

Report of the Head of Planning, Sport and Green Spaces

Address WORLD BUSINESS CENTRE 4 NEWALL ROAD HEATHROW AIRPORT

Development: Minor material amendment to planning permission ref. 71487/APP/2015/4718 dated 23/05/2016: Erection of a four storey office building (Use Class B1) with basement parking and roof top plant (Outline application) to amend the approved plans, comprising alternative elevational treatment to the central section of the side elevations, an increase in roof height and a reduction in height of the roof top plant enclosure and delete condition 7 (Details of Revised Roof Plant Enclosure).

LBH Ref Nos: 71487/APP/2017/1605

Drawing Nos: PL(00)121 - elevations
PL(00)120 - elevations
PL(00)104 - roof plan
WBC4 Design Statement - Part 2

Date Plans Received: 04/05/2017 **Date(s) of Amendment(s):**

Date Application Valid: 09/05/2017

1. SUMMARY

Permission was granted under planning ref 71487/APP/2015/4718 for erection of a four storey office building (Use Class B1) with basement parking and roof top plant (Outline application). This application relates to minor material changes to the side elevation and overall height of the building which proposed to increase from 39.85 AOD to 41.48 AOD. The proposal provides a contemporary finish to the consented scheme under ref: 71487/APP/2015/4718. The proposed changes are considered acceptable and this application is recommended for approval subject to a Deed of Variation to secure this consent against the original outline consent.

2. RECOMMENDATION

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

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

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

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

revised Transport Assessment. All highways works under the S278/S38 as required by the Local Planning Authority to be completed prior to first occupation.

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

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

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

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

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

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 30 September 2017, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

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

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

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

1 COM1 Outline Time Limit

The development hereby permitted shall begin by 13 January 2019.

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers A-100-000 rev. P3, A-100-099 rev. P2, A-100-100 rev. P1, A-100-101 rev. P0, A-120-001 rev. P1, PL(00)104, PL(00)120, and PL(00)121 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

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

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

Air Quality [Air Quality Assessment, December 2015]

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

REASON

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

4 NONSC Airport Occupancy Restriction

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

REASON

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

5 NONSC Low Emission Strategy

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

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

The Low emissions strategy shall make reference to The London Councils 'Air Quality and Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on Measures to Encourage the Uptake of Low Emission Vehicles, February 2009; and Low Emission

Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies, June 2008.

REASON

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

6 NONSC Contaminated Land

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

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

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

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

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

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

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

REASON

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

7 NONSC Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been

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

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

REASON

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

8 NONSC Secure by Design

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

REASON

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

9 NONSC Revised Cycle Parking Details

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

REASON

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

10 NONSC Ground and Surface Water Scheme

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

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

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

REASON

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

11 NONSC Construction Management & Logistics Plan

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

REASON

To ensure that the construction works do not prejudice the safe and efficient operation of adjoining roads, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 NONSC Non Standard Condition

The ground floor cafe area hereby approved shall only be used for purposes ancillary to the use of the office building and shall not be used independently by members of the general public.

REASON

To ensure that the use of buildings within the boundaries of Heathrow Airport are confined to airport related activity and that adequate off-street parking and servicing facilities are provided, in accordance with Policies A4, AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 153 Compulsory Informative (2)

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

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LE1	Proposals for industry, warehousing and business development
LE7	Provision of planning benefits from industry, warehousing and business development
A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
LPP 4.1	(2016) Developing London's economy
LPP 4.11	(2016) Encouraging a connected economy
LPP 4.2	(2016) Offices
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 6.13	(2016) Parking
LPP 6.6	(2016) Aviation
LPP 6.7	(2016) Better Streets and Surface Transport

3 115 Control of Environmental Nuisance from Construction Work

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

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

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

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

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

4 125 Consent for the Display of Adverts and Illuminated Signs

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

5 160 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the

British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

6

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

7

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

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

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

8

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

3. CONSIDERATIONS

3.1 Site and Locality

The 0.55ha, roughly square shaped application site is located between the A4 Bath Road which adjoins the site to the north and Newall Road to the south, within the boundary of

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

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

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

3.2 Proposed Scheme

The application relates to a proposed change to the design treatment on the side elevations required to disguise the external appearance of the toilets / stair cores on each side of the building and to an increase in the height of the building from the permitted 39.85m AOD to 41.48m AOD. The building would therefore increase from 15.10m to 16.73m height above the existing ground level.

The subsequent increase in height is due to the finished ground floor level being marginally higher than initially proposed (24.9m AOD compared with 24.75m AOD) and the height of the service run areas (in the suspended ceilings) require 1.285m instead of 0.765m originally.

3.3 Relevant Planning History

71487/APP/2015/4718 World Business Centre 4 Newall Road Heathrow Airport

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

Decision: 14-04-2016 Approved

71487/APP/2016/2029 World Business Centre 4 Newall Road Heathrow Airport

Reserved matters (Details of landscaping) in compliance with condition 2 of outline planning permission ref. 71487/APP/2015/4718 dated 23/05/2016: Erection of a four storey office building (Use Class B1) with basement parking and roof top plant.

Decision: 13-09-2016 Approved

71487/APP/2016/2818 World Business Centre 4 Newall Road Heathrow Airport

Details pursuant to Condition 9 (Contamination) of outline planning permission ref. 71487/APP/2015/4718 dated 23/05/2016 (Erection of a four storey office building (Use Class B1 with basement parking and roof top plant)).

Decision:

71487/APP/2016/3103 World Business Centre 4 Newall Road Heathrow Airport

Details pursuant to conditions 10 (Bird Hazard Management Plan) and 14 (Construction Management and Logistics Plan) of outline planning permission ref. 71487/APP/2015/4718, date 23/5/16: Erection of a four storey office building (Use Class B1) with basement parking and roof top plant (Outline application).

Decision:

71487/APP/2016/3732 World Business Centre 4 Newall Road Heathrow Airport

Details pursuant to Condition 13 (Scheme of Sustainable Water Management) of planning permission dated 23/5/16, ref. 71487/APP/2015/4718 (Erection of a four storey office building (Use Class B1) with basement parking and roof top plant (Outline application))

Decision:

71487/APP/2017/615 World Business Centre 4 Newall Road Heathrow Airport

Non-material Amendment of outline planning permission ref. 71487/APP/2015/4718 dated 23/05/2016: Erection of a four storey office building (Use Class B1) with basement parking and roof top plant, to provide alternative elevational treatment to the central section of the side elevations of the building.

Decision: 16-06-2017 Withdrawn

71487/APP/2017/616 World Business Centre 4 Newall Road Heathrow Airport

Details pursuant to Conditions 5 (Materials and external surfaces) and 7 (Revised details of roof top plant enclosure) of outline planning permission ref. 71487/APP/2015/4718 dated 23/05/2016 (Erection of a four storey office building (Use Class B1) with basement parking and roof top plant)

Decision: 20-06-2017 Approved

71487/APP/2017/736 World Business Centre 4 Newall Road Heathrow Airport

Details pursuant to Condition 8 (Low Emission Strategy) of outline planning permission Ref. 71487/APP/2015/4718 dated 23/05/2016 (Erection of a four storey office building (Use Class B1) with basement parking and roof top plant).

Decision:

Comment on Relevant Planning History

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

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

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF4 NPPF - Promoting sustainable transport
- NPPF7 NPPF - Requiring good design
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- NPPF12 NPPF - Conserving & enhancing the historic environment
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE35 Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE11 Development involving hazardous substances and contaminated land -

- requirement for ameliorative measures
- LE1 Proposals for industry, warehousing and business development
- LE7 Provision of planning benefits from industry, warehousing and business development
- A4 New development directly related to Heathrow Airport
- A5 New development at airports - incorporation of ancillary retail and leisure facilities and other services
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- SPD-NO Noise Supplementary Planning Document, adopted April 2006
- SPG-AQ Air Quality Supplementary Planning Guidance, adopted May 2002
- SPD-PO Planning Obligations Supplementary Planning Document, adopted July 2008
- LPP 4.1 (2016) Developing London's economy
- LPP 4.11 (2016) Encouraging a connected economy
- LPP 4.2 (2016) Offices
- LPP 5.1 (2016) Climate Change Mitigation
- LPP 5.10 (2016) Urban Greening
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.14 (2016) Water quality and wastewater infrastructure
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2016) Contaminated land
- LPP 5.3 (2016) Sustainable design and construction
- LPP 6.13 (2016) Parking
- LPP 6.6 (2016) Aviation
- LPP 6.7 (2016) Better Streets and Surface Transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **16th June 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Neighbouring occupiers were consulted between 24/05/2017 and 14/06/2017. No comments or objections were received to this application.

Internal Consultees

Urban Design

No objections to the proposed changes under this planning application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has been established by virtue of the Permission under planning ref: 71487/APP/2015/4718 dated 26/05/2016 for erection of a 4-storey office building (Use class B1) with basement car parking and rooftop plant (outline application). This application seeks consent for a minor amendments to the height of the building and minor changes to the appearance of the building. The principle of the proposal is therefore considered acceptable.

7.02 Density of the proposed development

Not relevant to the determination of this application.

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

Not relevant to the determination of this application.

7.04 Airport safeguarding

No comments or objections were received to this application from NATS.

7.05 Impact on the green belt

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

7.06 Environmental Impact

Not applicable to the proposal.

7.07 Impact on the character & appearance of the area

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

The main changes under this application relate to the proposed change to the design treatment on the side elevations required to disguise the external appearance of the toilets / stair cores on each side of the building and to an increase in the height of the building.

The original criss-cross design on the side elevations is not considered an appropriate design solution as it was out of keeping with the the strictly vertical and horizontal designs of the existing WBC buildings. Accordingly, a vertical fin design is proposed. The other 3 WBC office buildings adjacent have projecting emergency stair cores on their side elevations

and the proposed bronze vertical fin design is considered a high quality design enhancement that is not out of keeping with the existing office buildings.

The height of the main parapet roof of the building has been increased from the permitted 39.85m AOD to 41.48m AOD. The subsequent increase in height is due to the finished ground floor level being marginally higher than initially proposed (24.9m AOD compared with 24.75m AOD) and the height of the service run areas (in the suspended ceilings) require 1.285m instead of 0.765m originally.

There are no objections in terms of the overall height and design approach proposed under this application as this section of Bath Road is wholly commercial in nature and the proposed building would be similar in height and mimic the design of the adjoining office

blocks. The 1.63m height increase would mean the building would be 16.73m above ground level in an area (winder Bath Road area) where buildings go upto over 20m in height. The Council's Conservation/ Urban Design Officer does not raise any concerns regarding this aspect of the scheme. The changes would produce a more contemporary building, but one that would still read as being part of the WBC group.

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

7.08 Impact on neighbours

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

7.09 Living conditions for future occupiers

Not applicable to this office development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

There are no traffic, car/cycle parking or pedestrian safety impacts arising from the proposed development.

7.11 Urban design, access and security

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

7.12 Disabled access

Not applicable to the determination of this application.

7.13 Provision of affordable & special needs housing

Not applicable to this office development.

7.14 Trees, landscaping and Ecology

Not applicable to the determination of this application.

7.15 Sustainable waste management

Not applicable to the determination of this application.

7.16 Renewable energy / Sustainability

Not applicable to the determination of this application.

7.17 Flooding or Drainage Issues

Not applicable to the determination of this application.

7.18 Noise or Air Quality Issues

Not applicable to the determination of this application.

7.19 Comments on Public Consultations

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

7.20 Planning obligations

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals'.

In accordance with the previous consents, the following would be secured through a Deed of Variation to the S106 agreement:

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

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

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

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

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

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

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

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

7.21 Expediency of enforcement action

No enforcement issues are raised by this application.

7.22 Other Issues

No other issues are raised by this application.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

This scheme would provide purpose built, modern premises that is in keeping with the area.

The proposal provides a contemporary finish to the consented scheme under ref: 71487/APP/2015/4718. The proposed changes are considered acceptable and this application is recommended for approval subject to a Deed of Variation to secure this consent against the original outline consent.

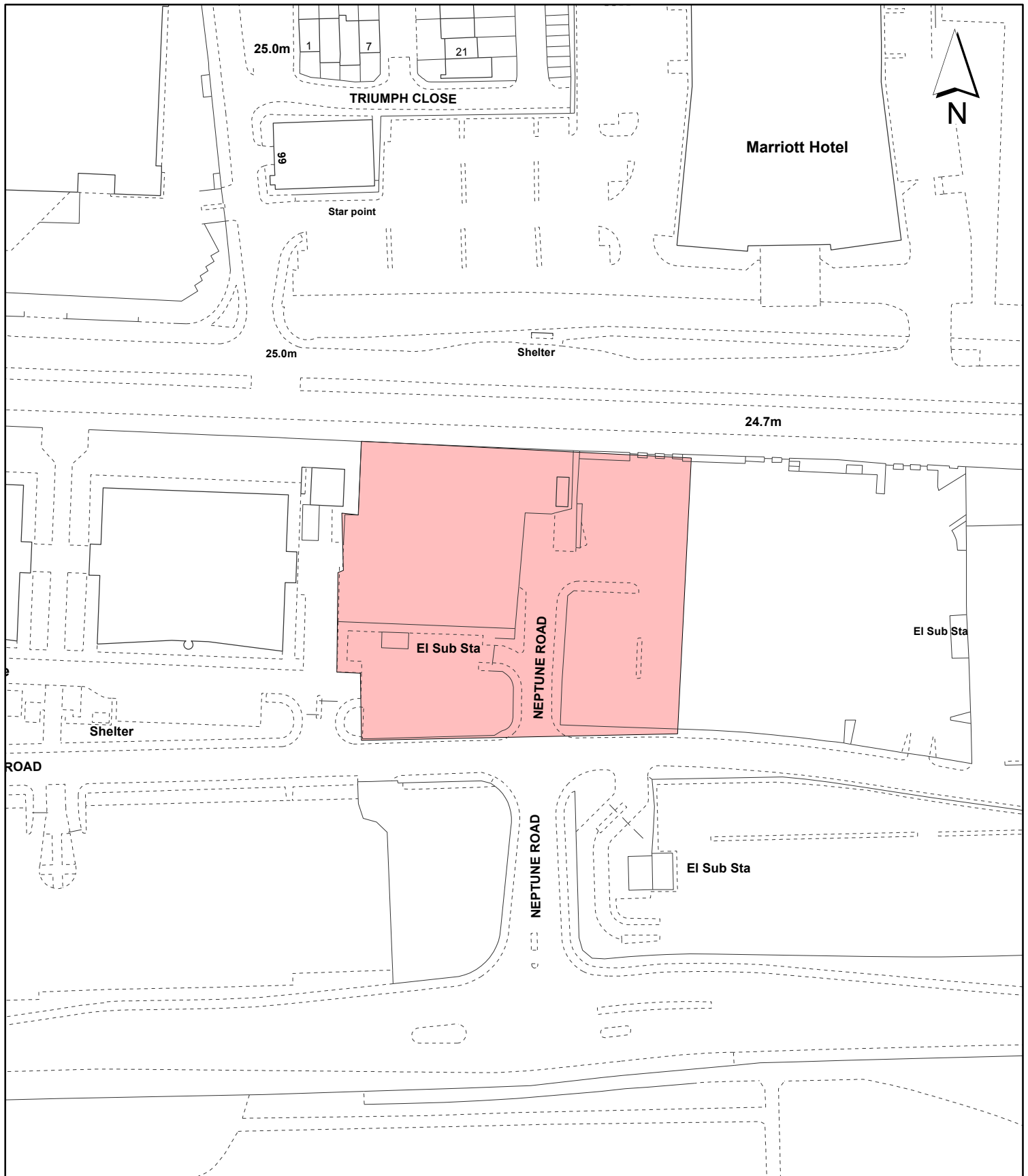
11. Reference Documents

National Planning Policy Framework (March 2012)
Planning Practice Guidance (March 2014)

London Plan (March 2016)
Hillingdon Local Plan (November 2012)

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Notes:

 Site boundary

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Site Address:

World Business Centre

Planning Application Ref:

71487/APP/2017/1605

Planning Committee:

Major

Scale:

1:1,250

Date:

June 2017

LONDON BOROUGH OF HILLINGDON

Residents Services Planning Section
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