

Report of the Head of Planning, Sport and Green Spaces

Address LAND AT CESSNA ROAD HEATHROW AIRPORT HOUNSLOW

Development: Section 73 application to amend condition 3 (approved plans) of planning permission ref. 62360/APP/2015/4277 dated 01-12-2016 for Outline application for the erection of a 298 room hotel (Matters reserved: Landscaping) at Terminal 2 Heathrow Airport. Changes include alterations to footprint, increase in height to include additional storey and roof top boardroom, increase in bedrooms provided from 298 to 360, relocation of elevated pedestrian link from first floor level to second floor level, revised external appearance, revised car parking, drop-off lay-by and internal re-arrangements.

LBH Ref Nos: 62360/APP/2017/3000

Drawing Nos: 083-L(PL)-402 Rev P3 - Section B
083-L(PL)-403 Rev P3 - Section C
083-L(PL)-404 Rev P3 - Section D
083-L(PL)-405 Rev P3 - Section E
083-L(PL)-406 Rev P3 - Section F
083-L(PL)-501 Rev P4 - Elevation 1
083-L(PL)-502 Rev P4 - Elevation 2
083-L(PL)-503 Rev P4 - Elevation 3
083-L(PL)-504 Rev P4 - Elevation 4
083-L(PL)-505 Rev P4 - Elevation 5
Addendum to Design and access statement 170815
083-L(PL)-204 P3 - Location Plan
083-L(PL)-300 P2 - Proposed floor plan level 0
083-L(PL)-301 P1 - Proposed floor plan level 1
083-L(PL)-302 P1 - Proposed floor plan level 2
083-L(PL)-900 P3 - Proposed Bridge Link Plans
083-L(PL)-901 P2 - Proposed Link Bridge Typical Bridge Sections Details
083-L(PL)-902 P3 - Proposed Link Bridge Elevations
083-L(PL)-903 P3 - Proposed Link Bridge Access Route
083-L(PL)-904 P1 - Proposed Link Bridge Access through car park
083-L(PL)-303 P2 - Proposed floor plan levels 3-13
083-L(PL)-314 P1 - Proposed floor plan level 14
083-L(PL)-401 P2 - Section A
083-L(PL)-407 P3 - Section G
083-L(PL)-408 P3 - Section H
Covering Letter -T2 Hotel S73
083-L(PL)-509 Rev P4 - Elevation 9
083-L(PL)-506 Rev P4 - Elevation 6
083-L(PL)-507 Rev P4 - Elevation 7
083-L(PL)-508 Rev P4 - Elevation 8
A-1001 Red Line Plan

Date Plans Received: 15/08/2017 **Date(s) of Amendment(s):** 15/08/2017
Date Application Valid: 17/08/2017 01/12/2016
07/09/2017

1. **SUMMARY**

The proposed increase in height and footprint of the building would be effectively absorbed into the overall building without significantly altering its general form, appearance or character. The repositioned elevated walkway would appear similar to the approved walkway, albeit at a marginally higher level.

The increased height of the building would not result in any aircraft safeguarding concerns.

The amount of parking provided would be sufficient to serve the increased number of rooms, given the nature of the site, expected clientele and the forms of transport they would be likely to use.

The remodelled service areas allow for more plant and equipment to be located within the building, thereby preventing external clutter.

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 62360/APP/2015/4277).

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) The varied Section 106 agreement must include measures to secure the continued provision of disabled parking within the multi storey car park to serve the hotel.

e) That if any of the heads of terms have not been agreed and the S106 legal agreement has not been finalised by the 10th 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.

f) 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.

g) 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 begin either before the expiration of three years from 1st December 2016, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

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

2 COM2 Outline Reserved Matters

Details of the landscaping (hereinafter called "the reserved matters") shall be submitted to the local planning authority before the expiry of three years from the date of outline permission 62360/APP/2015/4277 (dated the 1st of December 2016) and approved in writing before any development begins. The submitted details shall also include details of:

(i) Any phasing for the development.

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

REASON

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

3 COM4 Accordance with Approved Plans

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

A-1001- Red Line Plan

083-L(PL)-204 P3 Location Plan;

083-L(PL)-300 P2 Proposed floor plan level 0;

083-L(PL)-301 P1 Proposed floor plan level 1;

083-L(PL)-302 P1 Proposed floor plan level 2;

083-L(PL)-303 P2 Proposed floor plan levels 3-13;

083-L(PL)-314 P1 Proposed floor plan level 14;

083-L(PL)-401 P2 Section A;

083-L(PL)-402 P3 Section B;

083-L(PL)-403 P3 Section C;

083-L(PL)-404 P3 Section D;

083-L(PL)-405 P3 Section E;

083-L(PL)-406 P3 Section F;

083-L(PL)-407 P3 Section G;

083-L(PL)-408 P3 Section H;

083-L(PL)-501 P4 Elevation 1;

083-L(PL)-502 P4 Elevation 2;

083-L(PL)-503 P4 Elevation 3;

083-L(PL)-504 P4 Elevation 4;

083-L(PL)-505 P4 Elevation 5;

083-L(PL)-506 P4 Elevation 6;

083-L(PL)-507 P4 Elevation 7;

083-L(PL)-508 P4 Elevation 8;

083-L(PL)-509 P4 Elevation 9;

083-L(PL)-900 P3 Proposed Bridge Link Plans;

083-L(PL)-901 P2 Proposed Link Bridge Typical Bridge Sections Details;

083-L(PL)-902 P3 Proposed Link Bridge Elevations;

083-L(PL)-903 P3 Proposed Link Bridge Access Route;
083-L(PL)-904 P1 Proposed Link Bridge Access through car park;

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 (2016).

4 COM5 General compliance with supporting documentation

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

Reduction in energy use and renewable technology installation
Surface Water Drainage Strategy
Lifetime Homes Standards
Wheelchair Units
Cycle Parking and Cyclist Facilities
Refuse and Recycling Storage
Obscure Glazing
Noise Mitigation Measures
Design and Access Statement Addendum prepared by Unum Partnership
Planning Statement; Section 73 Application.

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

REASON

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

5 COM6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with

Policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

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

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Covered and secure cycle storage for 22 bicycles
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including demonstration that 3 parking spaces are served by electrical charging points)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

5. Other

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE 13, BE 38 and AM 14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

8 COM30 Contaminated Land

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

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate

all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

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

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

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

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE 11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9 NONSC PV details

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

REASON

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

10 NONSC Low emission strategy

No development shall commence until a low emission strategy has been submitted to and approved in writing by the Local Planning Authority. The low emission strategy shall address the fleet composition serving the Hotel to be Euro 5 or above or have

implemented retrofitting devices that will enable compliance with such Euro standards.

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to take into account future changing standards and available technologies and be updated accordingly in agreement with the local planning authority. The measures in the agreed scheme shall be maintained throughout the life of the development.

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

REASON

As the the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan (2015), and policy OE 1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 NONSC Thames Water 1

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

REASON

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

12 NONSC Thames Water 2

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

REASON

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

13 NONSC Delivery and Servicing Plan

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

- i) rationalise the number of delivery and servicing trips, particularly during peak traffic periods, with the aim of reducing the impact of residual freight activity;
- ii) ensure there is provision of adequate loading facilities;

- iii) ensure that the delivery space and time is actively controlled through a site booking plan;
- iv) Provide details of measures which will be implemented to reduce neighbourhood impacts.

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

REASON

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

14 NONSC Construction Logistics Plan

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

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

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

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

REASON

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

15 NONSC Signage

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

REASON

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

16 NONSC Taxi rank details

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

REASON

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

17 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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.

18 NONSC Accessibility 1

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

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

REASON

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

19 NONSC Accessibility 2

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

REASON

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

20 NONSC Drainage

Prior to the commencement of development a scheme for the provision and management of surface water run-off through the use of sustainable drainage techniques shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall (a) clearly identify and detail the existing surface water management regime (up to and including the 1:100 year storm event) across the whole of the site within the red-line boundary and (b) shall include details of the techniques and technology to reduce the surface water run-off from the pre development levels identified in

(a) The methods to reduce and attenuate the runoff

(b) shall follow the drainage hierarchy set out in the London Plan and should target a greenfield run-off rate (in a 1:100 year storm event) with appropriate justification provided where this is not feasible. The scheme shall also

(c) demonstrate how the management and storage of surface water run-off contributes to an efficient use of water consumption within the proposed development through harvesting and re-use (such as WC flushing and grey water use). The development must proceed in accordance with the approved scheme.

REASON

To ensure the development delivers a sustainable use of water and the reduction in surface water run-off thereby reducing the risk of flooding in accordance with Policy EM6 of the Local Plan Part 1, Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.12 and 5.13 of the London Plan (2015).

21 NONSC Non Standard Condition

No construction work shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by the London Borough of Hillingdon.

No construction work shall be carried out on site above 25m AGL unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

REASON

In the interests of the safe operation of Heathrow Airport and of NATS En-route PLC.

22 NONSC Non Standard Condition

No construction work shall commence on site until the Developer has agreed a "Crane Operation Plan" which has been submitted to and has been approved in writing by the Local Planning Authority in consultation with the "Radar Operator".

Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

REASON

In the interests of the safe operation of Heathrow Airport and of NATS En-route PLC.

23 NONSC Non Standard Condition

No development shall take place until mitigation has been agreed and put in place to ensure that the proposed development will have no impact on the H10 Radar at Heathrow Airport.

REASON

To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

24 NONSC Non Standard Condition

No Development can take place until further assessment has confirmed that there is no impact or mitigation has been agreed and put in place to ensure that the proposed development will have no impact on the Multilateration systems at Heathrow Airport.

REASON

To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

25 NONSC Non Standard Condition

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following:

Details of cranes and other tall construction equipment (including crane locations, operating heights and details of obstacle lighting). Such schemes shall comply with Advice Note 4 'Cranes and Other Construction issues' (available at [www.aoa.org.uk/operations & safety/safeguarding. asp](http://www.aoa.org.uk/operations%20&%20safety/safeguarding.asp)). The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON

To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) at Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome. and to ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

26 NONSC Non Standard Condition

Before development commences details of the construction & permanent lighting scheme for the development shall be submitted to the Local Planning Authority for their written approval. No subsequent alterations shall take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

It is necessary to control the construction & permanent lighting arrangements on this development to avoid confusion with aeronautical ground lights which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

27 NONSC Non Standard Condition

Any external cladding used on the building must comply with all applicable parts of Schedule 1 to the Building Regulations including Approved Document B guidance.

In particular;

- External surfaces should meet the performance set out in Diagram 40,
- Each element of the cladding system including any insulation product, filler material etc. should be of limited combustibility (as defined in table A7 - eg Class A2 to BS EN 13501-1).
- Cavity barriers should be provided to close the edges of cavities, around openings, and in line with every compartment floor and wall.

Or alternatively:

- Cladding systems (including any necessary compartmentation and cavity barriers) shown to meet the performance criteria in BR 135 using full scale test data from BS 8414 -1 or -2 as appropriate will be acceptable.

Fixings should take account of the condition of the building substrate and performance in a fire.

REASON:

To ensure and maintain a secure and safe environment in accordance with Policy 7.13 of the London Plan (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 (2015) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
A4	New development directly related to Heathrow Airport
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
	Accessibility for elderly people, people with disabilities, women and

R16	children
R17	Use of planning obligations to supplement the provision of recreational leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 7.14	(2016) Improving air quality
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 I1 Building to Approved Drawing

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

5 I11 The Construction (Design and Management) Regulations 1994

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

6 I12 Notification to Building Contractors

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

7 114 Installation of Plant and Machinery

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

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

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

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

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

8 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

9 119 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer.

Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew

Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

10 I34 Building Regulations 'Access to and use of buildings'

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

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

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

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

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

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

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

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

11

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

12

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

13

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

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

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

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

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

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

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

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

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

General Point

- The client for the building work should ensure that the contractor complies with the Duty

of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

14

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

3. CONSIDERATIONS

3.1 Site and Locality

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

The site comprises 0.68ha of open area adjacent to the new Terminal 2 multi-storey car park . The car park is located to the east side of the site while to the west side are the major elevated road ramps (8 lanes) some of which lead to the Terminal's drop-off / pick-up area on the top level of the multi-storey car park. Beneath the vehicle ramps is an open area including motorcycle parking. The main part of the site comprises a largely grassed area with some new trees and a minor one-way access road (Cessna Road) which runs north to south plus small accesses off this.

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

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

3.2 Proposed Scheme

The originally approved application was for outline permission but with only landscaping matters reserved. The approval relates to a 13-storey hotel building which would provide a total of 298 bedrooms as well as space for a restaurant, reception, meeting rooms and plant. The approved building includes a elevated walkway linking it to the adjacent multi-storey car park at first floor level. The approved development is car free, with the exception of 9 disabled parking bays.

The proposal involves varying the approved plans for the development in order to allow for the following:-

Increase in height of the building to accommodate an additional floor, allowing for an additional 62 bedrooms to be provided (360 in total). An additional pebble shaped boardroom extension would also be mounted on the roof of the building, towards the northern end.

Adjustments to the floorplate resulting in an increase in the amount of floor space at ground floor level. This would be achieved by providing further floor space beneath the road ramps serving the drop off facilities for Terminal 2 that are raised over the western part of the site

(to the rear of the hotel) and also by infilling part of the undercroft areas to the northern and southern ends of the building.

The raised walkway linking the hotel building to the multi-storey car park would be relocated from first floor level to second floor level in order to allow for necessary clearance space for delivery vehicles.

Removal of the 9 x disabled parking bays provided on site, with 4 of those spaces relocated to level 1 of the adjacent multi-storey car park.

A lengthened drop-off lay-by to the front of the site. This would extend along the entire building frontage and would be positioned in the undercroft, overhung by the upper floors of the hotel building. Access to the lay-by would be taken from Cessna Road and vehicles exiting would rejoin the same road.

Adjustments to the loading bay arrangements to the rear of the building, beneath the road ramp.

3.3 Relevant Planning History

62360/APP/2015/4277 Land At Cessna Road Heathrow Airport Hounslow

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

Decision: 26-07-2016 Approved

Comment on Relevant Planning History

Outline approval was granted for the proposed hotel under application 62360/APP/2015/4277, with a number of conditions attached. The only reserved matter related to the submission of details of any phasing of the development. No reserved matters application has been received to date but the deadline date for submission of such details is not reached until the 19th of November 2018.

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.CI1 (2012) Community Infrastructure Provision
- PT1.T1 (2012) Accessible Local Destinations
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management

PT1.EM6 (2012) Flood Risk Management

PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.
- BE36 Proposals for high buildings/structures in identified sensitive areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- A4 New development directly related to Heathrow Airport
- T2 Location of tourist accommodation and conference facilities
- T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
- R16 Accessibility for elderly people, people with disabilities, women and children
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- LPP 4.5 (2016) London's Visitor Infrastructure
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 7.14 (2016) Improving air quality
- LPP 7.2 (2016) An inclusive environment
- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character

- LPP 7.7 (2016) Location and design of tall and large buildings
LPP 8.2 (2016) Planning obligations
LPP 8.3 (2016) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd October 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

GREATER LONDON AUTHORITY (GLA):

No strategic issues.

NATIONAL AIR TRAFFIC SERVICES (NATS) SAFEGUARDING:

NATS En Route LTD's position remains unchanged from that for the previous application, specifically that it supports a conditional consent subject to the imposition of planning conditions requiring a Radar Mitigation Scheme and a Crane Operation Plan.

NATS has been engaged with the Applicant in advance of the resubmission and is currently engaged around the agreement required in order to deliver the works to mitigate the radar impact. While an agreement is not currently in place, NATS is satisfied that an agreement will be forthcoming and that mitigation is tangible and can be delivered within the lifetime of the consent.

I note from the decision notice, that a single Radar Mitigation Scheme condition was requested for the previous consent; while this is acceptable to NATS, where timescales are very short these can delay the start of ground and associated low level works. As NATS does not anticipate an impact on its H10 radar until the proposed development exceeds the height of the Terminal 2 area, subject to the agreement of the Applicant and LPA, NATS would be happy for the condition to be split into 2 parts allowing work to commence in advance of the mitigation scheme being implemented.

It should be noted that the requirements for this condition relate to the infrastructure and operations of NATS En Route LTD and are separate from any restrictions Heathrow Airport LTD may have requested separately.

Should the London Borough of Hillingdon be minded to grant the application NATS respectfully requests that standard aviation conditions are imposed on any consent.

ENVIRONMENT AGENCY:

The application site is located approximately 100m from a 29m high gas boiler emissions stack (448) which is currently regulated by the Environment Agency under Permit Reference BQ3789IK. We have reviewed the "Air Quality Screening Assessment: Heathrow T2 Hotel report", submitted. It is not immediately clear to us that the developers have considered the proximity of the permitted site as an established local point source of emissions (NOx and CO) and how the hotel may interact with/be impacted by the dispersion/plume, given the hotel's proposed 12 floors.

It would be appropriate for the risk assessment to consider the impacts of introducing the hotel in the

proposed location on public health etc. In the assessment it would be appropriate for Heathrow Airports Ltd (HAL) to indicate any constraints from their point of view on the hotel development with respect to the 448 stack emissions (e.g. is there a building height and proximity for the hotel which HAL would wish to limit the development to?)."

Internal Consultees

LANDSCAPES:

This is a S.73 application which is not thought to have any significant impact on the (limited) landscape potential of the site. Please refer to previous comments.

FLOODING & DRAINAGE:

There are no in principle issues with the proposals. However, no information has been provided on the changes to the drainage scheme needed to accommodate these changes. However, it is noted that the extension of the floor area is underneath the ramp and therefore should not make any difference, as long as capacity for water storage is retained.

HIGHWAYS:

The roads within the airport boundary are not adopted by the Council and are under the jurisdiction of Heathrow Airport Ltd. In terms of vehicular trips, there would not be any material difference arising from the changes being proposed. The relocation of disabled bays from the ground level to the MSCP, close to where a new pedestrian link at the upper level is proposed, is considered to be an improvement as it provides all-weather parking and a covered pedestrian link to the hotel reception. Access from the previous GL parking would have required disabled persons to cross a road to get to the reception. However, the number of disabled spaces has been reduced from 9 to 4 and justification is required.

ACCESS:

It is unclear from the details whether this Section 73 application has fully considered the requirements of London Plan policy 4.5. The following comments should therefore be observed: 1. Details should be submitted to demonstrate that the bridge link, proposed between T2 and the second floor of the hotel, has been designed to accord with inclusive design principles. 2. In accordance with BS 8300:2009+A1:2010, a parking space should be provided for each additional accessible bedroom. Based on the provision of 62 additional bedrooms, a minimum of 6 accessible bays should be incorporated into the scheme. 3. The minimum provision of additional accessible bedrooms as a percentage of the total number of bedrooms should be: i. 5% without a fixed tracked-hoist system (see example in Figure 59); ii. 5% with a fixed tracked-hoist system or similar system giving the same degree of convenience and safety; iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails). 4. To ensure that disabled people and others who are less mobile can evacuate from the building independently, suitable provisions should be incorporated. It is strongly recommended that the proposed firefighting lift is specified and commissioned to allow its use as an evacuation lift. Advice from a suitably qualified Fire Safety Officer should be sought prior to construction. It is, however, not considered acceptable to provide only a refuge in development of this type and scale. Conclusion: further details should be submitted, or a suitable planning attached to any grant of planning permission.

(Officer Comments: Conditions are imposed where relevant, however, some matters relating to fire safety will be dealt with under the Building Regulations Approved as necessary. Whilst only 4 car accessible spaces are being provided, below the requested 6 spaces, they are now located in a much more accessible location and an enhanced drop-off point is provided to encourage people to take a taxi rather than drive and park at the airport.)

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development of the site for hotel use has already been established following the approval of the outline application. The general nature and use of the development remain unchanged as a result of the proposed amendments to the scheme, although it is noted that the additional storey proposed results in an increase in the amount of bedrooms accommodated within the building. The paragraphs below demonstrate that the principle of the development is acceptable under local and regional policies.

The site falls within the boundary of Heathrow Airport. Policy A 4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires development directly related to Heathrow Airport to be located within the airport boundary, and development not directly related to Heathrow Airport to be located outside of the the airport boundary.

Whilst not specifically listed in this policy as an acceptable use, the supporting text to this Policy, in paragraph 11.18, states that "hotels and conference facilities may be appropriate if suitable land is available inside the airport boundary." The site has most recently been used as an operational car park but is now surplus to the operational requirements of the airport. The site is too small for uses directly relating to the operation of the airport such as air cargo transit sheds, car hire facilities, flight catering, freight forwarding and airport industry and warehousing. As such the only alternative operational use practical for the site would appear to be airport related B1 office use.

Policy 4.5 of the London Plan (2016) states that the Mayor, Borough's and other stakeholders should support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision especially in outer London. It goes on to target a net addition of 40,000 hotel bedrooms by 2036.

The proposed hotel is considered to provide an opportunity to improve the prestige and public realm/visual setting of Terminal 4. It is therefore considered that the benefits of the proposed development outweigh any harm it may cause to any of defined range of airport related uses, as set out in Policy A 4 of the Hillingdon Local Plan

It should be noted that the Mayor of London, in providing Stage 1 comments for the outline application, supported the principle of development on the grounds of alignment with the contents of Policy 4.5 of the London Plan 2016.

Accordingly the principle of the development is acceptable.

7.02 Density of the proposed development

Not relevant to an application of this nature.

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

Historic England were consulted on the original application and raised no objections, nor did they require any conditions to be attached to the development. The footprint of the building would be only marginally altered and it is not considered that this would give rise to any concerns over the potential to disturb archaeological remains, particularly given the intensely developed nature of the site and surrounding area.

7.04 Airport safeguarding

Neither NATS or Heathrow Airport raised any objections to the original scheme. The proposed scheme results in an increase in the height of the building. However, there remains no objections, subject to compliance with relevant conditions relating to a Radar Mitigation Scheme (RMS) and the operation of cranes on site.

NATS have also approved the modification of Condition 21 of the outline approval, which required a Radar Mitigation Scheme (RMS) to be submitted to, and approved, by the Council and implemented prior to commencement of construction. NATS have stated that Radar operations would not be impacted during construction of the lower floors of the building and that the scheme would only need to be implemented when works being carried out are at 25 metres or more above ground level.

7.05 Impact on the green belt

The site is not within, nor immediately adjacent to the green belt and it is not considered that the proposed development would appear disruptive within the green belt or obstruct views towards it.

7.06 Environmental Impact

Hotels fall within Schedule 2 development under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. However, these relate only to hotel complexes outside urban areas and associated developments. As such, there is no requirement for further assessment of the development under EIA legislation.

7.07 Impact on the character & appearance of the area

The proposed variation increases the size of the hotel building from 13 to 14 storeys, with the addition of the roof mounted boardroom. The hotel in its original form would have been the tallest conventional building within the airport perimeter, with the exception of the control tower. It is not considered that the proportionally modest increase in height resulting from the additional storey and the boardroom would significantly alter the dynamic relationship and balance between the hotel building and surrounding structures. Although tall, the building is slender and would not appear overly bulky, particularly in relation to the adjacent 6 level multi-storey car park and terminal buildings which are wide structures with a strong horizontal emphasis. It is considered that the vertical emphasis of the building, which was present within the original design and received merit for providing a welcome contrast to more commercial appearance of surrounding buildings, remains as a defining feature of the amended design as does the use of curved exterior elevations.

The boardroom mounted on the roof top would be stepped in from the edges of the roof and would occupy only a portion of the roof towards the northern end of the building. It would be clad in vertically aligned glazing that would compliment the vertical strips of glazing that are a strong characteristic of the design of the overall building.

The raising of the elevated walkway by one storey would not alter the general appearance of the building nor would it unbalance it as the walkway would still be attached to the bottom quarter of the building. The design reflects that seen on other raised walkways throughout the airport and is therefore considered to be in keeping with the surrounding environment.

The proposed design amendments are therefore not considered to have compromised the general form and mass of the building as they have been assimilated well within the structure so as not to appear contrived or awkward.

The remodelled service areas allow for more plant and equipment to be located within the building, thereby preventing external clutter.

In view of these considerations, it is considered to comply with Policy BE 13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) as well as Policies 7.5 and 7.6 of the London Plan.

7.08 Impact on neighbours

The site is located well within the Central terminal Area of Heathrow Airport. There are no

residential properties within the Heathrow Airport boundary.

7.09 Living conditions for future occupiers

The proposed building would house a hotel and, as such, there are no planning policy based amenity and floor area standards to which it must comply. Nevertheless, the building has been designed to ensure all hotel rooms are served by windows and have access to natural light. Issues related to disabled access requirements are discussed in section 7.12 of this report.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The approved outline hotel development was to be car free, save for the provision of 9 disabled parking bays. The amended scheme has reduced the amount of disabled parking bays provided to 4 and these have also been relocated to the multi-storey car park which is adjacent to the site. The relocated spaces, whilst not on the site itself, have the advantage of being covered and level access to the hotel building would be provided by the elevated walkway which would link to the second floor, where the main reception would be located.

Cycle parking for 22 staff bicycles is proposed. Visitors would be allowed shared use of these spaces should the need arise. This amount of cycle parking is considered sufficient, particularly as cycle access to the terminals is not allowed. Given the location of the proposed hotel adjacent to Terminal 2, it is considered highly likely that future patrons would be entirely made up of air travellers who will have travelled to the airport by taxi, public transport or have arrived by aeroplane.

TfL have been consulted and have raised no concerns relating to the amount of parking spaces provided being insufficient as a result in the proposed uplift of 62 bedrooms which would be provided within the amended building design.

7.11 Urban design, access and security

The proposed building maintains the overall form and characteristics that were valuable features of the approved building. The overall design is considered to be high quality and would represent an enhancement within the surrounding area.

The site itself is considered to be secure given its location within the airport perimeter. The proposed modifications are not considered to introduce any features that would result in the overall building being less secure or more attractive to crime.

7.12 Disabled access

Room sizes and layout would remain similar to the approved scheme. The condition attached to the outline approval which required a proportion of the bedrooms provided to either have a fixed track hoist or to be adaptable to future accessibility standards would be carried over to any approval given.

The proposed development would result in the relocation of disabled parking spaces from an outdoor compound adjacent to the proposed hotel to the adjacent multi-storey car park. The number of disabled car parking spaces would also be reduced from 9 to 4.

In this instance, it is considered that the reduction in disabled car parking provision is acceptable as the amended plans mitigate against this by providing an enhanced drop off area plan for disabled hotel guests and the parking spaces will now be in a covered area. Level access to the hotel would be derived from the elevated walkway which leads directly to a reception area.

The use of the building as a hotel, specifically its use as a hotel to serve airport customers, is also considered relevant as it is likely that the majority of customers would not be

travelling in a private vehicle.

It should also be noted that HAL have prevented 10% wheelchair accessible parking rather than the applicant as the land has now been allocated for the parking of high sided vehicles which cannot access the multi storey car park.

7.13 Provision of affordable & special needs housing

Not relevant due to the nature of the application.

7.14 Trees, Landscaping and Ecology

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

7.15 Sustainable waste management

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

7.16 Renewable energy / Sustainability

This was considered when determining the outline application and the condition relating to the use of renewable energy and carbon reduction requirements attached to that approval would transfer effectively to the revised scheme.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone or a critical drainage area. The outline approval included provision of a cellular storage tank to attenuate runoff for storms up to and including the 1:100 year + 30% climate change event, restricting post development flows to 5.0l/s maximum. This can be achieved within a cellular storage attenuation tank some 12.0m by 7.0m by 1.2m deep with a void ratio of 95%.

The increase in the footprint of the building has been achieved through the infilling of undercroft areas and the area beneath the ramp roads. As such, it is not considered that there would be a material increase in surface water run off and, therefore, the approved tank facility would be adequate.

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

A detailed drainage strategy is required pre-commencement as per the condition attached to the outline approval.

7.18 Noise or Air Quality Issues

Noise impact on hotel occupants would not normally be of concern with regard to hotel uses in respect of the development plan. However, given the very close proximity of this site to airport activity, a condition was attached to the outline approval to ensure the hotel incorporates sound insulation to reduce aircraft noise within the interior.

7.19 Comments on Public Consultations

No comments have been received from members of the public.

7.20 Planning Obligations

The outline application included a Section 106 agreement and a Deed of Variation will need to be signed in order to ensure that the agreement relates to the current application, if approved. The agreement would also need to be modified to include an obligation to provide the 4 off site disabled parking bays within the adjacent multi-storey car park.

A CIL notice was served for the outline approval of the application. The current proposal includes an increase in the floor space of the hotel and, as such, a revised CIL notice will be issued to ensure that the correct contribution is provided.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

FIRE SAFETY:

By marginally increasing the building footprint, the proposed building would benefit from 2 fire-fighting cores, with one of these cores incorporating a fire fighting lift.

A condition would be attached to any approval which would require any cladding used to comply with all applicable parts of Schedule 1 to the Building Regulations including Approved Document B guidance.

In particular;

- External surfaces should meet the performance set out in Diagram 40,
- Each element of the cladding system including any insulation product, filler material etc. should be of limited combustibility (as defined in table A7 - eg Class A2 to BS EN 13501-1)
- Cavity barriers should be provided to close the edges of cavities, around openings, and in line with every compartment floor and wall.

Or alternatively:

- Cladding systems (including any necessary compartmentation and cavity barriers) shown to meet the performance criteria in BR 135 using full scale test data from BS 8414 -1 or -2 as appropriate will be acceptable.

Fixings should take account of the condition of the building substrate and performance in a fire.

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, subject to all conditions attached to the original outline approval and additional conditions relating to the provision of off site parking facilities and the use of appropriate external cladding materials.

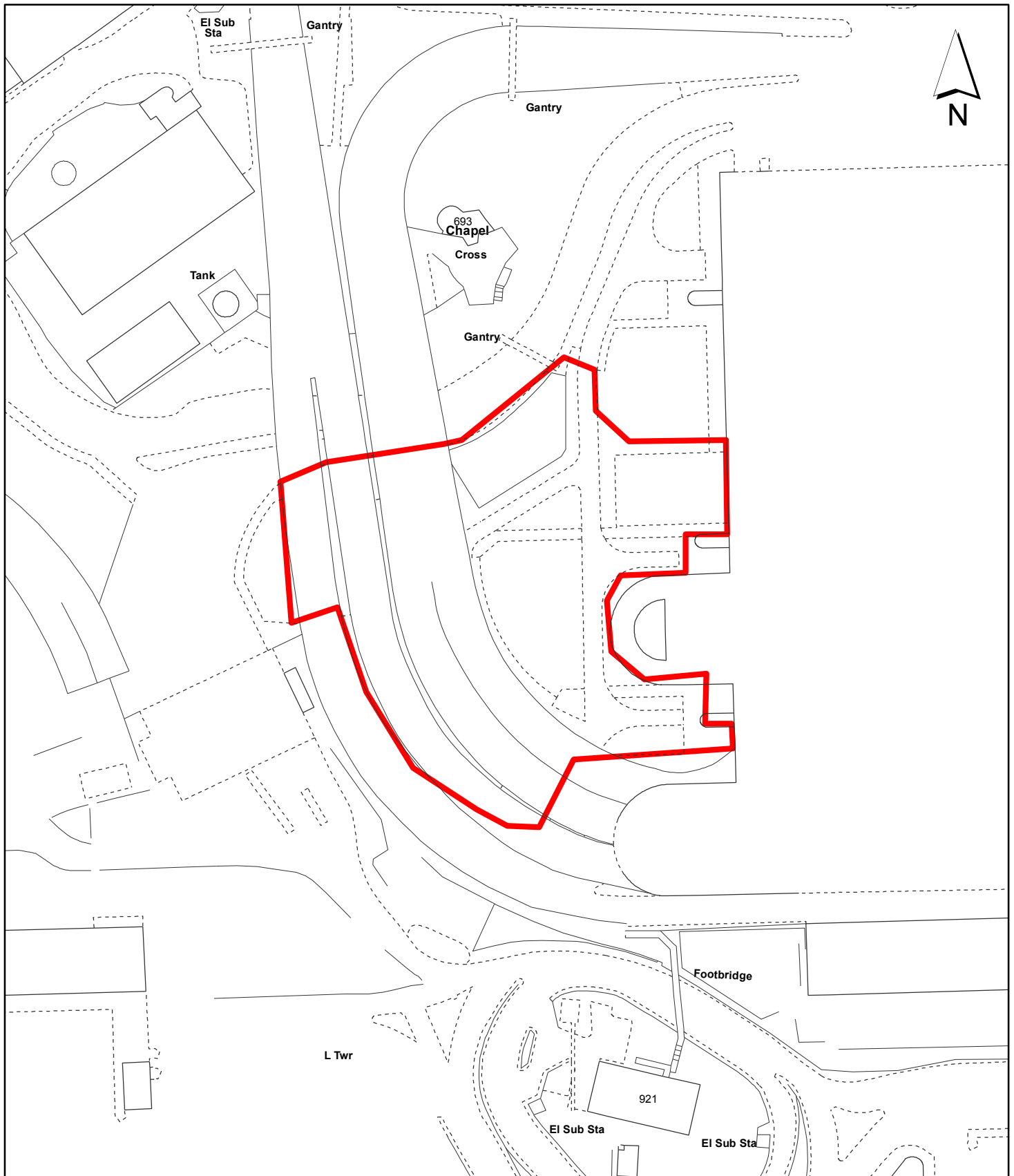
11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
Hillingdon's Land Contamination Supplementary Planning Guidance (SPG)
London Borough of Hillingdon's Noise Supplementary Planning Document (adopted April 2006)
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)
London Borough of Hillingdon's Planning Obligations Supplementary Planning Document (July 2014)
London Plan (March 2016)
National Planning Policy Framework (March 2012)

Contact Officer: James McLean Smith

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>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.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">Land at Cessna Road Heathrow Airport</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">62360/APP/2017/3000</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">January 2018</p>	