

Report of the Head of Planning & Enforcement Services

Address PREMIER TRAVEL INN SHEPISTON LANE HAYES

Development: Alterations to existing car park to provide an additional 33 x car parking spaces and 2 x coach parking spaces

LBH Ref Nos: 46138/APP/2011/2360

Drawing Nos: 3095/P01
3095/P02
Planning Statement
Location Plan
419-01 Rev. A (planting plan
Supplementary Landscape Implementation, Management and Maintenance
Statement Document No: 419 Rev. A dated March 2012

Date Plans Received: 29/09/2011 **Date(s) of Amendment(s):** 30/09/2011
Date Application Valid: 05/10/2011 19/04/2012

DEFERRED ON 14th February 2012 FOR FURTHER INFORMATION .

The application was deferred by Member from the 14th February Central & South Planning Committee as the committee raised concerns about there being no details provided in relation to landscaping. Members felt that as this was such a sensitive site located in the Green Belt. The Committee asked that a plan showing the detailed landscaping be provided before a decision was made on the application.

OFFICER RESPONSE:

A landscape scheme was submitted subsequent to the 14 February 2012 committee meeting. Following further revisions to this scheme and in light of observations made by the Council's Landscape Officer it is considered the amended scheme provides a satisfactory landscape scheme for the site that addresses the Members concerns and accordingly the scheme is recommended for approval.

1. SUMMARY

The application seeks planning permission to increase the level of car parking within the site from 77 to 110 and to allow parking for 2 coaches.

The site is located in the Green Belt, however the additional parking would not encroach beyond the curtilage of the existing built up portion of the site and it is considered that the proposal would not have any significant impact on the openness of the Green Belt and the amenities of nearby occupiers would remain unaffected.

The proposal is also considered acceptable in terms of highways safety. Subject to a condition to ensure the parking is not used for long or short stay parking for Heathrow Airport passengers there would be no objection to the scheme.

Accordingly, the application is recommended for approval subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

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

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419-01 Rev. A (planting plan)

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 Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011).

3 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme (Drawing 419-01 Rev A) and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

Landscape Maintenance shall be carried out in accordance with the submitted maintenance schedule (Titles 'Supplementary Landscape Implementation, Management and Maintenance Statement Document No: 419 Rev. A dated March 2012') for a minimum of five years.

REASON

To ensure that the landscaped areas are laid out, retained and maintained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 NONSC Non Standard Condition

The car parking facilities hereby approved shall be used by hotel staff and guests solely and strictly for the duration of their stay at the hotel. Prior to occupation of the development a car parking management strategy shall be submitted to demonstrate how this will be managed and controlled, in order to prevent the car park being used as long or short stay parking for Heathrow Airport passengers. The approved strategy shall be implemented as soon as the approved parking spaces are brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

The use of the site for long or short stay parking for Heathrow Airport passengers outside the airport boundary would be contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, additional airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval would be contrary to Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to advice in PPG 13 which seeks to restrain the use of private cars and encourage travel by alternative modes.

5 SUS5 Sustainable Urban Drainage

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with the London Plan (July 2011) and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), London Plan (July 2011) Policy 5.12 and PPS25.

6 SUS8 Electric Charging Points

Before development commences, plans and details of 4 electric vehicle charging points, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To encourage sustainable travel and to comply with London Plan (July 2011) Policy 5.3

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) set out below, including Supplementary Planning Guidance, and to all relevant

material considerations, including the London Plan (July 2011) and national guidance.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE25	Modernisation and improvement of industrial and business 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
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings

3 I15 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

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The applicant is advised that additional landscaping to the existing 77 space car parking will be required to ensure discharge of Condition 3.

3. CONSIDERATIONS

3.1 Site and Locality

The application site relates to an area of land located between the M4 motorway and Shepiston Lane near its junction with Stockley Road. The site comprises an established hotel with surface level parking area to the front. To the east side there is a petrol filling

station and there is open land to the west. The application site lies within the Green Belt as identified in the Hillingdon Unitary Development Plan (UDP) (Saved Policies September 2007).

Currently, the Hotel has 134 guest bedrooms and 77 official car parking spaces in total.

It is to be noted that at times, vehicles are having to park on landscaped areas due to the lack of parking spaces.

3.2 Proposed Scheme

The application seeks planning permission to increase the level of parking within the site from 77 to 110, which equates to an increase of 33 car parking spaces. The numbers include the existing 6 parking spaces designed for disabled persons. In addition, there would be 2 new coach parking spaces proposed.

The additional parking spaces would be located within existing parking areas, the ethos being to add the additional spaces adjacent to existing rows of parking (on existing hardstanding areas) and to add parking spaces where there currently exists soft landscaping/grass areas.

The applicants have stated that the popularity of the hotel and its location close to the motorway means that most of the Hotel's custom comes from business travellers who, for the most part, travel by car. As a consequence, the car park, which contains less than one space per two guests/staff member, is proving insufficient. It also lacks provision for coach parking. Already vehicles are parked on the grass verges around the car park and coaches are often parked in the maneuvering space, impeding access. Photographic evidence has been submitted to this effect.

3.3 Relevant Planning History

46138/ADV/2003/69 Premier Lodge Shepiston Lane Hayes

INSTALLATION OF SEVEN INTERNALLY ILLUMINATED SIGNS MOUNTED ON THE HOTEL BUILDING AND ONE FREE STANDING INTERNALLY ILLUMINATED SIGN

Decision: 19-02-2004 Approved

46138/ADV/2004/116 Premier Travel Inn Shepiston Lane Hayes

INSTALLATION OF INTERNALLY AND EXTERNALLY ILLUMINATED VARIOUS HOTEL REPLACEMENT SIGNS (RETROSPECTIVE APPLICATION)

Decision: 14-04-2005 Approved

46138/ADV/2004/50 Premier Lodge Shepiston Lane Hayes

INSTALLATION OF INTERNALLY ILLUMINATED FASCIA SIGN

Decision: 29-10-2004 Withdrawn

46138/ADV/2006/113 Premier Travel Inn Shepiston Lane Hayes

INSTALLATION OF AN INTERNALLY ILLUMINATED ADVERTISEMENT HOARDING FACING THE M4 MOTORWAY.

Decision: 08-02-2007 Refused

Appeal: 07-06-2007 Dismissed

46138/ADV/2007/86 Premier Travel Inn Shepiston Lane Hayes

INSTALLATION OF 4 INTERNALLY ILLUMINATED FASCIA SIGNS, 3 WITH NON-ILLUMINATED WEB ADDRESSES UNDERNEATH IN INDIVIDUAL LETTERS, AND 1 FREE STANDING INTERNALLY ILLUMINATED SIGN.

Decision: 11-01-2008 Approved

46138/ADV/2008/58 Premier Travel Inn Shepiston Lane Hayes

INSTALLATION OF AN INTERNALLY ILLUMINATED FREE-STANDING SIGN

Decision: 19-06-2008 Refused

46138/APP/2000/363 Adj To M4 Junction And South Of Shepiston Lane Hayes

DEVELOPMENT OF A HOTEL WITH ASSOCIATED CAR PARKING AND SERVICING FACILITIES, CREATION OF A NEW MEANS OF ACCESS AND LANDSCAPING (OUTLINE APPLICATION)

Decision: 25-02-2002 Approved

46138/APP/2002/2408 Adjacent To M4 Junction And South Of Shepiston Lane Hayes

RESERVED MATTERS (DETAILS OF DESIGN, EXTERNAL APPEARANCE AND LANDSCAPING) IN COMPLIANCE WITH CONDITION 1 OF OUTLINE PLANNING PERMISSION REF.46138/APP/2000/ 363 DATED 25/02/2002; DEVELOPMENT OF HOTEL WITH ASSOCIATED CAR PARKING AND SERVICING FACILITIES, ACCESS AND LANDSCAPING

Decision: 02-04-2003 Approved

46138/APP/2003/1534 Adj To M4 Junction And South Of Shepiston Lane Hayes

DETAILS OF SITE DRAINAGE SYSTEM AND SURFACE WATER CONTROL MEASURES IN COMPLIANCE WITH CONDITIONS 3 AND 4 OF OUTLINE PLANNING PERMISSION REF.46138/APP/2000/363 DATED 25/02/2002; DEVELOPMENT OF A HOTEL WITH ASSOCIATED CAR PARKING AND SERVICING FACILITIES, NEW ACCESS AND LANDSCAPING

Decision: 11-09-2003 Approved

46138/APP/2003/2201 Adj To M4 Junction And South Of Shepiston Lane Hayes

DETAILS OF EXTERNAL LIGHTING IN COMPLIANCE WITH CONDITION 2 OF PLANNING PERMISSION REF.46138/APP/2002/2408 DATED 02/04/2003; RESERVED MATTERS (DETAILS OF DESIGN, EXTERNAL APPEARANCE AND LANDSCAPING) OF OUTLINE PLANNING PERMISSION REF.46138/APP/2000/363 DATED 25/02/2002; HOTEL DEVELOPMENT

Decision: 25-03-2004 Approved

46138/APP/2003/2203 Adj To M4 Junction And South Of Shepiston Lane Hayes

REMOVAL OF CONDITION 3 (CONTROLLING USE OF INTERNAL FLOORSPACE) OF PLANNING PERMISSION REF.46138/APP/2002/2408 DATED 02/04/2003; ERECTION OF HOTEL

Decision: 11-05-2004 Approved

46138/APP/2003/606 Adj To M4 Junction And South Of Shepiston Lane Hayes

DETAILS OF LANDFILL GAS RISK ASSESSMENT IN COMPLIANCE WITH CONDITION 5 OF PLANNING PERMISSION REF.46138/APP/2000/ 363 DATED 25/02/2002; DEVELOPMENT OF A HOTEL WITH ASSOCIATED CAR PARKING AND SERVICING FACILITIES, NEW ACCESS AND LANDSCAPING

Decision: 22-07-2003 Approved

46138/APP/2004/261 Adj To M4 Junction And South Of Shepiston Lane Hayes

DETAILS OF A SITE INVESTIGATION FOR CONTAMINATION, MEASURES TO PREVENT POLLUTION OF GROUND WATER AND SURFACE WATER AND PROVISIONS FOR MONITORING IN COMPLIANCE WITH CONDITION 8 OF OUTLINE PLANNING PERMISSION REF.46138/APP/2000/ 363 DATED 25/02/2002: DEVELOPMENT OF A HOTEL WITH ASSOCIATED CAR PARKING, SERVICING, ACCESS AND LANDSCAPING

Decision: 12-10-2004 Approved

46138/APP/2010/1932 Premier Lodge Shepiston Lane Hayes Middlesex

Installation of 10 ground level condenser units with associated timber fencing.

Decision: 30-11-2010 Approved

46138/PRE/2003/189 Adj To M4 Junction And South Of Shepiston Lane Hayes

T P PRE-CORRES: USE OF THE LAND

Decision:

46138/PRE/2004/121 Premier Lodge Shepiston Lane Hayes Middlesex

T P PRE-CORRES: SECURITY FENCING

Decision:

Comment on Relevant Planning History

No directly relevant planning history for this application.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE25	Modernisation and improvement of industrial and business 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
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Two neighbouring sites were consulted on 07/10/2011. No responses have been received.

B.A.A Aerodrome Safeguarding: The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We, therefore, have no objection to this proposal.

Heathrow Airport Limited were consulted. No comments have been received.

National Air Traffic Services (N A T S) - No safeguarding objections.

Internal Consultees

Environmental Protection Unit - No objection. Apply construction site informative.

Highways (Transportation/Traffic): No objection.

Trees/Landscape:

LANDSCAPE CONTEXT:

The site is occupied by an L-shaped hotel on a Green belt site between Shepiston Lane and the

east-bound slip-road onto the M4 motorway. The approved landscape plans (ref. 46138/APP/2002/2408, Martin Holland drawing Nos. 1C and 2A) proposed a well-landscaped site with extensive tree, hedge and ornamental shrub planting which was due to be established and maintained. The current landscape condition indicates that much of the approved planting has failed, or been removed and is currently missing. The condition of the landscape does not reflect the quality or quantity of planting formerly approved. There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

PROPOSAL:

The proposal is to alter the existing car park layout in order to provide a further 33No.car spaces and 2No.coach parking spaces.

LANDSCAPE CONSIDERATIONS:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

· The coach parking spaces and the 3No. car spaces close by can be accommodated with minimal change to the landscape. All of the other spaces will either affect existing trees or occupy areas of land which was due to support tree, or other planting (under the consented scheme). However, if the new layout were to be implemented there would remain sufficient space on the boundaries and within the island beds to accommodate new / replacement tree and hedge planting. This should be secured by condition prior to commencement of the development.

· A landscape management / maintenance plan should be submitted to ensure that the landscape is established and maintained in accordance with good practice.

RECOMMENDATIONS:

No objection, subject to the above considerations and conditions TL5, TL6 and TL7.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

GREEN BELT

This is a developed site on the Green Belt. The built up area would not be increased, parking wouldn't encroach of open land. In determining if the proposal would be acceptable in principle reference is made to PPG2 Green Belts, which notes in considering proposals for alterations/conversions of buildings in the Green Belt, that development may not be inappropriate if:

(a) it does not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it;

PLANNING OFFICER COMMENT: The principle of adding additional parking within an established parking area within the grounds of a hotel which forms an existing developed site within the Greenbelt is considered acceptable in principle.

(b) strict control is exercised over the extension of re-used buildings, and over any associated uses of land surrounding the building which might conflict with the openness of the Green Belt and the purposes of including land in it

PLANNING OFFICER COMMENT: In this case no extension of buildings are proposed, rather additional car parking is proposed around the building. In this case the parking would be well screened from views to/from surrounding Green Belt Land and conditions are recommended to ensure further landscape planting and screening is introduced.

OFF AIRPORT PARKING

The site is located outside the airport boundary, as such if used by airport passengers, the

proposal would be contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

Furthermore, any airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval would be contrary to Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to advice in PPG 13 which seeks to restrain the use of private cars and encourage travel by alternative modes.

The scheme would only be acceptable if a condition were imposed to ensure the additional parking were used for hotel staff and guests only while they are staying/working at the hotel.

7.02 Density of the proposed development

Not applicable to this development.

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

The site is not located within an area of archaeological interest, a Conservation Area or an Area of Special Character. There are no Listed Buildings within the immediate vicinity.

7.04 Airport safeguarding

The maximum height of the existing building would not be increased. It is considered that the development would not have a detrimental impact on Airport Safeguarding. National Air Traffic Services (N A T S) have confirmed that they raise no safeguarding objections.

7.05 Impact on the green belt

The proposal is considered not to have a detrimental impact on the Green Belt. The openness of the Green Belt would not be affected by the proposal as the development seeks to add a number of parking spaces within the existing developed car park area of the hotel.

The additional parking spaces would be contained within the existing parking area and would not increase the boundary of the 'developed' area of the site in relation to the surrounding undeveloped Greenbelt. In addition, the landscaping within the site would be improved, with details of landscaping to be secured via condition.

7.07 Impact on the character & appearance of the area

Policy OL1 of the UDP (Saved Policies September 2007) defines the types of development that are considered acceptable within the Green Belt. The proposal at this hotel site does not conform to those types, however, the hotel and its associated developments are considered to be an established use on the site.

The application seeks permission to add an additional 33 car parking spaces and 2 coach parking spaces in total, located within the existing car parking area.

As such, the proposed additional parking would not protrude further towards the street scene on Shepiston Lane, the parking spaces being contained within the existing parking area. Furthermore, a condition would be imposed to ensure any additional hard standing areas would match the existing tarmac finish. Landscaping details to be requested via condition would further screen the additional parking spaces from the Shepiston Lane street scene.

It is considered that the proposal would not result in a disproportionate change or a material increase in the built up appearance of the site. Therefore the proposal is considered to comply with the intentions of policy OL4 of the UDP (Saved Policies September 2007) and

advice set out in PPG2 Green Belts.

It is considered these proposals would not have a detrimental impact on the building to which they relate or to the surrounding area. Whilst views of the additional parking spaces proposed may be gained from the public highway, it is considered this development is minor in nature and in-keeping with the design of existing parking area. Therefore the application is considered to comply with Policies BE13 and BE15 of the UDP (Saved Policies, September 2007).

7.08 Impact on neighbours

Policy OE1 states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties, and Policy OE3 deals with development which has the potential to cause noise annoyance. The Environmental Protection Unit has no objection to the application and as there are no residential properties in the near vicinity that would be affected the proposal is therefore considered to accord with policy OE1 and OE3 of the UDP (Saved Policies, September 2007).

7.09 Living conditions for future occupiers

The proposal does not propose residential units and this consideration is therefore not relevant.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

As the proposal is for an extension to the existing parking area and as there is an existing vehicular junction to Shepiston Lane, it is considered that the proposal would not result in a significant detrimental impact on traffic in the immediate vicinity.

Given the location of the site, it is accessed primarily by vehicular traffic meaning that there is little pedestrian traffic on Shepiston Lane. In addition, pedestrians within the site would not find themselves in greater danger as a result of the proposal - the revised layout is considered satisfactory.

The Borough does not have a specific parking standard for hotels and nor does PPG13. The London Plan sets a benchmark of one space per room for hotels on key arterial roads outside central locations, which would apply here, but it notes that decisions would be made on an individual basis. Given there are 134 guest bedrooms, the proposed level of parking provision at 110 would still be below the one to one threshold.

It is noted that the Council's Transportation team have raised no objection to the development and in essence the current scheme would improve the overspill parking situation. A condition would be required to ensure the additional spaces are not used by passengers flying from Heathrow Airport.

7.11 Urban design, access and security

Design issues have been discussed elsewhere within this report at paragraph 7.07.

The proposal has no implications for access or security.

7.12 Disabled access

The proposal has no implications with regard to inclusive access.

7.13 Provision of affordable & special needs housing

The proposal does not relate to residential accommodation and this consideration is therefore not relevant.

7.14 Trees, landscaping and Ecology

The approved landscape plans for the original grant of planning permission for the Hotel 46138/APP/2002/2408 proposed a well-landscaped site with extensive tree, hedge and

ornamental shrub planting which was due to be established and maintained.

The current situation is that much of the approved planting has not survived, or been removed and is currently missing.

The current condition of the landscaping on-site does not reflect the quality or quantity of planting formerly approved. The proposed coach parking spaces and the three car parking spaces close by can be accommodated with minimal change to the landscape.

All of the other new/additional car parking spaces would either affect existing trees or occupy areas of land which was due to support tree, or other planting under the original consented scheme.

However, if the new layout were to be implemented there would remain sufficient space on the boundaries and within the island beds to accommodate new/replacement tree and hedge planting. The Council's Tree and Landscaping Officer has advised that this should be secured by condition prior to commencement of the development. A landscape management/maintenance plan should be submitted to ensure that the landscaping is established and maintained in accordance with good practice; this would be secured by condition.

7.15 Sustainable waste management

The proposal is considered not to give rise to any implications with regard to waste management.

7.16 Renewable energy / Sustainability

The proposal is considered not to give rise to any implications with regard to renewable energy/sustainability.

7.17 Flooding or Drainage Issues

The site does not lie within a Flood Risk Zone and no other issues are raised in this regard

7.18 Noise or Air Quality Issues

The proposal does not give rise to any concerns with regard to noise or Air Quality given the existing hotel car park usage of the site.

7.19 Comments on Public Consultations

No comments were received from neighbouring consultees.

7.20 Planning obligations

The application does not give rise to any material impacts which would necessitate planning obligations.

7.21 Expediency of enforcement action

There are no enforcement issues associated with the development.

7.22 Other Issues

There are no other issues relating to the development.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the

Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

As there are no S106 or enforcement issues involved, the recommendations have no financial implications for the Planning Committee or the Council. The officer recommendations are based upon planning considerations only and therefore, if agreed by the Planning Committee, they should reduce the risk of a successful challenge being made at a later stage. Hence, adopting the recommendations will reduce the possibility of unbudgeted calls upon the Council's financial resources, and the associated financial risk to the Council.

10. CONCLUSION

The application seeks planning permission to increase the level of car parking within the site from 77 to 110 and to allow parking for 2 coaches. It is considered that the proposal would not have any significant impact on the openness of the Green Belt and the amenities of nearby occupiers would remain unaffected. The proposal is also considered acceptable in terms of highways safety.

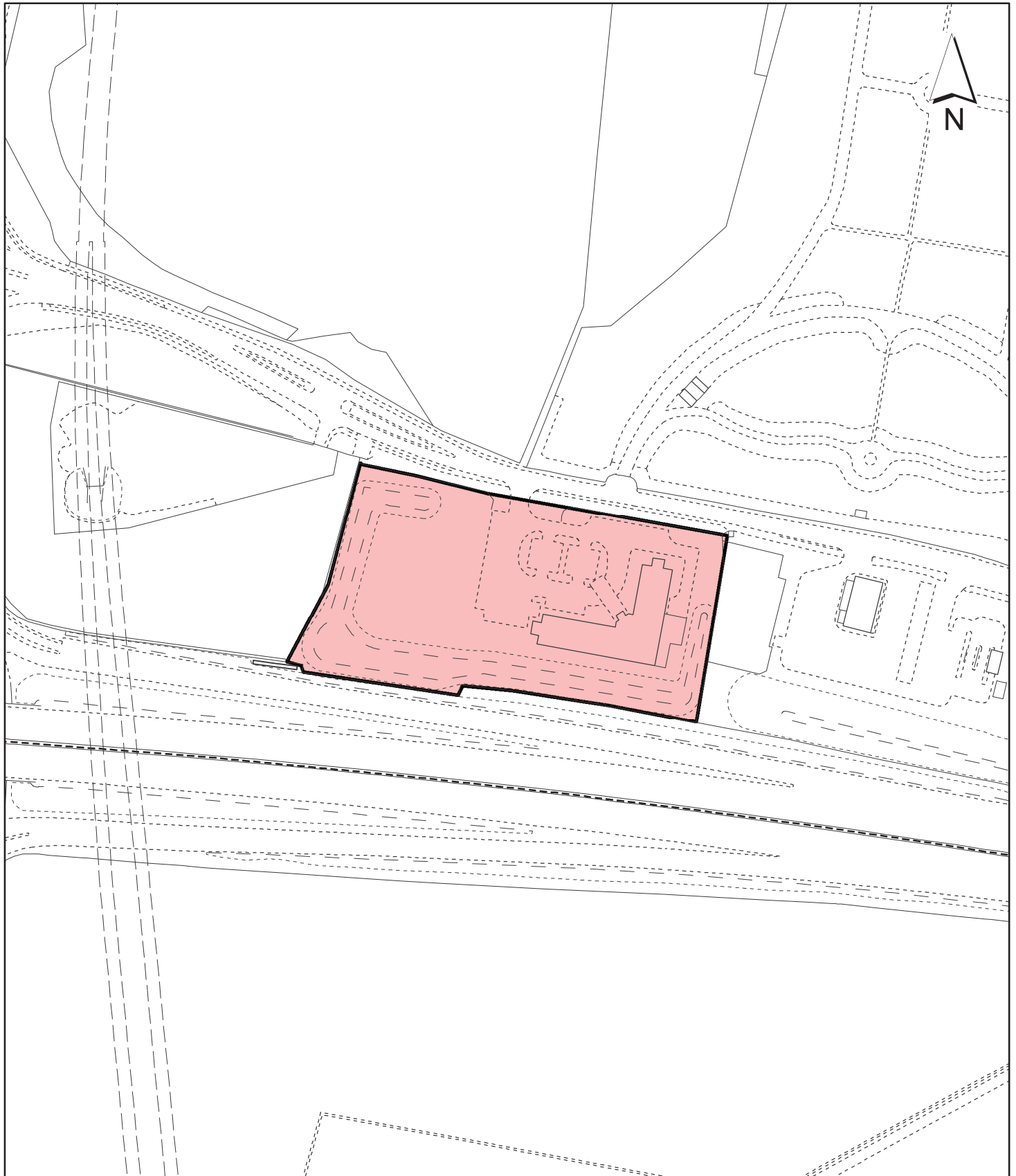
Accordingly, the application is recommended for approval subject to conditions.

11. Reference Documents

- (a) Planning Policy Statement 1: Delivering Sustainable Development
- (b) Planning Policy Guidance 13: Transport
- (c) The London Plan (2011)

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Notes

 Site boundary

For identification purposes only.

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Site Address

**Premier Travel Inn
Shepiston Lane
Hayes**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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

Planning Application Ref:

46138/APP/2011/2360

Scale

1:2,500

Planning Committee

Central and South

Date

**February
2012**



HILLINGDON
LONDON