

Report of the Corporate Director of Planning & Community Services

Address 1 & 1A BATH ROAD HARLINGTON

Development: Demolition of existing buildings and erection of a five storey, 192-bedroom hotel, basement and surface level car parking, bar/restaurant, meeting rooms and other associated works.

LBH Ref Nos: 35805/APP/2009/2433

Drawing Nos: Planning Statement prepared by Montagu Evans dated November 2009
Design and Access Statement prepared by Dexter Moren Associates dated November 2009
Design Concept prepared by Dexter Moren Associates dated March 2009
Transport Assessment prepared by TPC Ltd dated October 2009
Interim Travel Plan prepared by TPC Ltd dated October 2009
Sustainable Energy Strategy prepared by Silcock Dawson & Partners dated 2 November 2009
Sustainable Water Use Statement prepared by Silcock Dawson & Partners dated 2 November 2009
PPS25 Flood Risk Assessment prepared by WSP dated October 2009
Landscape Design Statement prepared by HED dated October 2009
Arboricultural Impact Assessment prepared by HED dated May 2008
Landscape & Visual Appraisal prepared by HED dated 29 October 2009
Updated Exological Assessment prepared by Ecology Solutions Ltd dated October 2009
Air Quality Assessment prepared by WSP dated October 2009
Response in respect of GLA Stage 1 Report - Technical Note prepared by TPC Ltd dated 7 January 2010
07/066/S008T/atr06 (Swept Path Analysis)
07/066/S008T/atr07 (Swept Path Analysis)
Email from applicant dated 08/01/10
PL1-700 rev.B (Schedule)
PL1-050 (Location Plan)
PL1-001 (Existing Site Plan)
PL1-100 rev.B (Proposed Site Plan)
PL1-101 rev.B (Proposed Basement Floor Plans)
PL1-102 rev.B (Proposed Ground Floor Plan)
Proposed First & Second Floor Plans)
PL1-104 rev.B (Proposed Third & Fourth Floor Plans)
PL1-105 rev.B (Proposed Fifth & Roof Floor Plans)
PL1-120 rev.B (Proposed North & East Elevations)
PL1-121 rev.B (Proposed South & West Elevations)
PL1-130 rev.B
PL1-500 (Proposed Detail Section)
HED.756.PL.001 (Tree Retention and Removal Plan)
HED.756.PL.002 (Landscape Masterplan)
HED.756.PL.003 (Tree Survey Plan)
HED.756.PL.004 (Landscape Sections)
HED.756.PL.005 (Landscape Planting Scheme)
HED.756.PL.019 (Terrace planting Details)
HED.756.PL.021 (Atrium Planting)
Draft Addendum Document prepared by Dexter Moren Architects dated

February 2010

Date Plans Received:	06/11/2009	Date(s) of Amendment(s):	06/11/2009
Date Application Valid:	06/11/2009		08/01/2010
			25/02/2010

1. SUMMARY

This application was reported to the Council's Central & South Planning Committee on 26 January 2010, where it was resolved to defer making a decision until a Member's site visit had taken place. Further to this amended plans and supporting documents have been submitted by the applicant, which show a significant reduction in the building height from seven-storeys to five-storeys, and a subsequent reduction in the number of rooms from 262 to 192. This report has been updated accordingly to reflect the amended plans.

This application proposes full planning permission for the erection of a five-storey, 192-bedroom hotel with bar/restaurant facilities, 415m² of conference facilities, 89 car parking spaces and associated landscaping at 1 and 1A Bath Road, Harlington.

This is a resubmission of a previous scheme which was refused due to concerns relating to the overdevelopment of the site and the visual impact on the adjacent Green Belt; potential increased flooding; risk of pollution to ground water; impact on the character and ecological value of the Nature Conservation Site of Metropolitan or Borough Grade I Importance; accessibility; and failure to provide relevant S106 contributions.

It is considered that this proposal sufficiently addresses and overcomes the previous reasons for refusal and complies with relevant planning policies. The design of the hotel has been amended and a number of supporting technical documents have been provided to support the application. Notably, no objections have been received. Accordingly, approval is recommended subject to referral of the application to the Mayor of London, and the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 to secure contributions towards highway improvements, air quality monitoring, improvements to the public realm, and construction and hospitality training initiatives, and subject to recommended conditions.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning and Community Services to grant planning permission, subject to the following:

1. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure the following:

i) The provision of a 10-year Green Travel plan to be prepared in accordance with

TfL guidance and to include a bond of £20,000.

ii) A scheme to be submitted to and approved by the Council detailing how construction training will be provided to Hillingdon residents, or a contribution towards construction training for Hillingdon residents in the sum of £2,500 for every £1 million construction cost.

iii) A scheme to be submitted to and approved by the Council detailing how hospitality training will be provided to Hillingdon residents, or a contribution towards hospitality training for Hillingdon Residents in the sum of £400 per employee.

iv) A contribution of £25,000 towards the management of air quality within the vicinity of the site.

v) A contribution of up to £25,000 towards improving the pedestrian infrastructure on the A4 within the vicinity of the application site, including works to the highway to improve the shared foot/cycle path, including markings and signage improvements and the reconfiguration of two pedestrian crossings to include dropped kerbs and tactile paving.

vi) A contribution of £20,000 towards public realm improvements within the area.

vii) 5% of total cash contributions secured towards the management and monitoring of the resulting agreement.

2. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.

3. That the officers be authorised to negotiate the terms of the proposed agreement.

4. That if the S106 agreement is not completed within a period of 6 months from the date of this resolution, that the agreement shall not be completed without a further resolution of this Committee.

5. That subject to the Mayor of London not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or issue a direction under Article 7 of the Order, that the Mayor of London is to act as the local planning authority for the purpose of determining the application, and on completion of the S106 Agreement, the application be deferred for determination by the Director of Planning and Community Services under delegated powers.

6. That officers be authorised to negotiate any additional conditions and/or informatives requested by the Mayor of London.

7. That if the application is approved, the following conditions be attached:

1 T8 **Time Limit - full planning application 3 years**

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 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 OM2 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 BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 M1 Details/Samples to be Submitted

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 M3 Boundary treatment - details

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied. Development shall be carried out in accordance with the approved details.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 MCD10 Refuse Facilities

No development shall take place until details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse at the premises have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

7 TL1 Existing Trees - Survey

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
- (ii) A clear indication of trees, hedges and shrubs to be retained and removed.
- (iii) Existing and proposed site levels.
- (iv) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- (v) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees and other vegetation to be retained during construction work.

REASON

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 TL2 Trees to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

9 TL3 Protection of trees during site clearance and development

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected

in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.
5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

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

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

11 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme 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 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.

REASON

To ensure that the landscaped areas are laid out and retained 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).

12 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

13 TL21 Tree Protection, Building & Demolition Method Statement

Prior to development commencing on site, a method statement outlining the sequence of development on the site including demolition, building works and tree protection shall be submitted to and approved by the Local Planning Authority, and the scheme thereafter implemented in accordance with the approved method statement.

REASON

To ensure that trees can be satisfactorily retained on the site in accordance with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

14 DIS1 Facilities for People with Disabilities

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

15 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be

provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.

16 DIS4 Signposting for People with Disabilities

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

REASON

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

17 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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).

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 policies 4B.1 and 4B.6 of the London Plan.

18 NONSC Submission of a bird hazard management plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and 'loafing' birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached;
- reinstatement of grass areas;
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow;
- signs deterring people from feeding the birds.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

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

REASON

In compliance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and in order to minimise the development's attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

19 NONSC BAA Safeguarding condition construction management strategy

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 matters:

- details of cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/publications/safeguarding.asp);
- control of activities likely to produce dust and smoke etc;
- details of temporary lighting - Such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp);
- height of storage areas for materials or equipment.

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) Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome, in compliance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

20 NONSC Control of lighting

The development is close to the aerodrome and aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for the completed

development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

REASON

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare.

For further information please refer to Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp).

21 NONSC Height limitation on buildings and structures

No building or structure on top of the development hereby permitted shall exceed 46m AOD on the southern edge of the building, sloping to 47.5m AOD at the northern edge of the building, in accordance with the shape of the Obstacle Limitation Surface at this location.

REASON

Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome, contrary to Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

See Advice Note 1 'Safeguarding an Overview' for further information (available at www.aoa.org.uk/publications/safeguarding.asp).

22 NONSC Submission of flood resistance and resilience measures

Prior to the commencement of any development, a scheme for the provision and implementation of Flood Resistance and Resilience Measures shall be submitted and agreed in writing with the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme.

REASON

To protect the development from flooding in extreme circumstances and to reduce material damage to the properties in extreme flooding circumstances in compliance with Policies OE7 and OE8 of the Hillingdon Unitary Development plan Saved Policies (September 2007).

23 NONSC Construction of permeable walls/fencing

Any walls or fencing constructed within or around the site shall be designed to be open boarded or permeable to flood water.

REASON

To prevent obstruction to the flow and storage of flood water, with a consequent increased risk of flooding in compliance with Policies OE7 and OE8 of the Hillingdon Unitary Development plan Saved Policies (September 2007).

24 NONSC Provision and management of riverside buffer zone

Prior to the commencement of development a scheme for the provision and long-term (minimum 10-year period) management of the buffer zone alongside the River Crane shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include:

- plans showing the extent and layout of the buffer zone, details of any planting scheme (using locally native plant species, of UK genetic provenance)
 - details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term.
- Further guidance is provided at Informative 20 of this decision notice.

REASON

In compliance with Policy EC1 of the Hillingdon Unitary Development plan Saved Policies (September 2007) and to maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor and in order to avoid problems such as fragmentation of the buffer by fencing; the placing of rubbish near the bank; the introduction of non-native species into the buffer; and pressure for inappropriate bank retention works.

25 NONSC Lighting

There shall be no light spill into the watercourse or adjacent buffer zone. To achieve this, and to comply with sustainability, artificial lighting should be directional and focused with cowlings to light sources in close proximity to the river corridor.

REASON

In compliance with Policy EC1 of the Hillingdon Unitary Development plan Saved Policies (September 2007) and because artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using/inhabiting the river and its corridor habitat. Sodium lamps should be used where possible as they have the least impact on wildlife, particularly invertebrates, which bats feed on. The use of mercury lamps should be avoided as they emit ultraviolet light which affects numerous insect species.

26 NONSC Contamination

The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted, in accordance with the Supplementary Planning Guidance on Land Contamination, and approved in writing by the Local Planning Authority (LPA). All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use.

The scheme shall include all of the following measures:

- (i) 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;
- (ii) 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;
- (iii) (a) 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 and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the LPA prior to its implementation.
(b) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and
- (iv) Upon completion of the remedial works, this condition will not be discharged until a

verification report has been submitted to and approved by the LPA. The report shall include details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

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 off site receptors in compliance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

27 NONSC Air extraction systems and noise levels for hotels

Before the development hereby permitted commences details of air extraction and/or air conditioning systems to be installed (with respect in particular to noise levels of the equipment installed and noise mitigation measures) shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented in its entirety before the hotel is brought into use and maintained as such thereafter unless written agreement is given to any variations by the Local Planning Authority.

REASON

To safeguard the amenity of the users of the proposed building given already high background noise levels around the application site and in light of additional noise that could be generated by any air conditioning system, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

28 NONSC Sound insulation for hotels

Before the development hereby permitted commences the hotel bedrooms shall be insulated in accordance with a scheme to be agreed in writing with the Local Planning Authority. The scheme shall provide sound insulation of not less than 35 dB(A) against external noise. The approved scheme shall be implemented in its entirety before the hotel is brought into use and maintained as such thereafter unless written agreement is given to any variations from the Local Planning Authority.

REASON

To safeguard the amenity of the users of the proposed building given high background noise levels around the application site in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

29 N11 Control of plant/machinery noise

No plant and/or machinery shall be used on the premises until a scheme for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is occupied/use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

30 MCD13 Extraction Vent or Chimney

No development shall take place until details of the height, position, design and materials of any chimney or extraction ventilation system, to extract kitchen fumes and odours, to

be provided in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out until the vent/chimney has been installed in accordance with the approved details. Thereafter the vent/chimney shall be permanently retained and maintained in good working order for so long as the use continues.

REASON

In order to safeguard the amenities of adjoining properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 4B.1 and 4A.19.

31 NONSC Delivery and Servicing Plan

Prior to commencement of development details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall give details of provision within the scheme for large servicing vehicles and incorporate measures to minimise the impact of the development on local congestion and measures to minimise vehicle deliveries during am and pm peak hours. Deliveries shall not take place outside the hours of 8am and 6pm Monday to Friday, 8am to 1pm on Saturdays and not at all on Sundays, Bank Holidays and Public Holidays.

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 Unitary Development Plan Saved Policies September 2007.

32 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative 11 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and 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).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.
- (viii) Measures to consolidate loads and waste wherever possible.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

33 NONSC method statement to control emissions during construction

A method statement shall be submitted to and approved in writing by the Local Planning Authority, before the development is commenced, for a management scheme whose purpose shall be to control and minimise emissions of pollutants from and attributable to the demolition and/or construction of the development. The scheme shall set out the secure measures which can, and will, be put in place.

REASON

In compliance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and because dust and other air pollution from demolition and construction can impact greatly on the health and quality of life of people working on and living close to these sites if they are badly managed.

34 NONSC No biomass boiler to be used on the premises

No biomass boiler shall be used on the premises until a scheme which specifies the provisions to be made for the control of air pollutants from the site has been submitted to and approved by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. The said scheme shall include such secure provision as will ensure that the said scheme and all of it endures for use and that any and all constituent parts are repaired and maintained and replaced in whole or in part so often as occasion may require.

REASON

To safeguard the amenities of the surrounding area in compliance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

35 NONSC Air quality

Any traffic management proposals for mitigation of the impact of the development must be accompanied by an air quality assessment of their environmental benefits. The said traffic schemes must also be monitored, for a specified time to be agreed by the Local Planning Authority, both pre and post operation, to ensure the proposed scheme is effective.

REASON

In compliance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and because this is of particular concern in areas already suffering from both poor air quality and traffic congestion. One of the main sources of air pollution from a development is the traffic arising from it. In a large number of cases, traffic management schemes are conditioned as part of the development in order to mitigate against these impacts. Any traffic scheme must look at both the impacts close to the development and, where relevant, assess any wider implication of the scheme from both a traffic congestion stance and also an air quality view. Care needs to be taken if any scheme has implications for bringing slower moving traffic closer to sensitive locations and/or changing the fleet composition and bringing more polluting vehicles such as HGVs closer to sensitive locations.

To ensure mitigation is effective, automatic traffic counts should be obtained both pre and post operation, for a defined time period.

36 NONSC Cycle parking

Prior to the commencement of development, details of covered and secure cycle storage provision for 34 cycles (for use by staff and visitors) shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage areas shall be completed in accordance with the agreed scheme prior to the first occupation of the building hereby permitted and thereafter permanently retained for so long as the development remains in

existence. The cycle parking should be regularly monitored and additional storage provided if demand dictates.

REASON

To ensure that adequate facilities are provided in accordance with the standards set out in the Council's cycle-parking standards in accordance with Policy AM9 of the Hillingdon Unitary Development plan Saved Policies September 2007.

37 H10 Parking/Turning/Loading Arrangements - Commercial Devs.

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) shown on the approved plans shall be constructed prior to occupation of the development, thereafter permanently retained and used for no other purpose.

REASON

To ensure that the loading, roads, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

38 H11A Visibility Splays

Unobstructed sight lines above a height of 1 metre shall be maintained on both sides of the entrance to the site, for a distance of at least 2.4m in both directions along the back edge of the footway or verge.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

39 NONSC Parking management strategy

The car parking facilities provided at the hotel shall be used by hotel guests and staff only 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 to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

The use of the site for long-stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies Am2 and Am7 of the Hillingdon Unitary Development Plan Saved Policies September 2007, Policies 3C.1 and 3C.23 of the London Plan and to advice in PPG 13 to restrain the use of private cars and encourage travel by alternative modes.

40 SUS8 Electric Charging Points

Before development commences, plans and details of 18 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 Policy 4A.3.

41 NONSC Details of taxi drop-off area

Prior to commencement of development full details of the taxi drop-off area to be provided at the front of the building, and management methods which will be employed to ensure that this area is not blocked with vehicles using the area for parking, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure satisfactory facilities are provided for taxis, which would not result in traffic congestion in or around the site in compliance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

42 NONSC Renewable energy

Prior to commencement of development full details of the gas fired CHP, ground source heat pumps, and photovoltaics, as detailed in the Sustainable Energy Strategy and Addendum to the Sustainable Energy Strategy, shall be submitted to and approved in writing by the Local Planning Authority. These should demonstrate that the proposed plant room is of sufficient size to accommodate any plant required, and that the infrastructure would be compatible with any potential future district heating networks, and safeguard a route for potential future connection to such a network. The approved details shall be implemented prior to the first occupation of the building and thereafter permanently retained and maintained.

REASON

To provide at least 20% of the development's energy needs from on-site renewable energy sources in compliance with the requirements of Policy 4A.7 of the London Plan 2008.

43 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 policy 4A.14 of the London Plan (February 2008) /if appropriate/ 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), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

44 NONSC Rainwater harvesting

Prior to commencement of development full details showing how rainwater recycling facilities, as detailed in the Sustainable Water Use Statement, will be built into the design of the hotel shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be maintained and retained for the lifetime of the building.

REASON

In order to provide a sustainable form of development and promote water conservation in

compliance with Policies 4A.9, 4A.11 and 4A.14 of the London Plan 2008.

45 NONSC Lighting when rooms are not in use

The lighting of the hotel shall employ devices that automatically turn the lights off when the rooms are not in use.

REASON

In the interests of energy conservation, in accordance with Policy 4A.3 of the London Plan.

46 NONSC CCTV

No development shall commence until a scheme for the provision of Closed Circuit Television (CCTV) on and/or around the building has been submitted to, and approved in writing by, the Local Planning Authority and the building shall not be occupied until the approved scheme has been implemented. Thereafter the approved scheme shall be permanently retained.

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 that the development provides a safe and secure environment in accordance with Policies 4B.1 and 4B.6 of the London Plan 2008.

47 NONSC Treatment of windows to prevent overlooking

Notwithstanding the submitted plans, prior to commencement of development, further details of the treatment of bedroom windows overlooking the atrium on all levels of the hotel shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be implemented in accordance with the approved plans.

REASON

To ensure the privacy of occupiers of the rooms in the development in accordance with Policy BE24 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

48 OM17 Litter Bin Required

The use hereby permitted shall not commence until the owner has made arrangements, to be submitted to and approved in writing by the Local Planning Authority, for the provision of a litter bins within and in the vicinity of the site.

REASON

To ensure that adequate provision is made for the disposal of litter likely to be generated by the proposed development, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

49 OM18 Litter Picking Required

A schedule of 'litter picking' shall be submitted to and approved by the Local Planning Authority and carried out for as long as the use hereby permitted is in existence.

REASON

To ensure the satisfactory disposal of litter and waste, in the interests of maintaining a

satisfactory standard of amenity in the locality, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 152 **Compulsory Informative (1)**

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

2 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
OL5	Development proposals adjacent to the Green Belt
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
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.
OE%	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional

OE11	surface water run-off - requirement for attenuation measures Development involving hazardous substances and contaminated land - requirement for ameliorative measures
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
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
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
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
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

3 11 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.

4 12 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

5 13 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed

plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

6 15 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

7 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

8 111 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).

9 112 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.

10 113 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

11 115 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 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.

12 119 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).

13 125 Consent for the Display of Adverts and Illuminated Signs

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

14 128 Food Hygiene

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

15 134 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.

16 146 Renewable Resources

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

17 147 Damage to Verge

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128

Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

18 160 **Cranes**

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

19

The applicant is advised that the scheme for the provision of CCTV submitted pursuant to Condition 47 of this permission should be designed to link into, and be compatible with, the Council's CCTV system.

20

The Environment Agency have advised of the following:

Section 6.3.4 of the Flood Risk Assessment refers to a proposed new surface water outfall and headwall on the River Crane. Please be aware that under the terms of the Water Resources Act 1991, and Thames Region Land Drainage Byelaws 1981, the prior written consent from the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Crane, designated a 'main river'.

The corridor adjacent to a watercourse provides important habitat for the terrestrial life-stages of many aquatic insects e.g. dragonflies. In order that this river corridor can be of benefit to wildlife it should remain undeveloped and in a natural state.

As the area of land between the proposed development and the River Crane is designated as part of a Site of Metropolitan Importance we advise that that any planting within this area, which includes the buffer zone, should be of native species only. The whole area should be managed so as to foster a natural character and any grass areas left un-mown or mown only later in the season to enhance their floristic and habitat value. These measures benefit various kinds of wildlife, but are particularly important for terrestrial life stages of aquatic insects, such as dragonflies.

The buffer zone shall be measured from the top of the bank (defined as the point at which the bank meets the level of the surrounding land) and shall be free of structures, hard standing and fences. All buildings including balconies and cantilevered structures, must be set back at least 8 metres from the bank top of the watercourse. Domestic gardens and formal landscaping should not be incorporated into the buffer zone.

Buffer zones to watercourses are required for the following purposes:

- (i) to allow the watercourse to undergo natural processes of erosion and deposition, and associated changes in alignment and bank profile, without the need for artificial bank protection works and the associated destruction of natural bank habitat;
- (ii) to provide for the terrestrial life stages of aquatic insects, for nesting of water-related bird species, and for bank dwelling small mammals;
- (iii) to provide a "wildlife corridor" bringing more general benefits by linking a number of habitats and affording species a wider and therefore more robust and sustainable range

of linked habitats;

(iv) to allow for the maintenance of a zone of natural character with vegetation that gives rise to a range of conditions of light and shade in the watercourse itself. This mix of conditions encourages proliferation of a wide range of aquatic species, including fish;

(v) to allow, where appropriate, for the regarding of banks to a lower and safer profile, in areas where there is public access;

(vi) to prevent overshadowing of watercourses by buildings; and

(vii) to reduce the risk of accidental pollution from run-off.

The river channel with its wider corridor should be considered Intrinsically Dark Areas and treated as recommended under the Institute of Lighting Engineers 'Guidance Notes for the Reduction of Light Pollution'.

21

Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft."

The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp)

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an irregularly shaped plot of approximately 0.97 hectares located on the southern side of the A4 Bath Road in Harlington. It currently accommodates two 2-storey office/warehouse units with one unit presently vacant (1A) and the other in administrative and distribution use (1). There are parking areas at the front and rear of the site with vehicular access from Bath Road. This vehicular access also serves commercial uses to the rear of the site. The eastern part of the site comprises a wooded/landscaped area extending to the River Crane.

The area surrounding the site is mixed in character comprising a range of uses. The site is bounded to the south by Courtlands airport car parking, which falls within the Heathrow Airport boundary, despite sharing an access with the application site off Bath Road; to the west by a 2-storey commercial building, beyond which is The White Hart Public House; to the north by the A4 Bath Road dual carriageway, beyond which are 2-storey residential properties falling within Craneswater; and to the east by woodland and the River Crane, which separates the site from the urban area beyond and provides the borough boundary between the London Borough of Hillingdon and the London Borough of Hounslow.

The site forms part of a Nature Conservation Site of Metropolitan or Borough Grade I Importance and is located in an Area of Environmental Opportunity as shown on the Hillingdon Unitary Development Plan Proposals Map. The southern and eastern part of the site also falls within the Green Belt. The land immediately to the south and west of the application site falls within the Heathrow Airport boundary and the A4 Bath Road is

designated as a Strategic Route.

3.2 Proposed Scheme

This application seeks full planning permission for the erection of a 5-storey hotel, with an additional two levels of basement, with ancillary bar/restaurant facilities, conference facilities and associated parking and landscaping. The building would accommodate 192-bedrooms and would have an internal floor area of approximately 14,000m². The hotel would essentially comprise a square building with rooms centred around an internal atrium. The eastern facade would be stepped to create a series of planted terraces fronting the Green Belt. Car parking would be provided at both basement and surface level. Each floor of the hotel would comprise the following:

- Basement level 2

50 car parking spaces (including two disability standard spaces and 14 electric vehicle charging points), entrance/lift lobby and stairwell, plant room, service lifts, 62.4m² gym.

- Basement Level 1

Back of house area (including break room, showers, lockers & changing room facilities), plant room, approximately 415m² of floorspace dedicated to conference facilities (including meeting rooms, two conference rooms, and breakout space), and WC facilities.

- Ground floor

Reception areas and lobby, luggage room, small business centre, restaurant and bar/lounge (total of 430m²), kitchen, WC facilities, back of house areas, refuse store and servicing area.

- First floor

49 hotel rooms plus associated linen rooms and first floor terrace.

- Second floor

49 hotel rooms plus associated linen rooms.

- Third floor

47 hotel rooms plus associated linen rooms and third floor terrace.

- Fourth floor

47 hotel rooms plus associated linen rooms.

A total of 89 car parking spaces would be provided. 39 of these, including 7 disability standard spaces, and two electric vehicle charging points, would be provided at surface level to the rear of the hotel building, and 50 spaces, including 2 disability standard spaces and 14 electric vehicle charging points, would be provided at basement level. 30 cycle parking spaces, for use by both staff and guests, would also be provided in the rear surface level car park, in addition to one 15m long coach parking space. Vehicular access and egress to both the underground and surface level parking would be gained behind the hotel building via the adjacent shared access way off Bath Road.

To the front of the building a vehicular drop-off point and turning area would be provided which would again be accessed via the adjacent shared access way off Bath Road.

The service area and bin stores would be incorporated into the rear of the building at ground floor level and accessed via the rear car park.

The scheme incorporates proposals for both formal and informal landscaped areas. These include the provision of a formal sunken garden adjoining the eastern side of the building and extending directly from the conference areas at basement level, enhancement of planting around the site boundaries and in the car parking area, and the improvement and enhancement of the wilder landscaped area to the east of the site and along the River Crane corridor.

3.3 Relevant Planning History

Comment on Relevant Planning History

The most relevant planning history can be summarised as follows:

35805/APP/2006/870 - Change of use of 1A Bath Road from Class B1 (office) to Class C1 (hotel), conference and banqueting suite - Approved 04/08/06. This permission has not been implemented.

35805/APP/2008/1976 - Erection of a 7-storey, 288-bedroom hotel with associated landscaping, parking and conference facilities (involving demolition of existing office and storage buildings) - Refused 25/09/08 for the following reasons:

1. The proposal is considered to represent overdevelopment of the site resulting in an excessively large building in terms of height, bulk, scale and massing which would have an unduly dominant and overbearing visual impact on the adjoining Green Belt. As such, the proposal would be contrary to the aims of Policy OL5 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.

2. The application fails to demonstrate that the development would not increase the risk of flooding and therefore conflicts with Policy OE7 of the adopted Hillingdon Unitary Development Plan and Policy 4A.12 of the London Plan Consolidated with Alterations since 2004.

3. The application fails to demonstrate that the development would not pose a risk to the pollution of ground water and therefore conflicts with Policy 4A.17 of the London Plan Consolidated with Alterations since 2004.

4. The application fails to demonstrate that the development would not adversely affect the character and ecological value of the Nature Conservation Site of Metropolitan or Borough Grade I Importance of which the site forms part. As such, the proposal conflicts with Policy 3D.14 of the London Plan Consolidated with Alterations since 2004 and Policy EC1 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.

5. The proposed development fails to provide adequate on-site car parking facilities for people with disabilities, as well as access to, and within, the proposed building for people with disabilities. As such, the proposal would be contrary to Policy 3D.7 of the London Plan Consolidated with Alterations since 2004, Policies R16 and AM15 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and the Hillingdon Design and Accessibility Statement Accessible Hillingdon Supplementary Planning Document.

6. The application fails to provide an adequate travel plan to encourage staff and visitors to the development to use modes of transport other than the private car and as such would be contrary to Policies 3C.1, 3C.2 and 3C.3 of the London Plan Consolidated with Alterations since 2004.

7. The applicant has failed to provide a contribution towards the improvement of services

and facilities as a consequence of demands created by the proposed development (in respect of construction/hotel training and public transport facilities). The scheme therefore conflicts with Policy R17 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.

4. Planning Policies and Standards

Unitary Development Plan Saved Policies September 2007
London Plan (Consolidated with Alterations since 2004)
Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Guidance 4 (Industrial, Commercial Development and Small Firms)
Planning Policy Guidance 13 (Transport)
Planning Policy Statement 22 (Renewable Energy)
Planning Policy Guidance 24 (Planning & Noise)
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Document - Accessible Hillingdon

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- | | |
|--------|--|
| PT1.1 | To maintain the Green Belt for uses which preserve or enhance the open nature of the area. |
| PT1.6 | To safeguard the nature conservation value of Sites of Special Scientific Interest, Sites of Metropolitan Importance for Nature Conservation, designated local nature reserves or other nature reserves, or sites proposed by English Nature or the Local Authority for such designations. |
| PT1.10 | To seek to ensure that development does not adversely affect the amenity and the character of the area. |
| PT1.12 | To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere. |
| PT1.28 | To encourage the provision of a range of hotel and conference facilities provided development does not harm the environment. |
| PT1.30 | To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities. |
| PT1.32 | To encourage development for uses other than those providing local services to locate in places which are accessible by public transport. |
| PT1.39 | To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed. |

Part 2 Policies:

- | | |
|-----|--|
| OL1 | Green Belt - acceptable open land uses and restrictions on new development |
| OL2 | Green Belt -landscaping improvements |

OL4	Green Belt - replacement or extension of buildings
OL5	Development proposals adjacent to the Green Belt
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
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.
OE%	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
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
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
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
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
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
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 (i) Dial-a-ride and mobility bus services
 (ii) Shopmobility schemes
 (iii) Convenient parking spaces
 (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **17th December 2009**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 42 local owner/occupiers and the Cranford Cross Residents' Association. The application was also advertised by way of site and press notices. No responses have been received.

GREATER LONDON AUTHORITY

London Plan policies on hotel and tourism, green belt, biodiversity, inclusive design, climate change mitigation and adaptation, flooding, and transport are relevant to this application. The application complies with some of these policies but not with others, for the following reasons:

- Hotel and tourism: The proposed hotel use on the site is acceptable and it complies with the policy 3D.7 of the London Plan.
- Green belt: Provided the recommended measures are conditioned, the scale of the building adjacent to the Green Belt and the provision of car parking within the green belt are acceptable and the scheme complies with policy 3D.9 of the London Plan.
- Biodiversity: The proposed biodiversity measures comply with policy 3D.14 of the London Plan, but they should be conditioned.
- Inclusive design: The floor layouts and the landscaping strategy should further incorporate the principles of inclusive design; in particular in regard to the location of the easternmost accessible rooms, disabled parking and additional lift at the rear of the building.
- Climate change mitigation and adaptation: The applicant has broadly followed the energy hierarchy in Policy 4A.1. Sufficient information has been provided to understand the proposals as a whole and to verify carbon dioxide savings in principle. However, further information is required to fully assess the application.
- Flooding: The proposed flood risk measures comply with policy 4A.13 of the London Plan.
- Transport: (See Transport for London's Comments below).

Whilst the application is broadly acceptable in strategic planning terms, on balance, the application does not comply with the London Plan.

The following changes might, however, remedy the above-mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:

- Green Belt: The applicant's recommended measures should be conditioned.
- Inclusive design: Revise the floor layouts and the landscaping strategy in regard to the location of the easternmost accessible rooms, disabled parking and additional lift at the rear of the building.

- Climate change mitigation and adaptation: Provide further information to clarify details relating to use of renewable energy sources.
- Transport: (See Transport for London's comments below).

Subsequent correspondence from the GLA has confirmed that further to additional information provided by the applicant on 01/08/10, there are no outstanding energy issues, subject to conditions.

TRANSPORT FOR LONDON

The site is accessed directly via an existing entry from Bath Road, which is part of the Transport for London Road Network (TLRN). Four bus routes run along this section of Bath Road, three of which are 24 hour services (routes 105, 111 and 222), and two of which (routes 81 and 222) provide a connection to Hounslow West Underground station (Piccadilly Line) which is beyond acceptable walking distance from the site.

Geographically, Hatton Cross is the closest Underground station to the site, but there are no Underground stations within walking distance. The Public Transport Accessibility Level (PTAL) of the site is 2, where 1 is very low and 6 is very high.

- Site Layout & Access

TfL has concerns with the proposed access onto Bath Road as a coach would cross over the white line into lane 2 when egressing onto Bath Road and traffic exiting the site may impede a coach entering from the A4. This junction must be redesigned and agreed with TfL either now or as part of the s278 agreement. This should be controlled by use of a planning condition or obligation in the s106 agreement.

The proposed taxi drop off arrangement at the site frontage is considered to be acceptable in design terms, however, this will need to be strictly managed to ensure that the drop off area is not blocked with vehicles using the area for parking. Management measures will need to be controlled by use of planning conditions.

Our previous concern over the service bay, the design of the rear car parking area, and the design of the coach bay has been overcome.

- Walking and cycling

An audit of pedestrian routes has been carried out, which is welcomed. Appropriate mitigation should be secured to accommodate walking and cycling trips to and from the scheme.

It is noted that the shared foot/cycle path markings adjacent to Bath Road were found to be in poor condition and signing intermittent during the audit. The suggestion that a contribution be made by the developer to improve markings and signage is welcome. In addition, the recommendation that the developer fund the installation of dropped kerbs and tactile paving as appropriate at 2 nearby crossings is also welcome. It is supported that these contributions will be secured as part of a Section 106 agreement.

It is understood that improvements in the width of the shared path or segregation of pedestrians from cyclists was considered but deemed too difficult to achieve without acquiring third party land and/or removing a mature tree in one location. The developer should therefore contribute funding towards alternative improvements, for example, removal of bollards and guard railing along the assessed routes in order to improve permeability and the quality of the pedestrian environment.

The pedestrian access to the front entrance should be demarcated as separate from the taxi drop off area and a well-lit 2m wide footway provided to create a good quality route between Bath Road and the hotel.

The provision of 30 covered cycle spaces, 15 for visitors and 15 for staff, are welcomed. TfL would encourage the use of CCTV coverage as an additional security measure for the cycle parking area as it is preferable to locate cycle parking closer to the building for security and ease of access. Showering and changing facilities must be made available for staff cycling to the site. The cycle parking facilities should be reviewed to take account of the above concerns in order to comply with London Plan Policy 3C.22 (and Policy 6.9 of the London Plan consultation draft replacement, October 2009).

- Car Parking

Given the reduction in the number of rooms the car parking provision should accordingly be reduced to 67 spaces. Car sharing should be introduced in the Travel Plan to ensure that staff parking is minimised. Electric charging points should be provided for 20% of the total provision or 13 bays to meet targets within the draft revised London Plan Policy 6.13 and Mayors guidance on electric vehicles.

- Trip Generation

The TA did not follow TfL Best Practise Guidance as the survey sites used are more than 5 years old, however, TfL does not believe that the change in traffic caused by the change in use would have an adverse impact on the transport networks. There is no evidence of committed developments having been assessed which is required to understand the cumulative impact on surrounding transport networks.

- Public transport

Given the likely trip generation, TfL considers that significant impacts on the local bus network will be unlikely.

The transport assessment does not fully consider the possibility of the hotel being served by the Heathrow Hoppa service. It should be noted that the Heathrow Hoppa is a privately operated, premium fare bus service between Heathrow Airport and nearby hotels. This service should not be viewed as a substitute for public Bus services, however its use would improve the accessibility of the hotel and would form a useful part of the Travel Plan.

- Highway impacts

It is accepted that the proposed development will not generate a significant increase in vehicle trips over and above the traffic flows associated with the existing uses on the site.

A construction management plan should be prepared to address any issues arising during construction, and to ensure that the proposed development complies with London Plan Policy 3C.25 (and Policy 6.14 of the London Plan consultation draft replacement, October 2009). As part of this plan there should be provision to encourage consolidation of loads and waste wherever possible.

- Travel plan

Further work is required on the travel plan in order for the proposed development to comply with London Plan Policies 3C.1, 3C.2 and 3C.3.

- Summary

In principle, TfL does not have any objection to the proposed development. The provision of a detailed Green Travel Plan should be secured. Parking and construction management plans should be provided.

Following additional information and amended plans provided by the applicant TfL have confirmed that all their comments have been fully addressed. They have also requested a capped S106 contribution of £25,000 towards improving the pedestrian infrastructure along the A4 within the

vicinity of the development, including the works suggested above such as removal of bollards, railings, etc if necessary.

ENVIRONMENT AGENCY

No objection subject to conditions aimed at reducing the risk of flooding, creation of a buffer zone along the river crane and lighting.

BAA SAFEGUARDING

No objection subject to conditions regarding the submission of bird hazard management and construction management strategies, lighting and height limitations, and an informative regarding cranes.

NATIONAL AIR TRAFFIC SERVICES (NATS)

No objection.

BRITISH WATERWAYS

The proposal does not lie within the consultation zone (150m either side of the centre line) of any waterway, reservoir, canal, feeder channel, water course, let off or culvert owned or managed by British Waterways. British Waterways therefore has no comments to make.

ENGLISH NATURE

No response received.

LONDON BOROUGH OF HOUNSLOW

No objection.

Internal Consultees

URBAN DESIGN OFFICER

The proposal regards the re-development of a partly commercial, partly Green Belt site, situated on the north east of the Northern perimeter of Heathrow Airport, fronting Bath Road (the A4). The site is bounded by the river Crane to the west, and car parks serving Heathrow airport to the north and east. The existing buildings are positioned to the western part of the site, and consist of two parallel, two storey buildings for light industrial/warehousing and office use. Car parking areas are currently found to the front and rear of the site. Within the site the land to the south and east of the existing buildings is designated as Metropolitan Green Belt. The Green Belt setting along the river Crane also forms part of the protected Nature Conservation Area. The Green Belt extends to the north, on the Northern side of Bath Road, opposite the application site, into Cranford Park, the historic landscape setting of the former Cranford House, now demolished. Cranford Park includes the Grade II listed stables.

An existing permission for change of use from B1 to Class C1 (hotel) conference and banqueting suite (Ref 35805/APP/2006/870) exists for the site.

The scheme proposes the re-development of the existing low-key two-storey commercial buildings with a 5 storey high hotel development, which retains the existing two access points to the west. The scheme proposes the transformation of the Green Belt land to the east into a hotel garden, which can be accessed from the conference centre on the ground floor. The scheme will improve accessibility into the eastern part of the application site and the riverbank, whilst the informal

character of wilderness will be transformed into a designed landscape. According to the Design and Access Statement, the use of the hotel garden is meant to be shared between hotel guests and the wider public, so as to retain public access to the Green Belt. Although public access to the Green Belt is well justified, there is a potential conflict of interest with regards to privacy and security for hotel guests.

The scheme has been altered in line with officer's advice with regards to building line, massing and elevational treatment in order to overcome previous concerns with regards to excessive scale, height, bulk and massing, as well as concerns with regards to a repetitive and monotonous building design.

Consequently the building line has been retracted slightly on the eastern side, which faces the river, whilst the eastern elevation has been redesigned to reduce the mass and bulk and any detrimental impact on the landscape setting. The stepped approach is considered to alleviate the previously abrupt and definitive eastern edge of the building. The eastern elevation now takes the form of planted terraces, which gradually step down towards the river, and which from an urban design point of view are considered to soften the interface with the Green Belt. Furthermore, the elevational design now includes a graphic printed pattern of vegetation, a sophisticated and interesting concept which will further integrate the building in the river landscape. The colour scheme has been modified from a dense, strong and varied character to a subtle, restrained palette of white, silver and different shades of green which responds well to the visual sensitivity of the Green Belt.

In summary, the amendments to the scheme with regards to building line, massing, bulk, elevational design, colour scheme and the integration of planting are considered to fully overcome previous urban design concerns.

TREES/LANDSCAPE OFFICER

There is significant tree and tall ornamental shrub cover which re-enforces the landscape buffer on the Green Belt land, notably along the River Crane to the east, and in the north-east corner of the site. Trees on this site are not protected by Tree Preservation Orders or Conservation Area designations.

The submission includes a detailed tree report to BS5837:2005.

The siting of the hotel will not physically encroach on the Green Belt or Nature Conservation area. However car parking and landscaped terraced areas will be sited in the Green Belt.

One of the design features of the scheme is the stepping of the eastern facade of the building which faces the Green Belt. This will create a series of three planted terraces intended to reduce the mass of the building and soften the appearance of the facade by adding 'a layer of vertical landscaping'.

The Landscape Design Statement provides a site description and assessment of its landscape character and describes the design approach and specific landscape objectives. This includes consideration of both the hard and soft landscape elements and future management of the site. These objectives will help to protect, enhance and manage the landscape. They will also provide a setting which complements the proposed building and provides an attractive landscaped setting. However, it is noted that the report makes no specific reference to the terraces, which form an important part of the current proposal.

An illustrative Landscape Masterplan (ref. HED.756.PL.002) has been submitted. This indicates the position and spread of the 35No. retained trees and existing shrubs. It also proposes 11No.

semi-mature trees (within the car park) 16No. native specimen trees within a wildflower meadow to the east of the building and a further 13No. (unspecified size or species) on the site frontage and associated with the sunken garden. Furthermore, the legend schedules new shrub and groundcover planting, mixed native hedgerow planting, wildflower grass areas and bulb planting. A planting plan, ref. HED.756.PL.005 shows the detailed planting layout with schedules and a 5 year management plan.

Drawing No. HED.756.PL.019 provides details of the terrace planting. This details two small-growing trees on each balcony, planted at 2m - 2.5m high. Most of the supporting planting consists of low-growing groundcover which, while being easier to establish and maintain, will not have the visual impact shown on the computer generated image provided.

The submission includes a Landscape and Visual Appraisal, carried out in early 2008, in accordance with guidance given within the 'Guidelines for Landscape and Visual Impact Assessment'. The residual impacts are considered to range from 'minor adverse' to 'minor beneficial' with most considered to be 'neutral'. The report confirms the benefits of the plan which include 'the diversification and protection of existing habitats, benefiting both local ecology and landscape amenity'. No objections are raised to this conclusion.

The Ecology report is based on extended Phase 1 survey methodology. It is noted that the survey concludes that 'enhancement measures are to be undertaken within the area of the application site to provide ecological enhancements and biodiversity gains' and that 'the habitats to be lost to the proposed development are of negligible ecological value'. The report notes the proposed enhancement opportunities that 'would contribute to the London and Hillingdon Biodiversity Action Plans. Finally, it is concluded that 'there is no evidence to suggest that there are any overriding ecological constraints to the redevelopment of the application site'.

The tree report (carried out in December 2007) assesses the quality and value of 44No. individual trees. It confirms that there are no trees in category 'A' (best), 11No. trees in category 'B' (fair and normally considered suitable for retention). 26no. trees are category 'C' (poor and not normally seen as a constraint on development) and the remaining 7No. are 'R' which require removal in the interests of good management. The proposals include the removal of 2No. 'C' category trees and the 7No. 'R' category trees.

Further to the tree retention and removal proposals the report notes that some retained trees have faults which require further detailed survey and may require remedial surgery to remove faults or improve their form, due in part to poor past management.

An arboricultural implications plan is provided in Appendix 1, drawing No. HED.756PL.018, which shows the existing trees in relation to the proposed site layout. Two trees only will need to be removed as a result of the development.

Sections 7.0 - 13.0 address the need for tree protection, the appropriate siting of site offices and storage compounds, the programme of works and level changes.

KEY LANDSCAPE ISSUES

- * The trees that are recommended for felling are generally of little individual significance, such that their loss will not affect the visual character of the area.
- * The tree report is now 2 years old and at the time of writing recommended that further inspection is necessary prior to the specification of remedial work for selected trees.
- * Any suitable nesting habitat clearance should be undertaken outside the bird nesting season (March-July inclusive).
- * A method statement should be provided to ensure that site compounds, access and storage are appropriately managed and sited in accordance with tree protection advice provided in the tree

report.

* The planting proposed for the roof terraces should be amended. Most of the low-growing plants shown on the planting plan will not be visible from the ground and therefore will not present 'the layer of vertical landscaping' envisaged in the Design & Access Statement.

* The management notes should include reference to the existing thickets of Laurel along the northern boundary, which currently creates a dense screen, much of which appears to be beyond the site boundary.

RECOMMENDATION

No objection subject to the above details and conditions TL1, TL2, TL3, TL5, TL6, TL7 & TL21.

HIGHWAY ENGINEER

No objection.

POLICY AND ENVIRONMENTAL PLANNING (PEP)

- Site

The site is located immediately to the north-east of Heathrow Airport. The southern and eastern parts of the site are in the Green Belt. The site forms part of a larger Nature Conservation Site of Metropolitan or Borough Grade I Importance and is also within an Area of Environmental Opportunity.

- London Plan

The London Plan seeks to develop London's economy and employment opportunities at the strategic level. Policy 3D.7 looks for improvements to visitor accommodation and facilities provision. Policy 3D.8 seeks to maintain the protection of London's Green Belt. Policy 3D.14 seeks to protect, promote and manage biodiversity.

- Land use

The principle for a hotel on the site occupied by Unit 1A was established in August 2006. The key issues therefore relate to the loss of the distribution unit at Unit 1 and the proposed intensification of use of the site including the impact on the Green Belt and Nature Conservation Area.

- Green Belt

Part of the site is within the Green Belt. Whilst the proposed use would not be considered appropriate in the Green Belt, the replacement building would not encroach further into the Green Belt. The key issue therefore is the impact of the scheme on the open character and appearance of the Green Belt and the proposal therefore needs to be assessed against Policy OL4. Similarly Policy OL5 requires that development adjacent to, or conspicuous from, the Green Belt should not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

- Loss of the Class B8 Use

It would appear that the B8 Use at Unit 1 is still in active use. Although there is protection for industrial floorspace outside designated Industrial and Business Areas in the UDP Saved Policies this does not extend to Class B1a offices or B8 distribution and warehousing uses. However, there is a strong supply of alternative commercial units in the locality.

- Hotel Need

Part 1.28 of the UDP Saved Policies 2007 and Policy T4 establishes the principle for hotel and conference facility provision. With the move towards the 'Plan, Monitor and Manage' approach to planning, the recent GLA Hotel Demand Study (2006) identifies an indicative need for 3,800 new hotel rooms in Hillingdon (of which 800 would replace older accommodation) during the period

2007-2026. It is further predicted that the majority of this estimate will be required by 2012. The principle for a larger hotel on the site can be established provided site specific issues are addressed including the criteria of Policy T4.

- Nature Conservation Area

Policy EC1 will not permit development which would have an adverse effect on sites of Borough Grade I Importance for Nature Conservation. The applicant has undertaken an ecological assessment. Officers will need to be satisfied that the scheme would not have a detrimental impact on the Nature Conservation Area.

- Flood Risk

It would appear that the site is in Flood Zone 2 and 3 where the risk of flooding is higher. Table D.2 of PPS25 classifies the proposed hotel as more vulnerable. If it is accepted that the built component of the development is within Flood Zone 2, there is no requirement to provide sequential testing in accordance with Table D.2 of PPS25. In this case the views of the Environment Agency should be sought.

- Air Quality

The site is located in an Air Quality Management Area and given its close proximity to Heathrow Airport the effects of any potentially polluting uses in this location need to be considered.

- Renewable Energy

Policy 4A.7 of the London Plan requires that schemes should reduce carbon emissions by 20% through the use of renewable technologies. The Energy Strategy accompanying the application supports a 22% reduction in carbon emissions through the use of CHP. This would meet the policy requirement

- Highways

The proposed scheme would potentially result in an intensification of use of the site. The Highway Authority should be satisfied that the scheme would not have a detrimental effect on highway safety or present capacity issues. To help reduce carbon emissions a travel plan should be considered, including a commitment to the Heathrow Hotels bus service.

- Conclusion

No policy objection provided site specific issues can be addressed.

ACCESS OFFICER

No objection subject to conditions.

S106 OFFICER

Proposed heads of terms:

- The provision of a 10-year Green Travel plan to be prepared in accordance with TfL guidance and to include a bond of £20,000.
- A scheme to be submitted and approved by the Council detailing how construction training will be provided to Hillingdon residents, or a contribution towards construction training for Hillingdon residents in the sum of £2,500 for every £1 million construction cost.
- A scheme to be submitted and approved by the Council detailing how hospitality training will be provided to Hillingdon residents, or a contribution towards hospitality training for Hillingdon Residents in the sum of £400 per employee.
- A contribution of £25,000 towards the management of air quality within the vicinity of the site.
- That the applicant enters into a S278 agreement for any/all works on the highway including improvements to the shared foot/cycle path, including markings and signage improvements and the

reconfiguration of two pedestrian crossings to include dropped kerbs and tactile paving.
- A contribution of £20,000 towards public realm improvements within the area.
- 5% of total cash contributions secured towards the management and monitoring of the resulting agreement.

ENVIRONMENTAL PROTECTION UNIT

- Air Quality

The proposed site falls within an Air Quality Management Area and in an area currently exceeding the European Union limit value for annual mean nitrogen dioxide. The air quality assessment indicates that the area around the development will continue to exceed the EU limit value levels both with and without the development. There is an increase in the pollution levels with the development and this is stated to be due to the increases in traffic associated with the operational phase of the development.

Sensitive receptors have been identified as being sufficiently close to the site as to be potentially impacted by the construction phase. There must be a construction management plan, submitted to the LPA for approval prior to any works commencing. The plan should follow the risk assessment approach as outlined in the GLA Best Practice guide and ensure all appropriate mitigation measures are employed to protect existing sensitive receptors.

The comments relating to the gas-fired CHP plant and use of ground source heat pump are noted and the provision of a regular inspection and maintenance programme supported. Should the choice of renewable energy source change eg to biomass, biofuel this may require a further air quality assessment.

The proposed development will cause increases in pollution levels in an area already exceeding the European Union limit values. The report acknowledges the London Council Air Quality Planning Guidance and that this development falls into the category:-

'may not be sufficient grounds for refusal providing appropriate mitigation is in place.'

As the development is in and will cause increases in an area already suffering poor air quality a Section 106 contribution of £25,000 should be sought towards the air quality monitoring network in the area.

The Travel Plan associated with the development should prioritise the use of low emission/zero emission vehicles including the provision of electric vehicle infrastructure, quantification of the reductions in emissions achieved by the travel plan should be requested.

- Contamination

As the historical use of the site is relatively unknown and this is a major development with future occupiers and soft landscaping, including a wildflower meadow, which falls within a Nature Conservation Site of Metropolitan or Borough Grade 1 Importance, it is suggested a land contamination condition should be attached should planning permission be granted.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Pt1.28 and Policy T4 of the Hillingdon Unitary Development Plan Saved Policies September 2007 encourage appropriate hotel and conference facility provision in the borough. In addition the London Plan 2008 identifies a need for a net increase of 40,000 hotel rooms across London, and the provision of new visitor facilities in London is encouraged by Policy 3D.7. The Greater London Authority Hotel Demand Study (2006) also identifies a need for additional hotel accommodation in London, the majority of which

would be required by 2012.

No objections are raised to the loss of the existing office/warehouse units in this location, one of which appears to have been vacant for some time and already benefits from an extant consent for hotel use. In addition, it is considered likely that the proposed use of the site as a hotel would potentially provide an increase in employment opportunities over the existing use. As such, there is no objection to the principle of the development, providing site specific issues can be satisfactorily addressed.

7.02 Density of the proposed development

The London Plan density matrix, and HDAS guidelines relate specifically to residential properties. As such, the density of commercial and industrial schemes needs to be assessed on a case by case basis. Given the nature of the surrounding area, which is characterised by a mix of uses, including large scale hotels, offices and airport related development, it is considered that the size, scale and density of the development is acceptable and makes efficient use of urban land.

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

The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, listed buildings or Areas of Special Local Character within the vicinity.

The site falls within a Nature Conservation Site of Metropolitan or Borough Grade I Importance and this subject is discussed in part 7.14 of the report.

7.04 Airport safeguarding

BAA Safeguarding and National Air Traffic Services (NATS) have both confirmed that they have no objections subject to relevant conditions and informatives.

7.05 Impact on the green belt

Policy OL5 of the UDP Saved Policies September 2007 seeks to protect the Green Belt from nearby development which may prejudice its visual amenity. The submitted drawings indicate that the footprint of the proposed building would not extend beyond the developed area part of the site as indicated on the Proposals Map of the Unitary Development Plan. Whilst the proposed parking area at the rear of the site would be located on land falling within the Green Belt, this area already comprises hardstanding and is used as car parking for the existing commercial units. As such, no objection is raised to the appropriateness of the development within this part of the Green Belt.

Nonetheless, whilst no objections were raised to the location of car parking within the already developed part of the Green Belt, one of the reasons for refusal of the previous scheme related to the visual impact of the proposed building on the adjoining Green Belt in the eastern part of the site. Accordingly a number of changes have been made to the design of the scheme. The bulk, mass and scale of the hotel have been significantly reduced by articulating the building through the introduction of terracing to the eastern facade, fronting the Green Belt; the eastern elevation has been softened by introducing large areas of glazing and planting along the terraces; and the palette of materials has been revisited to help reduce the building's perceived bulk and mass. In addition significant landscaping enhancements would be made to the existing areas of hardstanding around the site, including the proposed car park, and a formal sunken garden, characterised by a series of sloping terraces, seating and ornamental planting would be provided adjoining the eastern elevation of the building, with access via the conference facilities at basement level.

Following concerns raised at the Council's Central & South Planning Committee on 26 January 2010, amended plans have also been submitted which show a significant

reduction in the height of the building from seven-storeys to five-storeys (a reduction of approximately 6.5m).

A revised visual appraisal has also been submitted which provides a comparison between the previous and current proposals in addition to an illustrative massing study of Bath Road. This demonstrates that the proposed five-storey building would have considerably less visual impact than the seven-storey building previously proposed, and that whilst limited views would be available within the surrounding landscape, its visual impact would not detract from the open character and appearance of the Green Belt. Where seen in longer distance views the building would be viewed in context with existing large scale buildings along Bath Road, including the nearby 7-storey Heathrow House in Hounslow. In addition, the proposal would be seen in context with large scale airport related developments. In shorter distance views the building would be partially screened by vegetation. However, it would similarly be viewed in context with surrounding developments along Bath Road, which are mixed in scale, and as stated above, include some very large scale commercial buildings.

The applicant has submitted an illustrative diagram which clearly shows the significant variation in the height and mass of buildings along the southern Bath Road frontage, and demonstrates that buildings generally between four and seven storeys in height dominate the streetscene and skyline. The proposed five-storey hotel would clearly be in keeping with the height, mass and scale of buildings typical to this side of Bath Road and the surrounding Heathrow area.

It is considered that this significant reduction in height, combined with the large scale planted terraces and expanses of glazed curtain walling, soften the boundary between the hotel and the adjacent Green Belt, and help to integrate the building into its Green Belt setting.

The existing Green Belt to the east of the proposed building, and forming the eastern part of the application site, currently has the appearance of poorly maintained scrubland. It is proposed to retain and enhance this land through the selective management of the existing landscape and supplemental additional planting. This would include the introduction of new wildflower grassland areas into the central grassland area and native bulb planting on grass mounds and beneath trees to provide seasonal interest. Informal mown paths would provide access for hotel guests. Along the southern boundary of the site native shrub planting would provide a boundary between the site and the adjacent airport car parking and native trees would be introduced to enhance the setting of this part of the site. Deadwood piles would be created to provide enhanced opportunities for invertebrate habitats and various measures, such as the introduction of bird and bat boxes, inclusion of nesting ledges, and use of native species, would ensure the biodiversity of this part of the Green Belt and the Nature Conservation Area of Metropolitan or Borough Grade I Importance is enhanced.

The quality and function of this currently poorly maintained part of the Green Belt would be significantly enhanced through the proposed landscaping measures, increasing its value as a Nature Conservation Site and improving its visual amenity. Importantly the applicant has committed to the long-term management and maintenance of this part of the Green Belt and, as such, it is considered that the proposed development would have a positive impact on the immediate Green Belt setting.

It is considered that the proposed design amendments to the scheme, including the reduction in height from seven-storeys to five-storeys, significantly reduce the perceived

scale, bulk and mass of the building. The use of planted terraces in the eastern elevation, and extensive areas of glazing, particularly help to better integrate the building into the adjacent Green Belt setting, softening the impact of the hotel and significantly reducing its visual impact on this area. Significant landscape improvements would be made to the adjoining Green Belt, enhancing its openness and visual amenity, and also adding to the proposed hotel's landscape setting. Whilst it is acknowledged that the proposed building would be larger in terms of height and scale than the existing buildings on the site, given the high quality design, and significant landscaping improvements proposed, it is considered that the proposal would enhance the visual amenities of the Green Belt and fully complies with Policy OL5 of the UDP.

It should be noted that planning permission for the erection of a major multi-deck car park within the airport boundary, approximately 530m to the east of the application site, was granted in June 2006 (ref: 975/APP/2006/164). That consent was accompanied by a S106 agreement which required the removal of all car parking from the Crane Valley Green Belt to the south of the current application site, restoration of the land for nature conservation purposes and transfer to the London Wildlife Trust on a 499 year lease. A plan showing the extent of the land affected is attached to this report. A subsequent application to obtain planning permission for the proposed restoration works, in accordance with that S106 agreement, was also approved in June 2006. Details of dust control measures and control of construction noise in compliance with conditions 3 and 4 of that consent were approved in May 2008. Details relating to landscaping in compliance with conditions 6 and 8 were approved in September 2008 and July 2009. It was evident from the site visit that these landscape enhancement works are being implemented.

It is considered that the proposed Green Belt enhancements proposed as part of this application would compliment the long-term objectives to restore and enhance the environmental quality of the adjacent land to the south and combined with those proposed works would be of considerable benefit to the visual amenities, long-term management and ecological value of this part of the Green Belt.

7.07 Impact on the character & appearance of the area

Whilst the northern side of this part of Bath Road is largely characterised by residential properties, and the southern side by relatively low level commercial buildings and airport related car parking, further to the east and west, both sides are more typically characterised by large scale hotels, offices and commercial buildings. The southern part of Bath Road in particular is also dominated by airport related developments. Notably, the large scale 7-storey Heathrow House office building is under 300m to the east along Bath Road in Hounslow, and the large scale Premier Inn Hotel is just over 380m to the west.

Given the nature of the surrounding area, which as discussed above is characterised by a mix of developments of varying size and scale, the set back of the building from the Bath Road frontage, screening which would be provided by existing and proposed landscaping, and the proposed high quality design it is not considered that the proposed building would be unduly prominent in this location. It would be in keeping with other large scale developments along Bath Road, and it is not considered that it would be detrimental to the visual amenities of the street scene or the surrounding area.

7.08 Impact on neighbours

The nearest residential properties to the proposed development lie in Craneswater on the opposite side of the A4 Bath Road dual carriageway, approximately 60m away from the proposed building frontage. Given this distance, it is not considered that the proposed building would have any significant impact on residential amenity in terms of overlooking, loss of privacy or loss of light.

Whilst the proposal would be clearly visible from these properties the dual carriageway is considered to provide a significant buffer and it is not considered that it would result in such a significant loss of outlook, particularly given the existing industrial buildings on the site, so as to justify refusal. Notably no objections have been received from residents.

7.09 Living conditions for future occupiers

Policies relating to living conditions largely relate to residential developments, and there are no specific guidelines relating to hotel guest accommodation. Nevertheless, issues such as overlooking and privacy should be considered.

Overlooking could occur from the inward facing windows. However, the windows could be treated to prevent direct overlooking into the affected rooms and given the transient nature of hotel guests this is not considered to a significant concern sufficient to justify refusal. As such, should approval be granted it is recommended that a condition requiring the submission of details to prevent privacy impact is attached. Notably this approach has been used on other schemes for hotel development within the borough, including recent proposals for large scale hotels in the Heathrow area.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

In terms of number of parking spaces, there are no specific guidelines within the UDP Saved Policies September 2007 or the London Plan 2008 and, as such, it is for the applicant to justify the number of spaces in their Transport Assessment. The plans currently indicate that a total of 89 car parking spaces would be provided, 39 at surface level to the south of the hotel, and 50 at basement level. 10% of spaces would be to disability standard in compliance with current Council policy.

Whilst no objections were raised to the parking ratio proposed Transport for London have advised that the number of spaces should proportionately be reduced to account for the reduction in the number of rooms now proposed. Accordingly, 67 car parking spaces should be provided. The applicant has confirmed in writing that this is acceptable and amended plans will be reported to Committee reflecting this change. Notably, both Transport for London and the Council's Highway Engineer have confirmed that it has been sufficiently demonstrated that the proposed level of parking would not have an adverse impact on the surrounding road network.

The plans indicate 30 cycle parking spaces, for use by staff and visitors, would be provided in the surface level car park. The Transport Assessment suggests 4 spaces would also be provided, for use by visitors, at the front of the building. One coach parking space for a vehicle of up to 15m long would be provided to the rear of the site.

The service and refuse areas provided at the rear of the building would be accessed via the existing site access, and the applicant has demonstrated that there is sufficient space to manoeuvre these vehicles within the site. Should approval be granted, a delivery and servicing plan would be required by way of condition to encourage out of hours servicing and safeguard residential amenity.

In their initial comments Transport for London (TfL) raised a number of issues. Firstly they suggested that the operational area to the rear of the building should be reconfigured to ensure a satisfactory servicing and coach parking area is provided. In response to this the applicant has submitted amended plans which show a revised car park layout, and swept path analysis for a 15m long bus. This demonstrates that there is sufficient space for large vehicles to manoeuvre around the site.

Transport for London also suggested that the existing access from Bath Road needs to be

assessed and improvements made if necessary. The applicant has confirmed that the site access has been fully assessed in the Transport Assessment, as requested by TfL following the previous application. It was concluded that the access does not require redesign. The applicant has submitted additional information which confirms that a 15m (the most onerous vehicle) coach could enter and exit the site without disrupting traffic flows or causing highway safety concerns. Notably, this situation exists already at the site as coaches already serve the airport car parking to the rear, and large rigid vehicles serve the current application site, without any known safety problems. The applicant has confirmed that realistically the site is most likely to receive 10m Hoppa buses or 12m coaches which are less onerous than the 15m vehicle in any case. The Council's Highway Engineer has confirmed that the existing access arrangements are acceptable and would not infringe on highway safety or cause unacceptable levels of congestion.

It should be noted that the amended plans also show improved pedestrian access to the site, by way of a 2m wide lit path, in compliance with TfL guidance.

In terms of servicing provision, the applicant has confirmed that service vehicles would be able to satisfactorily access and exit the site without causing congestion in and around the site or impeding highway safety. The plans indicate that an 8m deep servicing bay would be provided, which would be adequate to serve large box van type vehicles which would service the site. The plans indicate that there would be sufficient space for a larger vehicle to use the site if necessary and, should approval be granted, the applicant would be required to submit a delivery and servicing plan, detailing the provision within the scheme for large vehicles, by way of condition.

With regard to the other issues raised by Transport for London, which related to improvements to the existing foot/cycle way along Bath Road, alterations to the Travel Plan and provision of a construction and management plan, it is considered that these could be sufficiently dealt with by way of condition of via a Section 106 agreement should approved be granted.

Further to submission of additional information and amended plans Transport for London have confirmed that their initial comments have been satisfactorily addressed.

7.11 Urban design, access and security

This issue has been partly discussed in sections 7.05 and 7.07 of this report.

The surrounding area is characterised by a mix of uses including residential properties opposite, airport related development and parking to the south and south west, and larger scale commercial developments along Bath Road to the east and west.

The proposed hotel would be a 5-storey building, which would measure approximately 46m by 47m by 14.4m high. The building would essentially form a horseshoe around a central atrium overlooking the Green Belt. A glass skin would wrap around the upper storeys on the southern and western elevations to form an interesting double facade, whilst helping to reduce noise from Heathrow Airport within the building, and facilitating low energy climate control within the building.

Significant concerns were raised over the previous application on design grounds, with specific reference made to the height, bulk and scale of the building, which it was considered would have an unduly dominant impact on the adjacent Green Belt. As a result, whilst the building footprint continues to mirror that of the existing commercial buildings on the site, significant changes have now been made to the design of the hotel

in an attempt to overcome these issues.

One of the most significant changes has been the stepping of the eastern facade to create a series of terraces comprising large expanses of glazing and planting. These could also be accessed by guests increasing the amount of amenity area available. It is considered that the integration of these terraces and use of extensive planting and glazing better articulates the eastern facade whilst helping to soften its visual impact on the adjacent Green Belt. In addition the palette of materials has been revisited and softer tones of greens and browns introduced into the facade. It is considered that when combined with the proposed landscaped terraces, and organic patterns which would be provided on the metal and glass cladding, this would give the perception of a lighter less dominant building than previously proposed which would better integrate into the surrounding Green Belt setting.

Since the application was reported to Committee on 26 January 2010, amended plans have been submitted, which also substantially reduce the height of the building from seven-storeys, as originally proposed, to five-storeys. It is considered that this significantly reduces the visual impact of the proposed development on the adjacent Green Belt and Bath Road street scene and would be fully in keeping with the varying scale and size of surrounding developments.

These design changes and significant reduction in height, combined with the provision of a sunken garden adjacent to the eastern elevation, landscaping improvements to the adjacent Green Belt, and the introduction of planting to the rear car park, significantly reduce the perceived bulk, mass and scale of the building. It is considered that this fully overcomes the previous reasons for refusal relating to urban design issues and the visual impact of the scheme on the openness of the adjacent Green Belt. Notably the Council's Urban Design Officer has raised no objections and is supportive of the scheme.

7.12 Disabled access

Policy R16 of the Unitary Development Plan Saved Policies states that the Local Planning Authority will only permit proposals for shops, business uses, services, community and other services open to the public if they include adequate provision for accessibility, in particular to meet the needs of elderly people, people with disabilities, women and children. Policy AM15 requires car parks for new developments to contain conveniently located reserved spaces for disabled persons. Furthermore, Policy 3D.7 of the London Plan, with regard to visitor accommodation and facilities, requires boroughs, amongst other things, to support an increase in the quality and quantity of fully wheelchair accessible accommodation in light of integrated strategic and local assessments.

The applicant's Design and Access Statement confirms that the development would be fully inclusive, compliant with Part of the Building Regulations, The Disability and Discrimination Act 1995, British Standard 8300:2009, guidance within the Hillingdon Design and Accessibility Statement on Accessible Hillingdon and relevant Greater London Authority guidance. All primary access areas would be step and ramp free and lifts would be provided to upper floors. Commitment is also given to careful consideration of lighting, colours, seating, etc.

The Greater London Authority have requested additional information regarding floor layouts and the landscaping strategy to ensure fully inclusive design. The applicant has submitted amended plans which address these concerns, and include improvements to the pedestrian access to the front entrance, such as widening of the path and improved lighting, relocation of accessible rooms to ensure that they are close to the lift cores on all

floors, and rearrangement of the parking spaces to ensure disability standard spaces are as close as possible to the site entrances. Full details to ensure the building meets all relevant criteria would be required by way of condition should approval be granted.

7.13 Provision of affordable & special needs housing

There is no requirement for this type of development to contribute towards the borough's affordable or special housing needs.

7.14 Trees, landscaping and Ecology

LANDSCAPING

The western side of the site is currently dominated by commercial buildings, storage areas/yards and car parking with limited landscaping along the Bath Road frontage only. In contrast the eastern side of the site comprises open grass land interspersed with tree and shrub planting, particularly along the river corridor, although this appears to be poorly managed at present.

It is proposed to provide a palette of semi-mature tree-planting, hedgerow and groundcover shrubs to create a defined, legible setting for the proposed hotel. Tall trees would define the northern site boundary, whilst shrubs and hedging would define the car park boundaries to the south of the hotel.

A formal sunken garden would be provided immediately adjacent to the eastern boundary of the hotel to allow light to the basement level conference facilities and to provide an outdoor link between the building and the Green Belt. This would be formed through a series of sloping terraces, with seating and ornamental tree and hedge planting. Planted terraces would also be integrated into the eastern façade of the hotel to help soften the building's visual impact and to again try and create a link between the building and adjacent Green Belt.

Additional native tree planting would be provided towards the east of the hotel to provide a transition between the building and the adjacent more open Green Belt area. The eastern part of the site would be enhanced through management of the existing landscape and the introduction of wildflower grassland areas, bulb planting, and additional shrub and tree planting, particularly along the river boundary. Mown grass paths would allow informal access for hotel guests.

The Council's Trees/Landscape Officer has raised no objections to the landscape objectives and proposals subject to the imposition of appropriate conditions should approval be granted.

ECOLOGY

The applicant has provided an Ecological Assessment to demonstrate that the proposal would not have any adverse impacts on the character and ecological value of the Nature Conservation Site of Metropolitan or Borough Grade I Importance which forms part of the application site. This concludes that the habitats to be lost are of negligible ecological value and that there are no protected species apart from some possible nesting birds (which are protected during the nesting season). The assessment recommends various enhancement opportunities, including provision of bird and bat boxes, nesting ledges, bat bricks and native landscaping. As a result it is considered that sufficient information has been provided to overcome the previous reason for refusal on ecological grounds, and the proposal is considered to comply with relevant UDP and London Plan policies relating to this issue. A condition requiring ecological improvements to the river corridor is required.

7.15 Sustainable waste management

As the application is for commercial development, the hotel occupier ultimately has discretion over which waste management methods are used. An integrated refuse store for the hotel is shown at ground floor level, however limited details have been provided at this stage. Recycling facilities for paper/cardboard, cans, plastic bottles and glass should be provided, however, these details can be required by way of condition should approval be granted.

7.16 Renewable energy / Sustainability

Policy 4A.7 of the London Plan (renewable energy) requires major development to show how the development would generate a proportion of the site's electricity or heat needs from renewables wherever feasible. In line with advice from the Greater London Authority the Council requires major developments to meet the 20% renewable target.

The applicant has submitted a Sustainable Energy Strategy, which demonstrates that a number of measures have been incorporated into the scheme to reduce its energy demand. These include the use of a double skin facade on the west and south faces to help reduce heat loss and unwanted solar gain; use of energy efficient heating, ventilation and air conditioning systems; energy efficient lighting; insulation; heat recovery systems; etc. These measures would reduce the building's carbon emissions by up to 16%.

The use of a number of renewable energy sources, including absorption cooling, biomass, ground source heat pumps, photovoltaics, solar thermal hot water generation and wind power have been investigated. It is proposed to use a combined heat and power (CHP) system, resulting in a 24% reduction in carbon emissions, ground source heat pumps, which would result in a 5% carbon reduction, and roof mounted photovoltaics, which would result in a 2% reduction in carbon emissions. This exceeds London Plan standards and is considered to be acceptable.

The applicant has provided an Addendum to the Sustainable Energy Strategy in response to the Greater London Authority's comments. This provides clarification on a number of general points and technical issues. One of the main queries raised related to the potential use of existing or potential future district heating systems. The applicant has confirmed that whilst there are no current district heating systems in the vicinity of the site a potential route for future connection to any future district heating pipework would be safeguarded. The Greater London Authority have confirmed that the additional information provided sufficiently addresses the queries raised and that the proposed sustainable energy measures and use of renewable energy is acceptable.

The applicant has also submitted a Sustainable Water Use Statement. This provides information on ways which potable water consumption at the development can be reduced and investigates the use of rainwater harvesting systems and grey water recycling systems. The report concludes that the hotel will be provided with a rainwater recycling system, further details of which would be required by way of condition should approval be granted.

7.17 Flooding or Drainage Issues

The site falls within Flood Zone 2 and, accordingly, the applicant has submitted a Flood Risk Assessment. The Environment Agency have confirmed that they have no objections to the proposed development subject to conditions regarding drainage and contamination.

7.18 Noise or Air Quality Issues

AIR QUALITY

The site falls within an Air Quality Management Area and, as such, an Air Quality

Assessment has been submitted. Whilst officers in the Council's Environmental Protection Unit have raised no objections to the scheme they have advised that the development could lead to a very minor increase in pollutants and, as such, given the existing poor air quality in the area, a number of mitigation measures should be put in place. The applicant has committed to providing a Green Travel Plan and agreed to contribute £25,000 towards air quality monitoring in the area. It is considered that these measures are sufficient to offset the impact of the development on local air quality.

NOISE

Whilst there are residential properties opposite the site in Craneswater, the A4 Bath Road dual carriageway provides a significant buffer between these and the application site. As such, it is considered unlikely that the proposed development would have any long-term impacts on these properties, in terms of noise. Nevertheless, a noise report detailing timings of deliveries, noise from site plant such as the CHP units and air conditioning units, and details of construction works should be provided, and appropriate mitigation measures taken if necessary. It is considered that this could be required by way of condition should approval be granted.

7.19 Comments on Public Consultations

No comments have been received.

7.20 Planning obligations

Policy R17 of the Unitary Development Plan Saved Policies September 2007 states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals'.

The applicant has agreed in principle to provide contributions towards air quality monitoring, hospitality training and construction training, provision of a comprehensive green travel plan, highway works and improvements to the public realm. These will be secured by the proposed Section 106 agreement.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

CONTAMINATION

Officers in the Environmental Protection Unit have advised that given the historical use of the site is relatively unknown, although records suggest it may have been used as some kind of 'works', a relevant land contamination condition should be attached should approval be granted, to ensure any contamination of the site is identified and appropriately mitigated.

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

This is not applicable to this application.

10. CONCLUSION

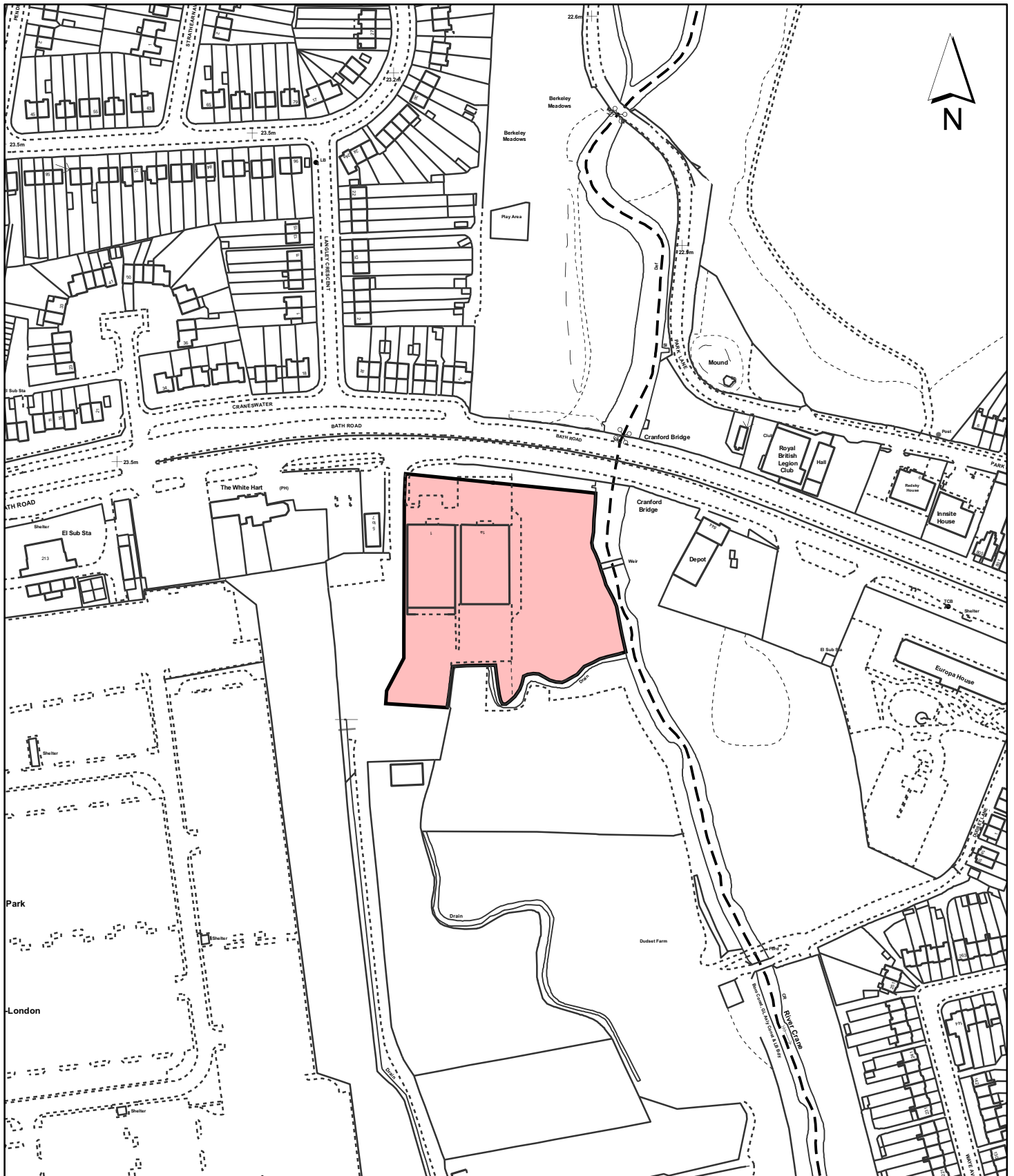
It is considered that this proposal sufficiently addresses and overcomes the previous reasons for refusal and complies with relevant planning policies. The design of the hotel has been amended and a number of supporting technical documents have been provided to support the application. Notably, no objections have been received. Accordingly, approval is recommended subject to appropriate conditions and the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990.

11. Reference Documents


Unitary Development Plan Saved Policies September 2007
London Plan (Consolidated with Alterations since 2004)
Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Guidance 4 (Industrial, Commercial Development and Small Firms)
Planning Policy Guidance 13 (Transport)
Planning Policy Statement 22 (Renewable Energy)
Planning Policy Guidance 24 (Planning & Noise)
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Document - Accessible Hillingdon

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Notes

 Site boundary

For identification purposes only.

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Site Address

**1 - 1A Bath Road
Harlington**

Planning Application Ref:
35805/APP/2009/2433

Planning Committee
Central and South

Scale
1:2,500

Date
January 2010

**LONDON BOROUGH
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