

Report of the Head of Planning, Sport and Green Spaces

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

Development: Variation of Condition 3 (Approved Plans) of outline planning permission ref. 67622/APP/2015/1851 (660 bedroom hotel development) to allow for internal reconfiguration to accommodate an additional 87 bedrooms and for an increase in the height of the atrium roof.

LBH Ref Nos: 67622/APP/2017/4325

Drawing Nos: A033001 Rev 13 - Co-ordinating - Sections A,E
P005007 Rev 3 - Area Plan - Level 0f
P005008 Rev 3 - Area Plan - Level 0f
P005009 Rev 3 - Area Plan - Level 0f

Date Plans Received: 29/11/2017 **Date(s) of Amendment(s):**

Date Application Valid: 29/11/2017

1. SUMMARY

The proposed increase in atrium roof height does not materially alter the overall scale, character and appearance of the approved hotel building.

The increase in the amount of rooms provided within the hotel building can be accommodated without causing undue pressure on the surrounding highway network and car parking provision and will not intensify the use to a disruptive or unsustainable level.

2. RECOMMENDATION

Approval, subject to delegated powers being given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments agreed by the Head of Planning and Enforcement and the following:

a) That the Council enter into a deed of variation to the legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the legal obligations secured under the original consent (reference 67622/APP/2013/2532).

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

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

d) That if any of the heads of terms have not been agreed and the S106 legal agreement has not been finalised by the 10th of April 2018, or any other period deemed appropriate by the Head of Planning and Enforcement, then the application may be referred back to the Committee for determination.

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 imposed subject to any changes negotiated by the Head of Planning and Enforcement prior to issuing the decision:

1 COM1 Outline Time Limit

The development hereby permitted shall be begun either before the 30th July 2019, or before the expiration of two (2) years from the date of approval of the last of the reserved matters to be approved, whichever is the later, unless consent to any variation is first obtained in writing from the Planning Authority.

REASON

To comply with Sections 73 and 92 of the Town and Country Planning Act 1990 (as amended) and the terms and conditions of planning application 2385/APP/2013/2532.

2 COM2 Outline Reserved Matters

Unless otherwise agreed in writing by the Local Planning Authority, applications for approval of the following reserved matters shall be made to the Local Planning Authority before the 30th of July 2019:

- a) Appearance
- b) Landscaping
- c) Layout
- d) Scale
- e) Access

REASON

To comply with Sections 73 and 92 of the Town and Country Planning Act 1990 (As Amended) and the terms and conditions of planning application 2385/APP/2013/2532.

3 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

P005000;
P005001;
P005002;
P005003;
P005004;
P005005;
P005006;
P005007;
P005007 Rev 3;
P005008 Rev 3;
P005009 Rev 3;
P010001;
P010002 Rev 1;
A033001 Rev 13;
A031000 Rev 1;
A031001 Rev 1;

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2016).

4 NONSC Screen Structure

Prior to the commencement of the development, details of the materials to be used in the external surfaces of the building, shall be submitted to and approved in writing by the Local Planning Authority. The submission shall include:

- a) Full detailed elevations and/or sections (including samples where relevant) indicating the types of materials, finishes and colours for the building;
- b) Full details of the external lighting scheme.

Thereafter the development shall be constructed in accordance with these approved details and retained as such for as long as the development remains in existence.

REASON

To ensure the building complies with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.16 of the London Plan (March 2016).

5 NONSC Lighting Near Aerodromes

Prior to the commencement of the development, an overall lighting scheme shall be submitted to and approved in writing by the local planning authority. The lighting scheme shall confirm compliant with the Civil Aviation Authority Advice Note 2 'Lighting Near Aerodromes'. The details shall be implemented in full prior to the occupation of the development and retained in full thereafter.

REASON

To ensure the development does not prejudice airport operational safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 NONSC Archaeological Investigation

A) Unless otherwise agreed in writing by the Local Planning Authority in written agreement with English Heritage's London archaeological unit (GLAAS), no development shall commence until the applicant has completed a field evaluation to assess the archaeological significance of the site.

B) Should the field study reveal under Part (A) archaeological findings of such significance as to merit preservation in-situ then measures to protect the physical remains will be incorporated in the design

C) Should the field study reveal under Part (A) archaeological findings of sufficient significance to merit further investigation then prior to commencement of any development on site or clearance of the site a Written Scheme of Investigation shall be submitted by the applicant and approved by the local planning authority.

D) Should the scheme trigger a Written Scheme of Investigation under Part (C) the development shall not be occupied until the site investigation and post investigation

assessment for that phase has been completed in accordance with the Written Scheme of Investigation approved under Part (C), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest may exist on this site. The planning authority wishes to secure appropriate protection or archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the guidance contained within the National Planning Policy Framework and in accordance with Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy PT1.HE1 of the Local Plan Part 1 (November 2012).

7 NONSC Land contamination

(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.

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).

8 COM15 Sustainable Water Management

No part of the outline development shall commence until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage

systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. 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 waters;
- ii. include a timetable for its implementation; and
- iii. 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:
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (March 2016).

9 NONSC Details of design and design parameters

The relevant reserved matters applications shall provide the following details prior to their approval:

a) The reserved matter known as scale shall provide details of the maximum building height that will be no more than 47.6 metre above ordnance datum (AOD) (excluding plant, lift overruns etc) and the minimum height shall be no less than 44.6 metres AOD.

b) The plant and lift runs shall raise the maximum height of the building as set out in section (a) above by no greater than 2 metres.

c) The reserved matter known as appearance shall provide full details of the glazing at ground level including the transparent and opaque sections as well as further plans and details (including materials, colours and specifications) of all elevations (including 'back of house' spaces).

(d) Above ground floor the floor area shall be confined to use as hotel guests rooms and associated circulation space and not for ancillary uses (e.g. meeting rooms, cafes, bars, restaurants, conference faculties) with exception of up to a maximum 564sq.m of floor area on the top floor for use as an ancillary bar/lounge and 97sqm of floor area on the top (6th) floor for use as a small club lounge.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (March 2016).

10 COM27 Traffic Arrangements - submission of details

No individual phase of the outline development shall commence until details of all traffic arrangements (including directional signage as well as where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking

areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority.

Details shall also include:

- (i) Plans of the basement car parking layout including the gradient of the car parking that shall be no greater than 1:20 and with minimum 2.6m height vehicle clearance within the basement and ramp.
- (ii) A scheme for blue and brown badge parking, to comply with the London Plan and Council policies. These should show the bays being a minimum of 4.8m long by 3.6m wide, or 3m wide where two adjacent bays may share an unloading area.
- (iii) Details of at minimum 2 drop off bays to serve coaches/hopper buses and 2 separate drop off/pick up points for taxis/cars (unless agreed otherwise in writing by the Council's Highway Engineers Team).
- (iv) 20% of the parking bays served by electrical charging points (10% active and 10% passive)
- (v) 2 fast electrical charging points located to serve electric powered taxis.
- (vi) Details of the shared surface treatment for the Swindon Road service road/pedestrian link to the Terminal 4 building;
- (vii) Secure cycle storage provided at 1 space per 10 (FTE) members of staff.

The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (March 2016).

11 RES17 Sound Insulation from aircraft noise

No individual phase of the outline development shall commence until a scheme for protecting the proposed development from air traffic noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.15 of the London Plan (March 2016).

12 NONSC Living Walls

No individual phase of the outline development shall commence until a scheme for the inclusion of living walls, roofs and screens has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

REASON:

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and policies EM1 and EM8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Materials

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

Details should include information relating to make, product/type, colour and photographs/images and physical samples where appropriate

REASON

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

14 COM9 Landscaping (car parking & refuse/cycle storage)

No individual phase of the outline development shall commence until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Means of enclosure/boundary treatments

2.c Details of the replacement provision of motor cycle parking spaces within the vicinity of Terminal 4 if as a result of the development any motorcycle spaces are displaced

2.d Hard Surfacing Materials

2.e External Lighting

2.f Street furniture

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

5.a Existing and proposed functional services above and below ground

5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 and 5.17 of the London Plan (March 2016).

15 NONSC Air Pollution

No individual phase of the outline development shall commence until a scheme for protecting the proposed accommodation from external air pollution has been submitted to and approved by the LPA. Any works which form part of such a scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

REASON

To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Note: In areas where there the air pollution levels are above, or close to, the national and European limits, this is designed to safeguard the future residents/users of the site from the ingress of the poor outdoor air quality. The design must take into account climate change pollutants and ensure there are no trade-offs between local and global pollutant emissions. Suitable ventilation systems will need to: take air from a clean location or treat the air and remove pollutants; designed to minimise energy usage; be sufficient to prevent summer overheating; have robust arrangements for maintenance.

16 NONSC Ecological Enhancement

No individual phase of the outline development shall commence until an ecological enhancement scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the building. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.28 of the London Plan (March 2016).

17 NONSC Energy Assessment

No individual phase of the outline development shall commence until a detailed energy assessment has been submitted to and approved in writing by the Local Planning Authority, showing how the development will reduce carbon emissions by 25% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- 1) The baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses.
- 2) The methods to improve the energy efficiency of the development and how this impacts on the baseline emissions:
- 3) The inclusion of CHP and the specification of the technology to be used, the inputs and outputs of the CHP unit and the impacts on the baseline emissions
- 4) How renewable energy will be incorporated into the development, including plans and

drawings showing the use of technology (e.g. roof plans and elevations showing PVs) and how the chosen technology impacts on the baseline emissions.

5) How the technology will be maintained and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 of the London Plan (March 2016).

18 NONSC Details of any plant, machinery or fuel burnt

No individual phase of the outline development shall commence until details of any plant, machinery or fuel burnt, as part of the energy provision for the development have been submitted to the LPA for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012 (September 2007). Details to limit and/or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation and thereafter implemented and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 NONSC Inclusive Design

No individual phase of the outline development shall commence until a detailed access strategy has been submitted to and approved in writing by the local planning authority. The details shall include:

a) Details of a suitable access route between the building and the car parking area. Paths forming access routes to be 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths will also include suitably dropped kerbs at key crossing points.

b) Plans submitted showing the provision of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) will be at minimum:

i. 5% without a fixed tracked-hoist system;

ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;

iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails).

(iv) 50% of en suite bathrooms within the 60 required accessible rooms to have level access shower.

c) Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided including the type of system(s) that shall be suitable for different areas of the hotel

d) Details of two in number fire rated lifts to both hotel buildings, with details provided to demonstrate that the lifts shall be designed and integrated to support Horizontal

Evacuation.

e) Details of the fire evacuation refuge areas that are sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Fire refuge areas shall be adequately signed and accessible communication points shall be provided in the refuge area.

f) Details of fire exits that shall incorporate a suitably level threshold and should open onto a suitably level area.

g) Floor plans provided of the hotel rooms including to the en suite bathrooms to demonstrate that bath and shower rooms will accord with the design guidance in BS8300:2009.

h) Details demonstrating the internal doors, across circulation routes, shall be held open using fire alarm activated magnetic closers.

i) Details that the alarm system shall be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

Thereafter, the development shall be implemented in accordance with the approved details and the accessible measures retained and adequately maintained for the life of the development.

REASON

To ensure that people with disabilities have adequate access to the development and the development is built in accordance with the best practice principles of inclusive design and to comply with policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's design guidance as laid out in 'Accessible Hillingdon Supplementary Planning Document' (May 2013) and policies 7.1 and 7.2 London Plan (March 2015).

20 NONSC BREEAM

Prior to:

(i) Commencement of development on site, a statement demonstrating that development will achieve at minimum a BREEAM 'very good' rating shall be submitted for approval in writing by the Local Planning Authority unless otherwise agreed in writing by the local planning authority.

(ii) Occupation and completion of development, a report demonstrating the scheme has achieved a BREEAM 'very good' rating shall be submitted for approval in writing by the Local Planning Authority unless otherwise agreed in writing by the local planning authority.

Thereafter the relevant approved details shall be maintained for the life of the development.

REASON

To ensure that the non-residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 5.7 of the London Plan (2016).

21 COM31 Secured by Design

The Development hereby approved 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 occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (March 2016) Policies 7.1 and 7.3.

22 NONSC Gates

Prior to the commencement of the development, details of the operation of the any vehicular access way gates proposed within the development by disabled persons, and manual operation of any gates in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the secure access arrangements shall be installed in accordance with the approved details and maintained so long as the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (March 2016).

23 A20 Clean Soils

All site derived soils and imported soils shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24 NONSC Car Parking for guest and staff only

The car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

The use of the site for long or short stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan

(March 2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

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 I28 Food Hygiene

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

4 I23 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

5 I23A Re-instatement of a Vehicle Access.

You are advised by London Borough of Hillingdon, Highways Management, that any works on the Highway, in relation to the reinstatement of any existing vehicle access, must be carried out with approval from the Highway Authority. Failure to reinstate an existing vehicle access will result in the Highway Authority completing the works, and the developer may be responsible for the costs incurred. Enquiries should be addressed to: Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

6 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

7 I47 Damage to Verge

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

8 I60 Cranes

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

9

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

10

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

11

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

12

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

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 an 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

The proposal involves internal reconfiguration of the building to provide additional bedrooms. This would be largely achieved through reducing the size of bedrooms within the hotel. The Design & Access Statement informs that this amendment is being sought as customer profiles suggest larger rooms would not be subject to the same level of demand as smaller rooms used by airport passengers. The result of this reconfiguration would be an increase in the amount of bedrooms provided from 660 to 747 (13%).

The increase in height of the atrium roof would bring it level with the height of the main roof at 22.63 metres (46.15 metres AOD). The roof would not project above the maximum height parameter established within the outline approval for the development which is set at 47.6 metres AOD, as per condition 9 of the original approval (67622/APP/2013/2532). It should be noted that this condition allows plant and lift overruns to project a further 2 metres above this height.

The application documents state that the remodelling of the roof line of the building is being sought in order to simplify construction as well as to provide improved outlook from atrium windows serving bedrooms on the 5th and 6th floors of the building. None of the additional bedrooms proposed would be incorporated beneath the atrium roof, which will serve only to enclose plant serving the hotel.

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/2016/3198 Former Contractor'S Compound, South Of Swindon Road Heathrow /

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).

Decision: 06-12-2016 Approved

67622/APP/2017/1289 Former Contractor'S Compound, South Of Swindon Road Heathrow /

Application for Non-Material Amendments to Approval of Reserved Matters ref. 67622/APP/2016/3198 dated 08-12-2016 for a new hotel consisting of internal alterations to room sizes on levels 5 and 6 to allow for 87 additional bedrooms and to raise height of atrium roof to main roof level.

Decision: 15-09-2017 Refused

Comment on Relevant Planning History

Outline application was originally approved under application 67622/APP/2013/2532 and we subsequently varied under application 67622/APP/2015/1851. Reserved matters have been submitted and approved under application 67622/APP/2016/3198 but a fresh submission would be required for the proposed scheme if approved.

An application to approve the proposed alterations as a non-material amendment to the scheme was refused under application 67622/APP/2017/1289 as it was considered that the proposed alterations would materially alter the development.

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
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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **9th January 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

GREATER LONDON AUTHORITY (GLA) (Summary):

Given the scale and nature of the proposals, the amendments do not give rise to any new strategic planning issues.

Therefore, the Mayor of London does not need to be consulted any further on this application.

TRANSPORT FOR LONDON (TfL):

TfL considers that the proposed increase in quantum to the hotel (additional 87 rooms) would not result in an unacceptable impact to the TLRN in the vicinity. It is also welcomed that no additional car parking is proposed as a result.

HEATHROW AIRPORT LTD:

I can confirm that from a Heathrow Airport Ltd point of view we have no objections to these amendments and that the condition can be discharged. However, we would assume that all previous Informatives and/or Conditions relating to this site would remain from a Heathrow perspective.

NATS:

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

Internal Consultees

HIGHWAYS:

The applicant's covering letter provides information on traffic impact. As a result of the proposals the hotel's parking provision will drop from the reserved matters approval of 1 space per 4.9 bedrooms to 1 space per 5.5 bedrooms as no additional parking from the previous application is provided on site. I am aware that TfL are keen to reduce car parking levels at hotels at and close to Heathrow Airport. The applicant's covering letter explains that the hotel is within the CTA and that there will be little additional traffic as a result of passengers, servicing or staff. They also cite the trend towards reduced levels of car parking and better management of taxis, coaches and pedestrian links to terminals at both Terminal 2 and Terminal 5. I am willing to accept the explanation of the proposed traffic changes.

WASTE DEVELOPMENT MANAGER:

An area is designated for waste storage which is good practice. Recommendations on best practice were included in the comments received, these have been included as an informative within the recommendation.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development has already been established following approval of outline planning permission under 67622/APP/2013/2532.

7.02 Density of the proposed development

As this is a hotel development, residential density considerations are not applicable.

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

The proposed amendments do not result in any alterations in the building footprint of the building. The site is located within Heathrow Archaeological Priority Zone and the outline approval included a condition (No. 6) requiring any archaeological findings made during construction to be appropriately recorded and safeguarded.

7.04 Airport safeguarding

The increased height of the atrium roof does not bring it above the maximum height parameter of 47.6 metres AOD which was set in the outline permission. This height restriction was imposed in order to avoid interference in the operation of the airport radar.

NATS and Heathrow Airport Ltd have both confirmed that they do not object to the proposed amendments.

7.05 Impact on the green belt

The site is positioned away from green belt land, amongst an established group of large airport buildings. It is therefore not considered there would be any adverse impact on the green belt.

7.06 Environmental Impact

Not applicable given the nature of the proposed amendments.

7.07 Impact on the character & appearance of the area

The design, scale and appearance of the building has been established as acceptable following the approval of reserved matters under 67622/APP/2016/3198.

The external appearance of the building, when viewed from street level, would not be materially altered as a result of the proposal as the increase in height relates only to the atrium roof, which is screened from view by the surrounding building facade. The reconfigured internal layout would not necessitate any removal or repositioning of fenestrations.

For clarity, it should be noted that the original requirement for 50% glazing to the building facades of the hotel buildings above ground level as specified by condition 9 (c) of the outline approval 67622/APP/2013/2532 was subsequently removed following approval of a variation to conditions under 67622/APP/2015/1851.

The increase in the amount of bedrooms provided would intensify the use of the building but, given its location adjacent to a busy airport use, it is not considered that the 13% increase in the amount of rooms available would result in a perceptible increase in intensity that would appear out of keeping and disruptive.

It is therefore considered that the proposed amendments would satisfy Policies BE 13 and T 2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.08 Impact on neighbours

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

Hotel development is not subject to the same policy concerns as residential development.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The proposed amendments include an increase in the amount of bedrooms that would be provided within the hotel whilst the amount of car parking spaces available would not increase concurrently.

The application has been assessed by Transport for London (TfL) and the Council's Highway Engineers, neither of which have raised any objections owing to the customer demographic and the presence of strong alternative transport links.

it is therefore considered that the proposed amendments would comply with Policies AM 7 and AM 14 of the Local Plan.

7.11 Urban design, access and security

No comments to add.

7.12 Disabled access

The original scheme included provision of accessible bedrooms. The applicant has confirmed that the amount of accessible bedrooms will be increased proportionally with the overall increase in bedrooms to be provided as a result of the proposed amendment.

The provision of accessible bedrooms is, in any case, secured by condition 19 of the existing outline approval which would be carried over to the current application, if approved

The provision of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) will be at minimum:

i. 5% without a fixed tracked-hoist system;

ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;

iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails).

(iv) 50% of en suite bathrooms within the required accessible rooms to have level access shower.

The approved details and the accessible measures would thereafter be retained and adequately maintained for the life of the development.

7.13 Provision of affordable & special needs housing

Not applicable as this is not an application for residential development.

7.14 Trees, Landscaping and Ecology

The proposed works would not compromise any areas of the site that would be required to accommodate landscaping as the footprint of the building would not be altered. A detailed

landscaping scheme will need to be presented to the Council, and thereafter implemented and maintained, and this is secured by planning conditions that will be carried over from the original outline approval.

7.15 Sustainable waste management

The proposed development incorporates a designated waste storage area. The Council's Waste Development Manager has provided best practice guidance for waste management. These comments will be attached as an informative to any approval granted

7.16 Renewable energy / Sustainability

An energy strategy was included with the most recent application to vary conditions (67622/APP/2015/1851) which incorporated the required CO2 savings as specified within Policy 5.2 of the London Plan (2016).

Further sustainability and renewable energy details and infrastructure are secured by conditions 17 and 20 of the outline permission which provide thresholds for carbon emissions and set out mitigation practices to be followed.

7.17 Flooding or Drainage Issues

The site lies within Flood Zone 1 and, as such, is not at significant risk of tidal or fluvial flooding. Condition 8 of the outline permission secures a sustainable water management scheme that would include attenuation tanks and systems to allow for reuse and recycling of grey water.

7.18 Noise or Air Quality Issues

Condition 11 of the outline permission secures sound proofing and mitigation works to serve all bedrooms in relation to air traffic noise from the nearby airport. This condition would apply to the reconfigured internal layout

The site is located within an Air Quality Management Area (AQMA). The proposed increase in bedrooms would not be accompanied by an increase in car parking and it is not considered that there would be a significant increase in traffic that would give rise to air pollution concerns. Conditions 15 and 18 also ensure that measures will be taken to prevent the accommodation provided from being exposed to external air pollution and to ensure appropriate plant and machinery serving the hotel will use appropriate fuels and pollution mitigation measures.

The Section 106 agreement attached to the original outline approval, which will be subject to a Deed of Variation to ensure that it relates to the current application, includes a commitment to make contributions towards air quality management.

7.19 Comments on Public Consultations

No comments received from members of the public.

7.20 Planning Obligations

The outline application was granted subject to a signed Section 106 agreement which included the following heads of terms:-

i) Transport:

i.i) Highways As required by the Council's Highway Engineer to be implemented with the cost met by the applicant.

i.ii) Travel Plan to cover hotel staff and hotel guests and provision of a Travel Pack

i.iii) Service and Delivery Plan

i.iv) Off site coach waiting area and coach call forwarding

ii). Construction Training: (£2,500 for every £1million build cost) +- (sq metre of floor space proposed/7500sq.m x £71,675= total contribution and Coordinator Costs" based on size of development as a % of work placement coordinator threshold size x total cost of work place coordinator. One full time post, estimated at £71,675 per annum

iii) Hospitality Training: An Employment Strategy including for end user stage.

iv). Employment Strategy for build phase and end user phase and details of measures taken to procure services from local businesses

v). Air Quality: A contribution to sum of £25,000 for air quality monitoring.

vi). Project Management and Monitoring Fee: in line with the SPD a financial contribution equal to 5% of the total cash contributions is to be secured to enable the management and monitoring of the resulting agreement.

vii) Phasing: An agreement for Heathrow Airport Limited to bring forward, fund and complete a fully costed programme of works to improve the public realm/access arrangements, including all necessary highways alterations, between the hotel buildings and the Terminal 4 buildings prior to the occupation of the hotel development

viii). Ecological enhancement scheme to provide off site wildlife opportunities to address the resulting loss/deficit on site and to address air quality issues.

Notwithstanding the uplift in rooms, the building footprint remains the same. Officers do not consider there to be any persuasive arguments to alter any of the previously agreed heads of terms although a deed of variation (DOV) will be required.

The proposed development is liable to Mayoral and LBH CIL charges and, as such, a CIL Liability Notice will be issued in order to secure the relevant contributions.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

No further issues.

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

It is recommended that the application is approved and the relevant condition is varied in order to include the submitted plans as part of the approved outline permission for the development.

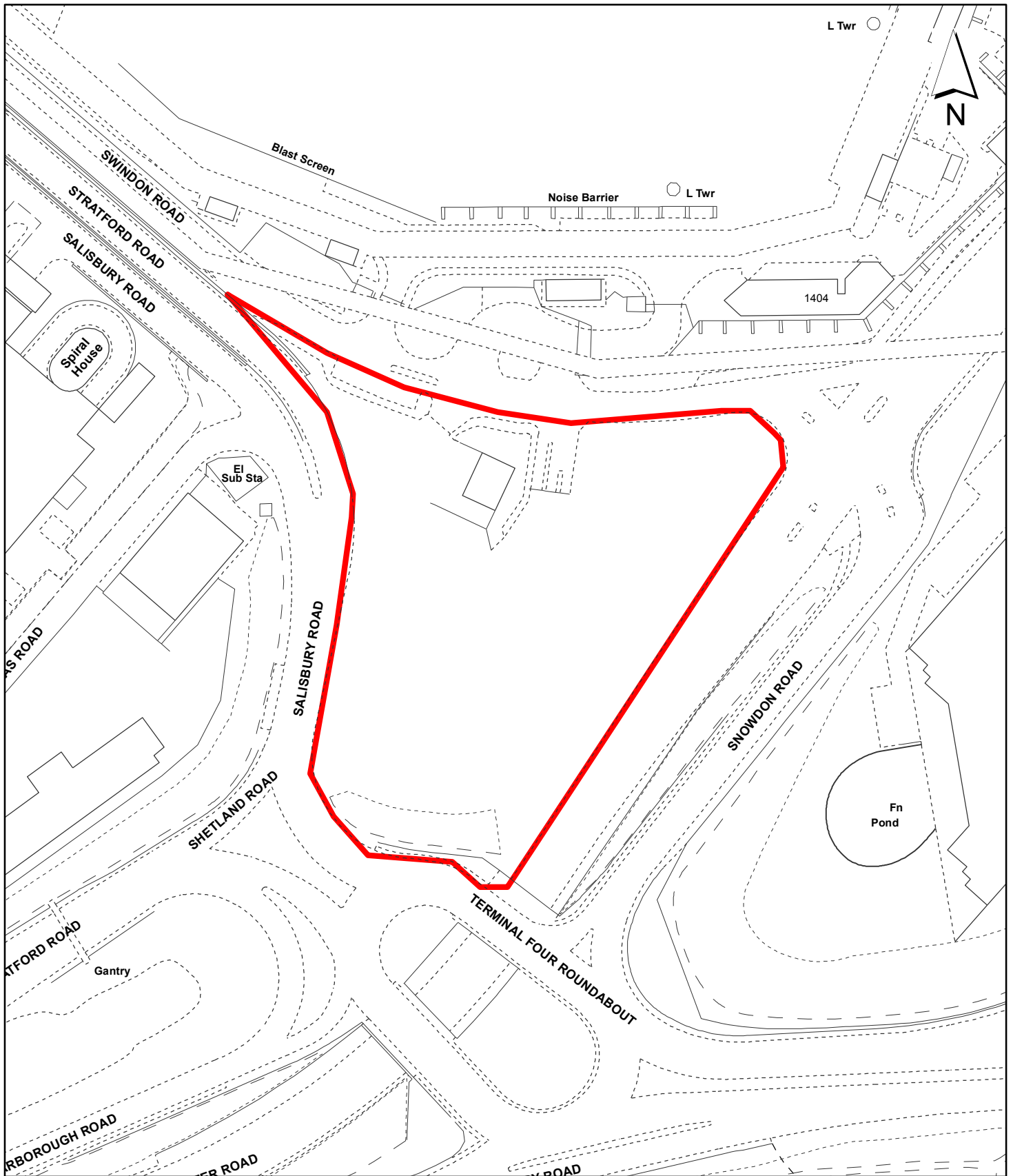
11. Reference Documents

Hillingdon's Land Contamination Supplementary Planning Guidance (SPG)
Hillingdon Local Plan: Part One (November 2012)
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)


London Borough of Hillingdon's Noise Supplementary Planning Document (adopted April 2006)
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)
London Plan (2016)
National Planning Policy Framework (March 2012)

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes

 Site boundary

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

© Crown copyright and database rights 2013 Ordnance Survey 100019283

Site Address

**Swindon Road
 Heathrow**

Planning Application Ref:

67622/APP/2017/4325

Planning Committee

Major Application

Scale

1:1,250

Date

January 2017

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

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



HILLINGDON
 LONDON