hilton. Hotel guest rooms are proposed to ring the site forming an enclosed, internal atrium courtyard at the centre of the project and this enclosed atrium will be utilised for the hotel's main public spaces including lobbies, restaurant and bar. Interior landscaping and living walls are proposed to create a unique public space within the hotel and larger T4 Campus. The proposed layout and access are considered acceptable and no objection is raised in this regard.

In relation to the proposed landscaping, further planting and detail has been sought by the Landscape Officer, which will be reported in the addendum to the committee.

The decision granting outline consent included 16 pre-commencement conditions covering materials, lighting, archaeology, contamination, sustainable drainage, traffic arrangements, provision of living walls, protection from air traffic noise, detailed hard and soft landscape scheme, protection of the site from air pollution, provision of an ecological enhancement scheme, energy assessment, access strategy. These matters would form part of a separate condition discharge application.

The scheme is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 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 [P033001 Rev 2; P032051 Rev 1; P031001 Rev 2; Landscape Plan; P005002 Rev 2; P005003 Rev 2; P005004 Rev 2; P005005 Rev 2; P005006 Rev 2; P005007 Rev 2; P005008 Rev 2; P005009 Rev 2; P010001 Rev 2; P031000 Rev 2; P005000 Rev 4; P005001 Rev 4] 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 (2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to APPROVE these reserved matters 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 APPROVE these reserved matters 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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

A4	New development directly related to Heathrow Airport
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
NPPF	
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
T1	New tourism facilities
T2	Location of tourist accommodation and conference facilities

3. CONSIDERATIONS

3.1 Site and Locality

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

staff that are located at Terminal 4.

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

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

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

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

3.2 Proposed Scheme

This application seeks approval of reserved matters of Appearance, Means of Access (for all routes to and within the site as well as the scheme links up to other roads and pathways outside the site), Landscaping, Layout (including routes and open spaces within the development and the way they are laid out in relation to buildings), and Scale (height, width and length of each proposed building and spaces outside the development) in relation to the outline permission 67622/APP/2015/1851, which granted consent for the:

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

The scheme approved a 6 storey building with basement car parking and servicing approximately 47.6 metres in height. Within this application, detailed floor plans, elevations and landscaping details have been submitted pursuant to the reserved matters .

The proposed hotel layout has primary public spaces and arrival areas located along Swindon Road as this is the closest point of access for pedestrians going to and from Terminal 4. Vehicle access to the site is possible only on Swindon Road, and the hotel drop off area is also located adjacent to the road. Under separate application it is proposed to connect the hotel to the existing elevated walkway which links Terminal 4 with the Hilton.

Hotel guest rooms are proposed to ring the site forming an enclosed, internal atrium courtyard at the centre of the project and this enclosed atrium will be utilised for the hotel's main public spaces including lobbies, restaurant and bar. Interior landscaping and living walls are proposed to create a unique public space within the hotel and larger T4 Campus.

Hotel back-of-house areas are located primarily on the southern edge of the site at ground level and the first basement level, where the adjacent elevated Stratford Road and roundabout will conceal them from view.

Additional plant is located on the atrium roof where it will be screened from guest views. Additional plant which requires higher clearances is located on the atrium roof so that it can be accommodated within the maximum building height. The atrium plant area is set approximately at the level of the 6th floor guest room level, though only 10 rooms face onto the inner atrium area at this level. The atrium plant area will be screened to prevent any views into this space and a decorative facing panel will be applied adjacent to any guest rooms facing onto this area.

The hotel maximises the available footprint of the site while allowing considerable space for the diversion of existing services. The height of the building is limited by its proximity to a NATS radar.

The current proposal includes two levels of basements which include parking, back of house services and plant areas. A ground floor which is predominantly public spaces such as lobby, dining and meeting spaces. The six floors above ground are limited to guest rooms with the exception of a small club lounge located on the 6th floor.

3.3 Relevant Planning History

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

Decision: 06-12-2013 Approved

67622/APP/2015/1851 Former Contractor'S Compound, South Of Swindon Road Heathrow /
Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for "Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail)". Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors.

Decision: 05-02-2016 Approved

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

Decision: 17-08-2015 Approved

Comment on Relevant Planning History

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

This application was amended to remove the veil structure surrounding the site:

67622/APP/2015/1851 - Variation of conditions 3, 4 and 9 of application 67622/APP/2013/2532 which granted consent on 30/7/14 for "Part outline, part full planning application for a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements (all outline application) and a perimeter veil structure wrapping around the hotel buildings (in full application detail)". Variation requested for the removal of the veil and alterations to the glazing, amenity space and layout of the floors.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

- A4 New development directly related to Heathrow Airport
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM7 Consideration of traffic generated by proposed developments.

AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
NPPF	
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 7.3	(2016) Designing out crime
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LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
T1	New tourism facilities
T2	Location of tourist accommodation and conference facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **17th October 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

GLAAS - No comment to make on the application.

MET POLICE - No comments to make on the application as it will not affect the SBD condition.

TfL -

- The applicant shall clarify the total number of car parking spaces proposed, including the number of blue badge spaces and EVCPs. Considering the site's Public Transport Access Level (PTAL) of 2, no more than 1 space shall be provided per bedroom and the proposed development should aim for a level significantly below this.

- TfL would like to take this opportunity to remind the applicant that blue badge car parking spaces should adhere to the space standards for blue badge parking bays as outlined in the London Plan and Accessible London SPG, as well as be as close to building entrances and lifts as feasibly possible. It did not appear that the blue badge spaces proposed were as close to building cores and entrances as they could be, TfL request that this is revised to meet accessibility requirements as set out in the London Plan.

- The applicant shall ensure that a minimum provision of 10% active and 10% passive EVCPs is included in the development.
- TfL request further information regarding cycle provision. Cycle space quantum should be meet London Plan requirements which outline that for hotels, 1 long-stay space should be provided per 20 bedrooms and 1 short-stay space should be provided per 50 bedrooms. The design of the cycle spaces should meet the London Cycle Design Standards (LCDS) and standards set out in the London Plan which state that at least 5% of spaces should be able to accommodate larger cycles and also those which may be adapted. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally is to provide a mix of types of cycle stands, preferably including the Sheffield style of stands. For more information, please see LCDS guidance at: <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-1>.
- TfL request that a Travel Plan is secured by s106 agreement.
- More information regarding refuse collection and deliveries should be detailed within a Delivery & Servicing Plan (DSP), which should be secured by condition. It should include information on how refuse collections for the proposed development will operate, especially where the bin store is located on the basement level of the development. Swept path analysis should be included of refuse vehicles safely and legally servicing the site without impacting other vehicles or structures. The DSP should also include arrangements for delivery vehicles, detailing where they can also safely and legally stop with swept path analysis of these vehicles provided also.
- A Construction Logistics Plan (CLP) should be secured by condition prior to construction commencing on site. It should include information regarding the construction of the proposed development, including how construction materials and plant will be delivered to the site. It should also detail what measures will be put in place to mitigate the impact of the proposed development's construction on the local road network.

In summary, TfL asks that the applicant addresses the issues raised above satisfactorily ensuring that the proposal is acceptable in transport planning terms and will comply with London Plan.

OFFICER COMMENTS- The applicant provided the following in response:

Please find attached amended plans for the 2 basement levels to reflect the requests of TfL. These supersede drawings refs: P005000 - Area Plan - Level -2 and P005001 - Area Plan - Level -1

The total number of car parking spaces is 134 including 13 blue badge spaces, 14 active and 15 passive EVCP spaces. The requested cycle parking is at basement level 1 and comprises 48 stacked spaces and 3 Sheffield stands (6 spaces).

In terms of total bedrooms (660) the level of parking equates to 0.2 space per bedroom (1 space per 4.9 bedrooms). I should comment that the PTAL level calculated for airport terminals is generally not considered realistic. In the case of the proposed hotel, guests will be able to walk a short distance into Terminal 4 via a dedicated enclosed pedestrian walkway where Heathrow Express and Piccadilly line trains are available as well as a number of bus services, taxis etc. Given that most guests will be travelling long distances or to/from Central London, the site is highly accessible via public transport.

A Travel Plan and Service and Delivery Plan are already required via the existing S106 Agreement. There is no requirement for a Construction and Logistics Plan and it would not be possible to attach such a plan to a reserved matters approval such as this. However, because the site is within Heathrow Airport and all roads are controlled by the highway authority (Heathrow Airport Limited) a Construction and Logistics Plan is already in place with HAL to ensure that there is no disruption to the Airport's road system as well as dealing with separate airport and related matters.

OFFICER COMMENTS - When reconsulted, TfL raised no objection to the details provided.

Internal Consultees

EPU - No comments to make on the application.

WASTE - Please see my previous comments regarding this proposed development. The same points would apply. The key issue would be access to the underground waste storage area. I would recommend compacting the waste into 40 cubic yard containers owing to the size of the development. These must be accessible by 32 tonne 4 axle rigid goods vehicles.

FLOOD AND WATER MANAGEMENT - No impact on the drainage, therefore no comments.

ACCESS - Having reviewed this application, no objection is raised to the proposal.

URBAN DESIGN - No comments on the design of the scheme. The landscaping does require some further thought and it is recommended that the landscape officer would be best placed to comment on such.

LANDSCAPE - David Clarke's drawing No. 02B indicates the ground level landscape treatment (hard and soft) around the proposed hotel. Every opportunity should be taken to enhance the roadside verges. The following queries arise:

SOUTHERN PERIMETER ROAD

1. What is the rationale for the green fences along the Southern Perimeter Road only?
2. There is scope for additional tree planting along the Southern Perimeter Road - which is currently very exposed and blank.
3. What is the large area of 'Grasscrete' for - and does it really extend across the Southern Perimeter Road? If it is only for emergency / fire brigade access, there are better reinforced grass products than Grasscrete available which will be easier to maintain as green space. - If the space is going to be parked on regularly, reinforced grass is better avoided.
4. No levels are given, but the grass verge should be 'crowned' to create a very shallow bund.
5. Additional bulb planting would be effective along this (and other) boundaries.

JUNCTION of SOUTHERN PERIMETER ROAD /STRATFORD ROAD

1. This is a relatively large space and will benefit from additional tree planting and earth modelling (as above, item 4).

STRATFORD ROAD

1. See item 4 above.

SWINDON ROAD

1. Additional tree planting would improve the hotel frontage which is currently proposed as a hard landscaped area with no green relief at the main entrance/drop off point.

OFFICER COMMENTS-The applicant has submitted revised details to address the above concerns.

HIGHWAYS - The applicant has now provided detailed layout plans of level 1 and 2 of the site that shows the car and cycle parking at the site along with servicing areas and set down facilities. This information relates to discharging Condition 10 of the previous approval

There are 134 car parking spaces in below ground levels with both active and passive EV charging points available. When you consider there are 660 bedrooms on site this relates to a car parking ratio of 0.2 spaces per bedroom.

Given the site has a PTAL of 2 (poor) this figure might seem low but the applicants are keen to make

the point that the hotel is within walking distance of Terminal 4 via an enclosed walkway.

There are no motorcycle parking bays shown on the latest drawings but I would suggest that there is space available on the site to locate 6 motorcycle bays (see Condition 14 para 2f). There are 54 long and short term cycle parking spaces provided close to the main access which is supported. There are 2 coach drop-off points provided close to the hotel entrance. There is a separate servicing bay that allows two vehicles to make deliveries simultaneously which is supported. Overall no objection to the application.

S106 agreement:

Given the size of the hotel and the prospective staffing levels it is important that a Travel Plan along with monitoring is secured by a S106 agreement which should have already been agreed. Given the likely activity at the site when operational a Servicing Plan should also have been secured using the same process.

I take the point that the Construction and Logistics Plan should be agreed with HAL as technically they are the highway authority but providing such an arrangement is in place that will be sufficient to provide assurance that the construction impacts are minimised.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposed development has been established by way of the outline permission for the redevelopment of the site granted on 30th July 2014.

7.02 Density of the proposed development

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

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

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

The scheme was accompanied at outline stage with a desk based study, which concluded that there was medium potential for significant undesignated remains. GLAAS reviewed the application and recommended a condition (condition 5) on the outline consent to adequately record and safeguard any potential archaeological findings

The size and scale of the development remains the same as previously considered and given such no objections are raised in this regard. The scheme is considered to comply with Policy PT1.HE1 of Part One of the Hillingdon Local Plan, National Planning Policy Framework (Section 12) and the London Plan policy 7.8.

7.04 Airport safeguarding

Central to the design parameters set for the scheme was a necessary regard to the height of the development to avoid it interfering in the operation of airport radar. Condition 9 of the outline consent, sought to ensure that the maximum height of the building did not exceed 47.6 metres, with lift overruns not exceeding 2 metres. The detailed elevations/sections demonstrate that the building does not exceed these limits and remains at 47.6 metres in height. The lift overruns extend to 1.4 metres above the roof height.

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

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

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

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

Condition 9 of the outline consent required the scale of the building not to exceed 47.6 metres in height, the lift runs not to exceed 2 metres above the roof and full details to be provided of the glazing proposed to the ground floor and elevations.

Detailed elevation drawings have been submitted with this application. The proposed facade design wraps around the building in a continuous band and incorporate staggered horizontal bands and varied groupings of glazing. Concealed LED lighting is proposed to be incorporated into the horizontal bands to accentuate the building's form. At ground level, floor to ceiling glazing to the public spaces is recessed from the floors above so as to allow clear views into these spaces. The overall design approach for the building is considered acceptable in the context of the site and aligns with the design approach presented at outline stage.

Specific materials for the facade were chosen for their durability, their reflection of the larger T4 Campus material palette, and their ability to reinforce the design concept of the building. Ground level concealed mullion glazing will open the active interior spaces to view from the exterior. Guest room level facades of metal panels and flush, concealed mullion glazing allow the facade to smoothly curve around corners while being easy to maintain and durable. The grey facade panels and tinted glazing reflect the material palette of T4. In terms of the palette of materials proposed for the site, no objection is raised to the materials proposed which are considered in keeping with the surrounding airport buildings and structures.

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

7.08 Impact on neighbours

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

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

7.09 Living conditions for future occupiers

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

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Condition 10 of the outline application sought to ensure that all details of traffic arrangements which includes plans of the basement car park; 5% spaces for disabled drivers; drop off bays for the coaches/hopper buses; 20% electric vehicle charging (10% passive and 10% active), and; secure cycle storage.

The basement floor plans detail that there are 134 car parking spaces proposed, which include the required number of blue badge and electric vehicle parking charging points. The hotel has 660 bedrooms, which equates to a parking ratio of 0.2 spaces per bedroom (1 space per 4.9 bedrooms). Although the site is PTAL 2, the site is located within walking distance of Terminal 4 via the dedicated enclosed walkway, where Heathrow Express and Piccadilly line trains are available, as well as by a number of bus services, taxis etc. Given that most guests will be travelling long distances or to/from Central London, the site is considered highly accessible via public transport. The parking ratio proposed is therefore considered acceptable in this instance.

In terms of the parking layout and size of the spaces proposed, these all comply with the adopted standards. The access to the car park remains from Swindon Road, with servicing proposed from the Southern Perimeter Road. No objection is raised on highways grounds to the proposed location of these entrances.

There are 54 long and short term cycle parking spaces provided close to the main access which is supported and two coach drop-off points are identified on the plans accessed via Swindon Road, and close to the hotel entrance. Whilst no motorcycle bays are detailed on the plans, Condition 14 para 2f of the outline consent, requires details to be provided of such. The Highways Officer has reviewed the application and is of the opinion that there is space available on the site to locate 6 motorcycle bays. Subject to compliance with this condition, no objection is raised in this regard.

TfL requested that the Council seek to obtain a Construction Logistics Plan, Delivery and Servicing Plan and Travel Plan. A Travel Plan and Service and Delivery Plan are already required for the site as part of the existing S106 agreement. In respect of the requirement for a Construction and Logistics Plan, as the site is within Heathrow Airport and all roads are controlled by the highway authority (Heathrow Airport Limited) a Construction and Logistics Plan is already in place with HAL to ensure that there is no disruption to the Airport's road system as well as dealing with separate airport and related matters. It would therefore not be necessary for the Council to request such.

7.11 Urban design, access and security

URBAN DESIGN:

See section 7.07. It is considered that the detail provided of the elevations is acceptable in the context of the site and the final architectural detailing proposed appropriate in the context of this site. The choice and quality of the materials used and lighting of the building is considered to successfully accentuate the curved form of the building and ensure that it is sympathetic to the surrounding streetscape.

ACCESS:

The Hotel and adjacent landscape areas will allow for barrier free access to guests, staff and other visitors to the site.

Guests arriving from Terminal 4 will have the option to proceed to ground level and follow the upgraded pedestrian path along Swindon Road (under the Stratford Road ramp) to the

hotel entry area. Alternatively, guests may access the existing elevated walkway connecting Terminal 4 to the Hilton and use the access bridge crossing Swindon Road to the first floor of the T4 Hotel, where lifts and stairs provide access to the ground level lobbies.

7.12 Disabled access

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

The Hotel and adjacent landscape areas will allow for barrier free access to guests, staff and other visitors to the site.

Guests arriving from Terminal 4 will have the option to proceed to ground level and follow the upgraded pedestrian path along Swindon Road (under the Stratford Road ramp) to the hotel entry area. Alternatively, guests may access the existing elevated walkway connecting Terminal 4 to the Hilton and use the access bridge crossing Swindon Road to the

first floor of the T4 Hotel, where lifts and stairs provide access to the ground level lobbies. Basement level parking will be provided, and this is accessed via a ramp off of Swindon Road. Guest lifts will connect basement levels to the lobby and guest floors. Disabled guests will use the main entry drop off area which is connected to the lobby via ramps, or use basement level disabled parking spaces and use lifts to access the lobby and guest room floors.

The Access Officer sought a number of alterations to the scheme at outline stage and these have been successfully integrated within the detailed plans submitted with this application.

Public realm improvements:

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

7.13 Provision of affordable & special needs housing

Not applicable for a scheme of this type.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies seeks the retention and utilisation of topographical and landscape features of merit and the provision of new

planting and landscaping wherever it is appropriate.

The scheme will involve the loss of some grassed areas and semi mature trees notably on the perimeter towards the exit road from the Terminal to the T4 roundabout. The trees are not considered a significant loss by the Council's Landscape Officer. However, the Landscape Officer has raised some questions in respect of the landscaping proposed for the site and requested further planting for the perimeter of the site. The applicant is reviewing these comments at present and updated plans and comments will be reported within the addendum.

7.15 Sustainable waste management

A condition is attached to the outline consent, requiring details of waste management in accordance with OE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) to be submitted

7.16 Renewable energy / Sustainability

Condition 17 of the outline consent requires a detailed energy statement to be submitted. Subject to the submission of these details, the scheme is considered to comply with Policy 5.2, 5.5 and 5.7 of the London Plan.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1.

London Plan policies 5.12 and 5.13 requires that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water runoff is controlled to ensure the development does not increase the risk of flooding. Condition 8 of the outline consent requires the provision of greywater and rainwater harvesting including the provision of a ground storage tank and permeable paving.

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

The Council's Flood Risk/Drainage Officer raises no objection to the reserved matters application.

7.18 Noise or Air Quality Issues

NOISE:

Noise impact on hotel occupants would not normally be of concern with regard to hotel uses in respect of the development plan. However, given the very close proximity of this site to airport activity, a condition is attached to the outline consent to ensure the hotel is built to insulate from aircraft on noise. Furthermore, the plant area is set on the 6th floor, however is surrounded by louvers, which will prevent views into this space. The acoustic requirements for guest glazing and skylight glazing is such that it will also prevent acoustic noise issues between the plant areas and guest rooms.

AIR QUALITY:

The site falls within an Air Quality Management Area and, as such, A S106 contribution towards air quality management in the area has been secured via the S106 agreement.

7.19 Comments on Public Consultations

No consults were received from the general public.

7.20 Planning obligations

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

A S106 agreement to secure contributions towards transportation, air quality, training and employment and public realm improvements was signed as part of the outline consent.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

Outline consent granted consent for the erection of a proposed hotel development of up to 660 bedrooms (approximately 30,000sq.m) with ancillary cafe, bar and restaurant facilities, car parking, service access, courtyard space, landscaping and improved ground level pedestrian access including public realm improvements with all matters reserved.

The current application seeks approval of reserved matters of appearance, landscaping, layout, scale and access in relation to the outline permission.

The submitted scheme complies fully with the parameters approved at outline stage. The proposed design, finish and appearance of the building is considered acceptable in the context of the surrounding area. In relation to the layout, scale and access arrangements of the site, the hotel maximises the available footprint of the site while allowing considerable space for the diversion of existing services. The proposed hotel layout has primary public spaces and arrival areas located along Swindon Road as this is the closest point of access for pedestrians going to and from Terminal 4. Vehicle access to the site is possible only on Swindon Road, and the hotel drop off area is also located adjacent to the road. Under a separate application and through the legal agreement, it is proposed to connect the hotel to the existing elevated walkway which links Terminal 4 with the Hilton. Hotel guest rooms are proposed to ring the site forming an enclosed, internal atrium courtyard at the centre of the project and this enclosed atrium will be utilised for the hotel's main public spaces including lobbies, restaurant and bar. Interior landscaping and living walls are proposed to create a unique public space within the hotel and larger T4 Campus. The proposed layout and access are considered acceptable and no objection is raised in this regard.

In relation to the proposed landscaping, further planting and detail has been sought by the Landscape Officer, which will be reported in the addendum to the committee.

The decision granting outline consent included 16 pre commencement conditions covering materials, lighting, archaeology, contamination, sustainable drainage, traffic arrangements, provision of living walls, protection from air traffic noise, detailed hard and soft landscape

scheme, protection of the site from air pollution, provision of an ecological enhancement scheme, energy assessment, access strategy. These matters would form part of a separate condition discharge application.

Subject to satisfactory landscaping amendments being received, the scheme is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)

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

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

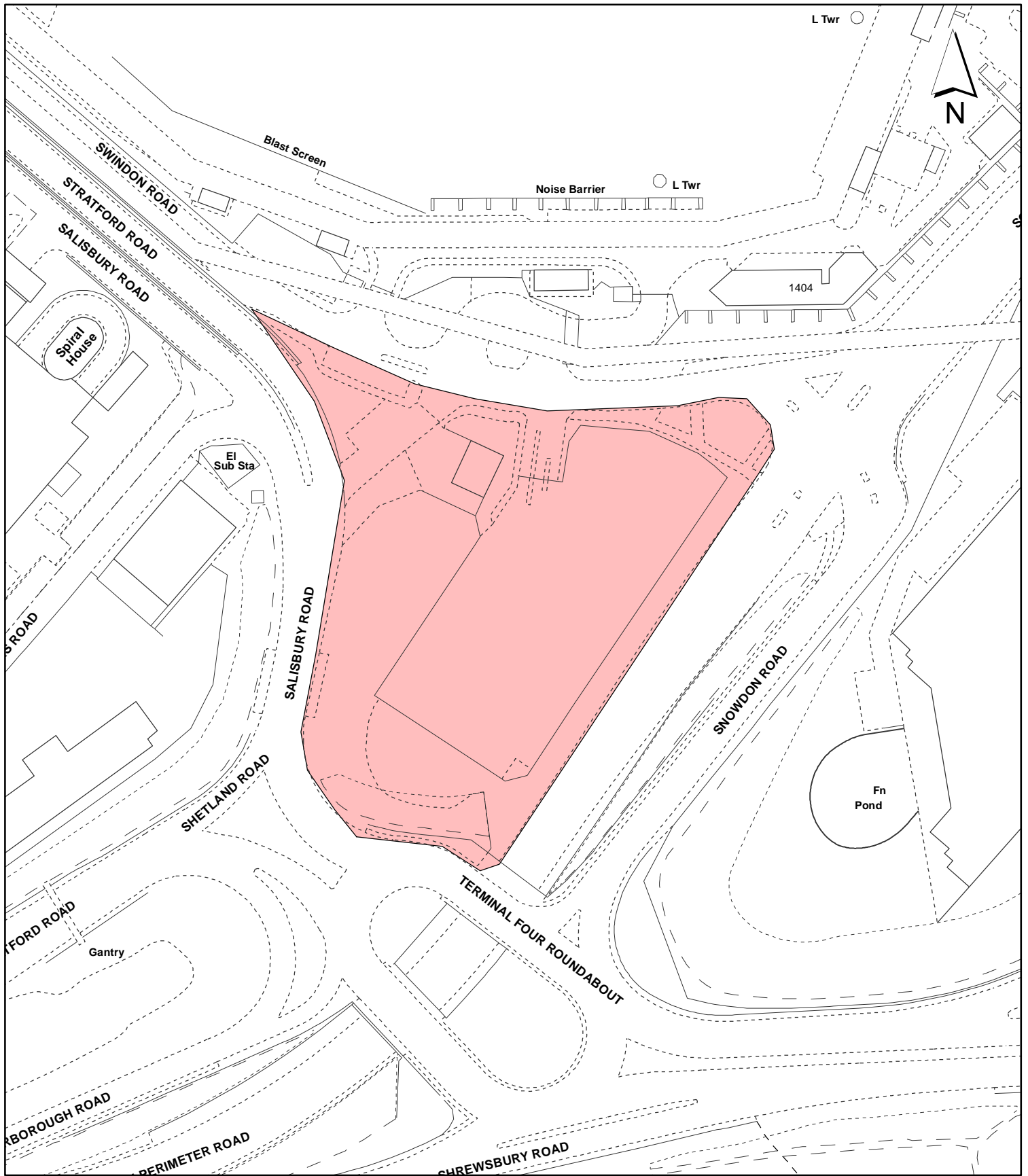
London Borough of Hillingdon's Planning Obligations Supplementary Planning Document (July 2014)

London Plan (2016)

National Planning Policy Framework (March 2012)

Contact Officer: Charlotte Goff

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

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

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

Planning Application Ref:
67622/APP/2016/3198

Scale:
1:1,250

Planning Committee:
Major

Date:
December 2016



HILLINGDON
 LONDON