

PLANNING STATEMENT

SECTION 73 APPLICATION

TERMINAL 2 HOTEL, HEATHROW AIRPORT



**Terminal 2 Hotel
Cessna Road
Terminal 2
Heathrow Airport
Middlesex
TW6 1EW**

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1.0 INTRODUCTION

- 1.1 This Planning Statement supports a Section 73 planning application for the amendment of existing outline planning permission ref: 62360/APP/2015/4277 granted on 1 December 2016 for a hotel at Cessna Road close to Terminal 2 within the Central Terminal Area (CTA) at Heathrow Airport.
- 1.2 The existing planning permission represents a baseline against which the revised S73 proposals are assessed. Accordingly, this Planning Statement assesses the proposed development in relation to the differences between the approved development and the proposed amendments. Where appropriate, or where there have been material changes in circumstances or planning policies, the amendments are considered in respect of the statutory Development Plan and national policy and guidance. The Planning Statement concludes that the amendments represent sustainable development.
- Section 2 describes the site and its surroundings;
 - Section 3 details the relevant planning history;
 - Section 4 explains the details of the proposed amendments;
 - Section 5 sets out applicable planning policies;
 - Section 6 assesses the planning merits of the proposed amendments; and
 - Section 7 concludes.

2.0 SITE DESCRIPTION AND SURROUNDINGS

- 2.1 The site is located within the CTA 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.
- 2.2 The site comprises 0.68ha of open area adjacent to the new T2 multi-storey car park (MSCP). The MSCP is located adjacent 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 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.
- 2.3 To the north, the site adjoins the main one-way circulatory road system carrying all traffic around the Central Terminal Area. This has been reconfigured following construction of the new T2.
- 2.4 The site is designated on the Hillingdon Unitary Development Plan Proposals Map as part of Heathrow Airport.

3.0 PLANNING HISTORY

- 3.1 Apart from the extant planning permission for the new hotel and those for the construction of Terminal 2, the older planning history of the site is largely academic as the new T2 and its MSCP have replaced the previous development in this part of the airport and created a new chapter in its planning history.
- 3.2 Accordingly, the key relevant planning history relates to the new T2 building and the extant hotel permission as follows:
- 3.3 62360/APP/2010/648 RESERVED MATTERS (DETAILS OF LAYOUT, SCALE, APPEARANCE, ACCESS AND LANDSCAPING) IN RESPECT OF THE PROPOSED TERMINAL BUILDING AND FORECOURT SITE, IN COMPLIANCE WITH CONDITION 2 OF PLANNING PERMISSION REF: 62360/APP/2009/2232 DATED 08/02/2010: VARIATION OF CONDITION 27 OF OUTLINE PLANNING PERMISSION REF: 62360/APP/2006/2942 DATED 02/07/2007 (DEVELOPMENT OF A REPLACEMENT PASSENGER TERMINAL BUILDING IN THE CENTRAL TERMINAL AREA.)
Approval on 24/03/2010
- 3.4 62360/APP/2008/3080 RESERVED MATTERS (DETAILS OF LAYOUT, SCALE, APPEARANCE, ACCESS AND LANDSCAPING) IN RESPECT OF THE PROPOSED TERMINAL BUILDING AND FORECOURT SITE, IN COMPLIANCE WITH CONDITIONS 2, 3 AND 4 OF OUTLINE PLANNING PERMISSION REF: 62360/APP/2006/2942 DATED 02/07/07 (DEVELOPMENT OF A REPLACEMENT PASSENGER TERMINAL BUILDING IN THE CENTRAL TERMINAL AREA).
Approval on 24/10/2008
- 3.5 62360/APP/2008/2788 RESERVED MATTERS (DETAILS OF ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE) IN COMPLIANCE WITH CONDITIONS 2, 3 AND 4, TOGETHER WITH DETAILS OF CONDITIONS 7 (LIGHTING SCHEME), 8 (SOFT AND WATER LANDSCAPING), 11 (BIRD HAZARD MANAGEMENT PLAN), 12 (EXTERNAL BUILDING DESIGN), 14 (HARD AND SOFT LANDSCAPING), 20 (SURFACE WATER DRAINAGE), 23 (SURFACE AND FOUL WATER DRAINAGE) AND 24 (SITE FOUNDATIONS) IN COMPLIANCE WITH OUTLINE PLANNING PERMISSION REF: 62360/APP/2006/2942 DATED 02/07/07 (DEVELOPMENT OF A REPLACEMENT PASSENGER TERMINAL BUILDING IN THE CENTRAL TERMINAL AREA).
Approval on 23/09/2008
- 3.6 62360/APP/2006/2942 DEVELOPMENT OF A REPLACEMENT PASSENGER TERMINAL BUILDING IN THE CENTRAL TERMINAL

AREA TO INCLUDE PASSENGER PROCESSING, BAGGAGE, RETAIL, OFFICE AND ASSOCIATED FACILITIES, AN INTEGRAL PIER COMPRISING GATE ROOMS; AIR BRIDGES AND NODES; PROVISION OF AIRSIDE ROAD; FORECOURT LAYOUT INCLUDING VERTICAL CONNECTIONS TO PUBLIC TRANSPORT FACILITIES; MINOR ROAD CONFIGURATIONS; ENERGY CENTRE AND ANCILLARY BUILDINGS AND INFRASTRUCTURE; PROVISION OF BOREHOLES; ANCILLARY SUPPORTING INFRASTRUCTURE AND PLANT; DEMOLITION OF EXISTING STRUCTURES (INCLUDING TERMINAL 2, QUEENS BUILDING AND PART OF TERMINAL 1); PROVISION OF ENABLING WORKS INCLUDING SERVICE DIVERSIONS AND ASSOCIATED INFRASTRUCTURE.(OUTLINE APPLICATION)
Approval on 02/07/2007

- 3.7 62360/APP/2015/4277 OUTLINE APPLICATION FOR THE ERECTION OF A 298 ROOM HOTEL (MATTERS RESERVED: LANDSCAPING)

Approval on 01/12/2016

- 3.8 62360/APP/2017/37 NON MATERIAL AMENDMENT TO PLANNING PERMISSION REF: 62360/APP/2015/4277 FOR OUTLINE APPLICATION FOR THE ERECTION OF A 298 ROOM HOTEL (MATTERS RESERVED: LANDSCAPING) AT TERMINAL 2 HEATHROW AIRPORT TO ALLOW THE RELOCATION OF THE 9 DISABLED BAYS TO THE ADJACENT MULTI STOREY CAR PARK. Withdrawn following officer advice that the Section 96A procedure was not appropriate for the proposal and that a Section 73 application was required.

NOTE:

- 3.9 A number of pre-commencement conditions submissions for the hotel were submitted in July 2017 and are currently under consideration.

4.0 PROPOSAL

Background

- 4.1 The Arora Group has contracted with the site owner HAL to provide hotel accommodation within the CTA at Heathrow Airport to service passengers using the central terminals who currently have no direct access to hotel accommodation and therefore need to travel to reach the nearest hotels along the A4 Bath Road. Both T4 and T5 have terminal hotels and a hotel within the CTA would clearly be very well used due to its accessibility and convenience to both airline passengers and crew. T2 is home to the Star Alliance of airlines which include United Airlines and Lufthansa. T3 is home to Virgin Atlantic, Emirates and the One World Alliance.
- 4.2 The Arora Group obtained planning permission in December 2016 for a major new hotel adjacent to T2 with the intention of both constructing and operating a branded Hotel and has been working with both HAL and, more recently, the Hilton Group to modify the hotel in compliance with Hilton's brand standards for a Hilton Garden Inn Hotel as well as ensuring HAL's operational requirements.

The application

- 4.3 This planning application is made under Section 73 of the Town and Country Planning Act 1990 to amend the existing outline permission (reserved matter landscaping). Accordingly, the principle and many details (excluding landscaping) are already established and it is necessary to assess the differences between the already approved development and the proposed amendments. In this regard planning condition no. 3 requires amendment as follows:

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

A-1001 - EXISTING SITE LOCATION PLAN

A-1002 REV1 - SITE PLAN LEVEL 0

A-1003 REV1 - SITE PLAN LEVEL 1

A-1201 REV2 - GROUND LEVEL

A-1202 REV2 - LEVEL 1

A-1203 REV2 - TYPICAL FLOOR

A-1204 REV2 - LEVEL 11

A-1205 REV1 - LEVEL 12

A-1206 REV1 - ROOF LEVEL

A-2301 REV1 - ELEVATIONS NORTH AND WEST

A-2302 REV1 - ELEVATIONS EAST AND SOUTHWEST

A-3001 REV1 - EXISTING SITE SECTION

A-3002 REV1 - SITE SECTION EAST-WEST

A-3301 REV1 - SECTIONS

*A-4301 REV2- LINK BRIDGE - PLAN SECTION ELEVATION
and shall thereafter be retained/maintained for as long as the
development remains in existence.*

- 4.4 This existing condition is proposed be retained and amended by the deletion of all existing plan numbers and their replacement with the proposed plan numbers as follows:

083-L(PL)-204 P3 Location Plan
083-L(PL)-205 P4 Proposed site plan showing proposed roads
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 P2 Section B
083-L(PL)-403 P2 Section C
083-L(PL)-404 P2 Section D
083-L(PL)-405 P2 Section E
083-L(PL)-406 P2 Section F
083-L(PL)-407 P3 Section G
083-L(PL)-408 P3 Section H
083-L(PL)-501 P3 Elevation 1
083-L(PL)-502 P3 Elevation 2
083-L(PL)-503 P3 Elevation 3
083-L(PL)-504 P3 Elevation 4
083-L(PL)-505 P3 Elevation 5
083-L(PL)-506 P3 Elevation 6
083-L(PL)-507 P3 Elevation 7
083-L(PL)-508 P3 Elevation 8
083-L(PL)-509 P3 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

- 4.5 The changes to the approved hotel comprise amendments to the detailed design and configuration including minor changes to footprint, external appearance, revised car parking, drop-off layby, internal re-arrangements (including additional bedrooms), floors, and rooftop board room. In more detail the proposals include:

Revised Car Parking

- 4.6 Replacement of the 9 permitted surface level disability standard car parking spaces with 4 disability standard parking spaces at Level 1 within the adjacent T2 MSCP adjacent to the proposed elevated walkway entrance to the hotel. This change has been driven principally to improve the guest experience as the approved surface level car park scores badly in several respects – especially when compared to alternative options as follows:
- 4.7 Firstly, the approved surface level car park is external meaning that disabled users have no weather protection and need to cross Cessna Road to access the hotel - unlike other guests.
- 4.8 Secondly, the provision of disability standard spaces on Level 1 within the main T2 MSCP adjacent to the elevated walkway link to the hotel would provide a weather protected dedicated pedestrian only route, so avoiding the need to cross Cessna Road. The elevated walkway will be the main means of access for guests and staff and enters the hotel at reception level (not ground level) which is much more convenient for those checking in or out of the hotel.
- 4.9 Thirdly, the existing ground level car park is currently used for the parking of high sided vehicles (vehicles that are too tall to access the parking levels in the MSCP). It is proving difficult to find an alternative site for this facility as the only locations are within the ground floor level of the MSCP (Terminal forecourt) which the Airport Operator does not support as it impacts the operational capacity of the forecourt.
- 4.10 Accordingly, the airport operator (HAL) will instead provide 4 disability standard spaces (in lieu of 6 existing standard parking spaces) on the first floor of the MSCP adjacent to the proposed elevated walkway that will link the hotel to the MSCP and thence to Terminal 2 and its public transport connections.
- 4.11 The provision of 4 disability standard spaces is considered more than adequate for hotel users and there are an additional 7 existing disability standard spaces a short distance from the 4 proposed spaces close to the pedestrian route leading from the elevated walkway to the Terminal (shown on submitted plan ref: 083-L(PL)-903 P3). There also remains the option for vehicle passengers to be dropped off directly at the hotel via the drop-off lay-by at the hotel's ground floor entrance fronting Cessna Road.
- 4.12 Both Arora and HAL agree that the optimum guest experience for disabled drivers is via the proposed disability standard parking located in the MSCP adjacent to the pedestrian link bridge. Enabling every hotel guest to directly access the hotel reception and terminal without getting wet or crossing roads is considered a significant enhancement.

- 4.13 Because the site of the 4 proposed disability standard parking spaces is just outside the red line boundary it is recommended that an additional “Grampian” type planning condition is added to the existing permission requiring the marking out of the new spaces to be carried out prior to the first use of the hotel e.g.:

Prior to the first use of the hotel 4 disability standard parking spaces shall be provided in accordance with the details shown on approved drawing ref: 083-L(PL)-903 P3) and shall thereafter be retained and used for no other purpose.

Reason:

To ensure the provision of convenient car parking for disabled persons to access the hotel in accordance with Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) AM15 and Policy 7.2 of the London Plan (March 2016).

- 4.14 If deemed essential, a specific clause could be added to the required Deed of Variation for the new S73 permission.

Changes to Footprint

- 4.15 These principally involve minor changes to the hotel servicing facilities that extend under the existing major road ramps that lead up to the T2 drop-off forecourt and are required for operational efficiency. Also, the two undercroft areas at the northern and southern ends of the ground floor have been altered to maximize floorspace within what are essentially service access areas that are required to be accessible at all times to provide unrestricted access to underground airport utility services. These changes have marginally increased the total footprint of the building.

Drop-Off Layby and Service Bays

- 4.16 Enlarging the approved drop-off lay-by at the hotel entrance (approximately 15m long) by providing a dedicated undercroft access running the full length of the building's frontage to Cessna Road. This would provide a longer dedicated drop-off lay-by which would reduce the likelihood of drop-off vehicles blocking Cessna Road if the drop-off lay-by became congested.
- 4.17 The service bay under the elevated road ramps leading up to the terminal would be marginally altered to reflect amendments to the back of house layout within the ground floor of the hotel which is principally allocated for back of house functions and plant.

Internal Re-arrangements (Including Additional Bedrooms)

- 4.18 The internal changes include:
- The elevated pedestrian link to T2 meets the hotel at second floor level rather than first (as per the extant plans) because the first-

floor level does not meet the minimum clearance height of 4.1m under the elevated link required for delivery vehicles. It also enters the MSCP approximately 9m north of its approved position to reduce the length of the link and enable provision of a trolley store for guest use.

- The hotel reception level is accordingly moved from first to second floor level to match that of the pedestrian link and the second floor now also includes the FOH offices, guest gym and a small number of guest bedrooms.
- Ground floor level still provides vertical circulation from the vehicle drop-off lay-by but the approved gym (relocated to 2nd floor reception level) and a back of house office are replaced solely by back of house facilities and plant (which was largely proposed on the 12th floor in the approved scheme).
- A first floor is added above the approved single storey back of house area underneath the large vehicle ramps leading up to the terminal and used for relocation of 4 of the 5 approved meeting rooms from the 12th floor, with an emergency stair exit provided. The meeting room floorspace is therefore reduced from 340m² to 209m². The remainder of the approved first floor reception and bedrooms is now proposed for the restaurant / bar that was previously permitted on the 11th floor. These changes simplify the separation of resident guests and non-residents by eliminating the extensive cross overs which existed previously.
- Due to a small building footprint in comparison to building height and the location of essential Heathrow Airport services underneath much of the building footprint (that cannot be disrupted or diverted) the limited number of proposed pile and ground beam / pad foundations need to “dance” around them. As a consequence, the building’s vertical circulation routes have been consolidated by relocating the 2 main staircases into the internal central core at the middle of the building and provision of an additional lift (4 guest lifts, 1 service lift, 1 fire-fighting lift). This re-arrangement secures the structural stability of the building but has imposed limitations on the buildings operational flexibility. Plant areas are concentrated at ground floor level with an area of low level roof plant proposed, set in from the edges of the roof.
- Service voids between all main floors have been minimised with most floor to floor heights standardized at 2.76m (higher in public areas) and NATS has also confirmed an increase to the main roof parapet height from the permitted 66.1mAOD to 67mAOD which has enabled the addition of an additional floor contributing to an extra 62 bedrooms, making a total of 360 (20.8% increase).

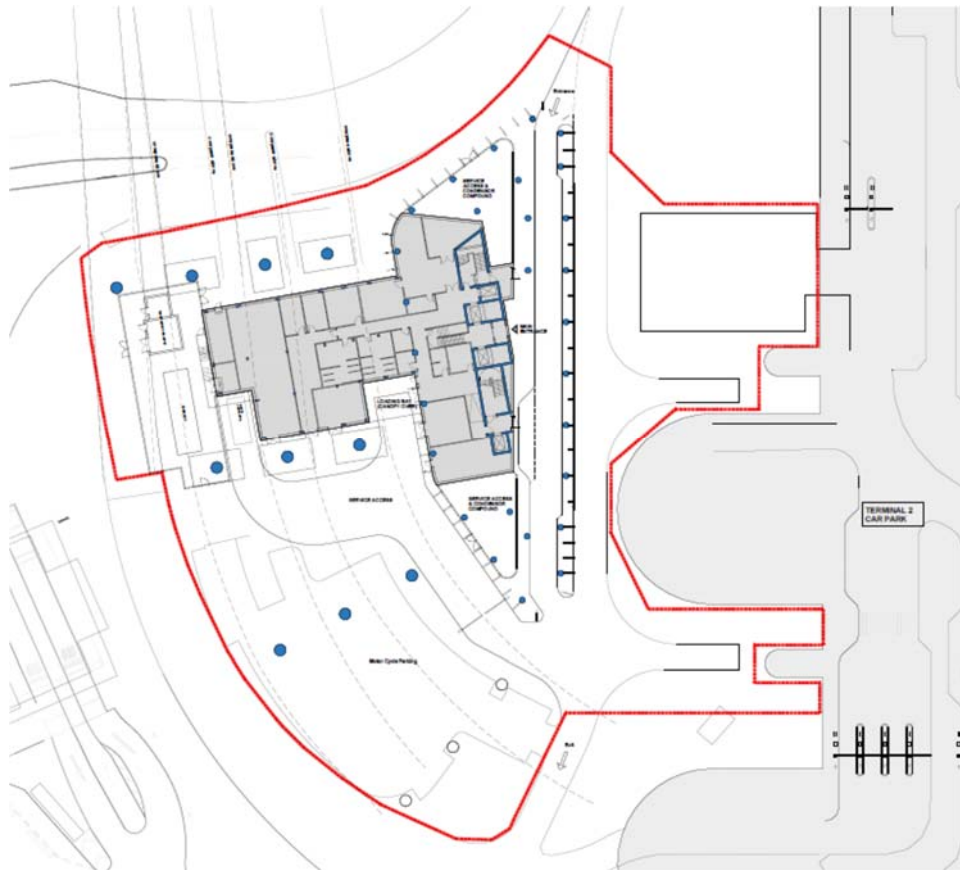
Rooftop Boardroom

- 4.19 Dialogue with NATS has also enabled an oval boardroom to be added to the top of the building, increasing overall height to 70.6m at boardroom roof level (71.3m at lift over run). Compared to the proposed ground floor level of 24.1mAOD the extant hotel height (main roof parapet level) is 42m compared to 42.9m now proposed while the boardroom roof is at 46.5m. Further detailed work is being programmed with NATS in respect of the required mitigation for NATS infrastructure which is already fully secured via specific planning conditions on the extant permission.

External Appearance

- 4.20 The additional size of the central core has marginally increased the floorplan of the floors above ground level with the central section of the eastern elevation of the hotel façade (facing the T2 MSCP) projecting out 1m (the depth of the fins in the approved application). Therefore, on this elevation the fins only exist at the North and South ends and vertical emphasis to this central portion is given by the rhythm of the vertical glazing lines punctuated by shadow gaps on the cladding which repeat the rhythm of the other elevations. This elevation also contains the extended vehicle drop-off lay-by and ground floor guest entrance to the hotel and its different design treatment signals its prominence as the hotel's ground floor public entrance.
- 4.21 External glazing has been redesigned to change the window shape from horizontal to vertical which is considered more in keeping with the design of the building and its projecting vertical fins which give a degree of elegance. As with the extant scheme, the fins taper at the top and bottom of the building and conceal shadow gaps which will be lit to create the ghostly glow effect seen on the visuals which accompanied the outline planning application.

Proposed Ground Floor Plan



Proposed Typical Floor Plan



5.0 PLANNING POLICIES

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the relevant provisions of the development plan, unless material considerations indicate otherwise. The development plan comprises:
- The London Plan (March 2016)
 - Hillingdon Local Plan: Part 1 – Strategic Policies Adopted November 2012
 - Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
- 5.2 The Council is currently working on Part 2 of the Hillingdon Local Plan, which consists of the Development Management Policies, Site Specific Allocations and an associated Policies Map.
- 5.3 The Mayor of London and LB Hillingdon have also published Supplementary Planning documents which expand upon guidance in the Development Plan and are a material consideration. Hillingdon documents include:
- Planning Obligations SPD (2008)
 - Accessible Hillingdon (2010)
 - Air Quality SPD (2010)
 - Noise SPD (2006)
- 5.4 Policies considered relevant to the proposed development are set out below and are copied from the committee report for the hotel permission ref: 62360/APP/2015/4277. It is not considered that there has been any significant material change in circumstances since the extant permission was granted in December 2016.

London Borough of Hillingdon Unitary Development Plan Saved Policies 2007

5.5 Relevant policies include:

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 harmonize 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
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE5	Siting of noise-sensitive developments.
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
A4	New development directly related to Heathrow Airport
T2	Location of tourist accommodation and conference facilities.
T4	Hotels, guesthouses 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 parking standards.
AM15	Provision of reserved spaces for disabled persons.

London Plan

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) Minimizing 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

NPPE March 2012

NPPG March 2014

6.0 PLANNING ASSESSMENT

The main issues in relation to the proposed hotel development can be categorized as:

- (i) Principle of amended development
- (ii) Visual amenity
- (iii) Traffic/Highways
- (iv) Other matters

Principle of Amended Development

6.1 The principle of the hotel development is already established via the extant permission for a hotel at this site - ref: 62360/APP/2015/4277. The proposed amendments to Condition 3 comply with all the principles of the original permission which is of the same use and form. What is different is largely related to changes to the internal layout driven by the hotel brand standards (Hilton Garden Inn), detailed construction design and detailing, together with re-appraisal of disability standard parking provision.

6.2 The permitted floorspace was 14,997m² GIA while the revised floorspace figure is 17,835m² GIA (an increase of 18.9%). The additional floorspace comes from 4 main elements:

- An additional bedroom floor as a result of a reduction in the depth of service voids between ceilings and floors with a standardized 2.4m floor to ceiling height for the bedroom floors and agreement to a limited increase in main parapet roof height following further detailed work with NATS.
- A slight increase in footprint due to a larger central core containing all vertical circulation / risers etc.
- An additional floor level (first floor) above the approved ground level back of house element situated below the road ramps that lead up to the Terminal 2 MSCP.
- A modestly sized boardroom located on the roof of the building (335m²) following on-going discussions with NATS.

6.3 The additional main floor level only marginally increases the height of the building's main roof compared to the extant hotel – from 66.1mAOD to 67. (1.3% additional height in relation to building height above ground floor finished floor level (24.1mAOD)). The proposed boardroom on the roof would take the height up to 70.6mAOD, but the boardroom is of modest scale and recessed from the edge of the building such that it can have only limited visual impact given the very long distances from which the hotel would be viewed from any public areas outside the CTA. The additional first floor area below the

Terminal 2 road ramps is largely hidden from wider view by the elevated road ramps and has minimal visual exposure.

- 6.4 The increase in floorspace and bedrooms is not considered significant as the hotel is in a highly sustainable location with a PTAL of 6a and a Crossrail Station nearby. It is precisely the type of location where higher density development is required to make efficient use of scarce brownfield land with the benefit of a car free hotel (the first at Heathrow) assisting in providing a much needed first hotel within the CTA that will reduce the number of passengers needing to use road travel to access hotels further from the airport.

Visual Amenity

- 6.5 The bulk, scale and siting of the hotel are generally in accordance with the extant permission as are most of the building's details that were approved at outline stage. As discussed above, the increase in height resulting from the proposed boardroom on the roof is considered negligible in terms of visual amenity given its limited size and the set-back from the roof edge.
- 6.6 Probably the greatest visual change proposed to the external elevations is the change of shape of the bedroom windows from their permitted horizontal emphasis to an overtly vertical one. This has been a deliberate change following design development to emphasize the building's slender design and accentuate its vertical nature which contrasts with so many of the typical "ground scraper" type of large functional buildings that are characteristic of the airport and especially the CTA (save for the 87m control tower – the tallest building in the Borough). The projecting 1m wide metal fins that run the full height of the building remain integral to the building's design and include recessed low level LED back lighting to enhance their visual effect except in respect of the main central part of the east elevation which faces the MSCP. Here the central section projects forward 1m with the vertical emphasis provided by the rhythm of the vertical glazing lines punctuated by shadow gaps on the vertically aligned cladding (including LED back lighting) which repeats the rhythm of the other elevations. For a hotel, it is appropriate to visually indicate the elevation of the building containing its ground floor public entrance to aid way finding for those guests dropped-off by vehicle.
- 6.7 Overall, the increased heights and proposed amendments to elevations are considered to represent a building in keeping with the best elements of the airport's built environment. The proposed changes to the service delivery area are not major and are underneath the road ramps where they would be appropriately screened from wider view.
- 6.8 Accordingly, the proposed amendments accord with Policies BE13 and BE38 of the UDP Saved Policies 2007.

Traffic/Highways

- 6.9 There are 3 elements that have changed as follows:
- Relocation of disability standard car parking
 - Segregation of drop-off access road
 - Amendments to service yard
- 6.10 The proposed relocation of the approved 9 disability standard car parking spaces from what is currently the terminal's high sided vehicle park to 4 disability spaces at level 1 of the MSCP adjacent to the connection to the hotel's proposed elevated walkway has already been detailed under Section 4 above along with the justification for the amendment. The new location is considered more convenient for disabled drivers and is weather protected. Although there are 4 rather than the original 9 spaces proposed, there are additional disability standard parking spaces nearby on the same car park level. Accordingly, no objection is seen to this amendment which is unavoidable due to the airport's lack of space for relocation of the T2 high sided vehicle park.
- 6.11 The lengthened drop-off access road represents an enhancement of the approved drop-off lay-by which is relatively short at 15m length. The provision of the roadway leading to the drop-off is achieved by separating it from the through road (Cessna Road) thereby limiting the potential for any congestion at the drop-off lay-by to block the limited through traffic on Cessna Road. No objections are seen to this proposal which utilizes space within the ground floor footprint of the approved hotel. Coaches will use the existing coach drop-off areas within the ground level of the adjacent multi-storey car park as per the extant consent.
- 6.12 The amendments to the service yard follow detailed operational review and ensure that the turning and manoeuvring space meet the hotel's delivery and waste collection requirements without service vehicles needing to reverse into or out of the service area. Service and delivery plans are in place at Arora's other airport hotels in order to spread deliveries throughout the day / week and prevent congestion in the service yard.
- 6.13 The proposed hotel will be the first car free hotel at Heathrow Airport and the proposals are in accordance with policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Other Matters

- 6.14 There are not considered to be any material changes in circumstances that would alter the assessment of any other issues associated with the extant permission. Issues such as air quality, archaeology, disabled access, use of the district heating system, coach parking, training, etc.

are already covered by the outline permission and / or section 106 requirements. A deed of variation is considered the appropriate mechanism to tie the existing S106 agreement to the new S73 permission without the need for alterations.

- 6.15 In addition to the Mayor's Crossrail CIL at £35m², the new LB Hillingdon hotel CIL at £40m² is payable and will be increased due to the additional floorspace associated with the proposed amendments. The latter payment represents a significant financial benefit to LB Hillingdon to which weight can appropriately be given in the determination of this application as it is likely that the funds can be allocated to facilitate health and transport infrastructure that are related to Heathrow Airport's wider external impacts on LB Hillingdon.

7.0 CONCLUSION

- 7.1 The recent outline planning permission for a hotel at this site is proposed to be amended to suit the needs of the branded hotel operator – Hilton Garden Inn. Amendments to Condition 3 of the outline permission (Approved Plans) are required and include internal re-arrangements and an altered footprint resulting in some increase in floorspace and bedrooms as well as a relocation of the disability standard car parking.
- 7.2 The proposed amendments also include a number of design changes that emphasise the vertical alignment of the elevations as well as changes to the internal layout including relocation of the proposed restaurant and meeting rooms from the top floor to the second floor and provision of a boardroom at roof level.
- 7.3 The hotel will be the first hotel in the CTA and is sustainably located close to T2 where it will be of significant benefit to airline passengers using the terminal. It has no conferencing facilities (only 4 meeting rooms and a small gym for use by guests) which are intended for use principally by hotel guests.
- 7.4 The proposed amendments accord with the key principles of the extant outline permission as well as the provisions of the development plan (subject to the re-imposition of the extant planning conditions and Section 106 legal agreement). The hotel represents a highly sustainable development that makes efficient use of one of the most accessible brownfield sites in the borough that will be car free (a first for any hotel at Heathrow). Accordingly, the proposed amendments comprise sustainable development and planning permission should be granted on this basis.