

Report of the Head of Planning & Enforcement Services

Address 150 FIELD END ROAD EASTCOTE PINNER

Development: Conversion of existing part two storey, part three storey building (Class B1) to provide a 76 bedroom hotel (Class C1) together with a commercial unit (Class A3) at ground floor level, with associated internal and external alterations to the building and alterations to the car parking.

LBH Ref Nos: 25760/APP/2010/2957

Drawing Nos: 102 Rev. P2
103 Rev. P2
104 Rev. P2
105 Rev. P2
106 Rev. P2
107 Rev. P1
111 Rev. P7
112 Rev. P7
113 Rev. P7
101 Rev. P1
114 Rev. P2
115 Rev. P2
116 Rev. P3
Planning Statement, December 2010
Design and Access Statement, January 2011
Transport Assessment, December 2010
Framework Travel Plan, December 2010
Sustainability Statement 10/1918 revA, dated 21 December 2010

Date Plans Received: 21/12/2010 **Date(s) of Amendment(s):**
Date Application Valid: 03/02/2011

1. **SUMMARY**

This application seeks permission to convert the existing part three storey, part two storey office building to a 76 bedroom hotel and a 106 sqm restaurant/cafe on the ground floor at the front of the site. A total of 51 surface car parking spaces are proposed, including 8 disabled spaces. No objections are raised to the principle of conversion and the scheme would not adversely impact upon the amenities of the surrounding occupiers. However, it is considered that the scheme does not provide an adequate amount of car parking and the proposed layout is substandard, with inadequate provision being made for servicing and deliveries. The scheme also does not make adequate provision for disabled persons and tree protection. Also, the scheme generates demand for S106 contributions and no agreement or unilateral undertaking has been offered/secured. The application is recommended for refusal on these grounds.

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

The proposal fails to provide adequate off-street car parking and servicing arrangements

to satisfy adopted car parking standards and the proposed car parking layout is substandard. Furthermore, the proposed cycle parking does not satisfy adopted standards and the proposal fails to make separate provision for the proposed restaurant/café use. The proposal is therefore contrary to Policies AM7, AM9, AM14 and AM15 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

2 NON2 Non Standard reason for refusal

There are trees on and close to the site that form tree belts on the southern and western boundaries of the site that are landscape features of merit. The application makes inadequate provision for the long-term retention of these trees and is therefore contrary to Policies BE4, BE13 and BE38 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 NON2 Non Standard reason for refusal

The proposal fails to make adequate provision for disabled access, contrary to Policies 3D.7, 4B.1 and 4B.5 of the London Plan (February 2007) and the design principles contained within the adopted Hillingdon Design and Accessibility Statement (HDAS): Accessible Hillingdon.

4 NON2 Non Standard reason for refusal

The scheme fails to demonstrate that all feasible means have been investigated to reduce the carbon footprint of the development and that the site is capable of accommodating the photovoltaic panels proposed. The proposal therefore fails to comply with Policies 4A.4, 4A.6, 4A.7 and 4A.8 of the London Plan (February 2008).

5 NON2 Non Standard reason for refusal

The proposal makes inadequate provision for the storage of waste and recycling, contrary to Policy 4A.22 of the London Plan (February 2008).

6 NON2 Non Standard reason for refusal

The development does not make adequate provision, through planning obligations, for contributions towards public transport, construction training, the public realm and project management and monitoring. Given that a legal agreement or unilateral undertaking has not been secured to address this issue, the proposal is considered to be contrary to Policy R17 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and the adopted London Borough of Hillingdon Planning Obligations Supplementary Planning Document (July 2008).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to REFUSE 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.

BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE7	Provision of planning benefits from industry, warehousing and business development
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM16	Availability for public use of parking spaces in commercial developments in town centres and other areas

3. CONSIDERATIONS

3.1 Site and Locality

The site, which has an area of 0.3237 hectares is located on the western side of Field End Road and currently comprises a vacant 1970's office building surrounded by large expanses of tarmac surface level parking within the centre of Eastcote Town Centre. The office building comprises a three-storey frontage, with a three storey rear 'L' shaped wing that drops to two storeys to the west. There are two accesses to the site, the primary access being to the south of the building from Field End Road and there is a secondary

access via a narrow service road from Morford Way. There are a number of trees along the southern and western boundaries of the site. An office building abuts the site to the north, while a 2 storey shopping parade extends along Field End Road to the southeast. To the northwest, west and south, the site is surrounded by 2 storey residential dwellings. The application site directly abuts Eastcote Conservation Area on its eastern and southern boundaries.

The site is located within Eastcote Minor Town Centre as designated in the Hillingdon Unitary Development Plan Saved Policies (September 2007). Although the site occupies a fairly central siting in terms of the town centre, it does not lie within either the primary or secondary shopping areas. It sits between two areas of secondary frontage on this side of Field End Road, with the primary frontage occupying the units on the opposite side of the road.

3.2 Proposed Scheme

This application is for the conversion of the existing part two storey, part three storey office building (Class B1) to provide a 76 bedroom hotel (Class C1) together with a 106sqm commercial unit (Class A3) at ground floor level, with associated internal and external alterations to the building and alterations to the car parking layout.

Alteration works involve the localised demolition of the plant area and a single storey side extension to provide reception facilities. Internal works involve the internal subdivision of the building.

The ground floor would provide hotel accommodation for 27 bedrooms, together with the hotel reception, linen intake and store, refuse store, staff and ancillary facilities. A 106sqm Class A3 unit would also be provided at the front of the building. At first floor level, 32 bedrooms would be provided, with 17 bedrooms on the second floor. Of these, 4 (5%) will be fully accessible for disabled guests, including wheelchair users (2 of these bedrooms would be provided on the ground floor, with one each on the first and second floors) and 15 (20%) will provide family rooms (7 of which will be on the ground and first floors, with a single family room on the second floor). A total of 51 car parking spaces would be provided, of which 8 would be for disabled users.

A number of statements have been submitted in support of the application as follows:

Design and Access Statement:

This describes the proposal and the site. It advises that the change of use of the building has been designed for Travelodge Hotels Ltd who will occupy the building and have provided input into the scheme to ensure it accords with their operational requirements. A secure gated entrance from Field End Road will be provided. Of the 51 car parking spaces, 8 will be designated for disabled users. Lift access will be provided to all floors and 4 fully compliant accessible bedrooms. The reception area will be permanently staffed and a full CCTV system throughout the building will be installed. The statement also includes a Travelodge Generic Detailed Design Stage Access Statement.

Planning Statement:

This provides the context for the scheme and states that the building has been vacant for over two years and the scheme has been designed for Travel Lodge Hotels Ltd who will occupy the building and have provided input into the scheme to ensure it accords with their operational requirements. The main planning considerations are assessed.

Transport Assessment:

This provides the context for the development. It assesses the likely peak hour trip generation of the existing office block and that of the proposed hotel use using the TRICS database. The A3 restaurant/cafe has been discounted as it is considered the vast majority of its trade would come from passing pedestrians and hotel guests. The existing B1 use with a floor area of 2,600sqm would generate 12 trips during the weekday AM peak (08:00 to 09:00) and 14 trips in the PM peak (17:00 to 18:00). This compares to 10 AM peak trips and 9 trips during the PM peak for the 76 bedroom hotel. There would therefore be a slight reduction in trips during the peak periods. Servicing will be carried out from Field End Road using the existing access and Travelodge will instruct contractors to visit the site outside of the peak hours.

The statement goes on to advise that the existing access would be utilised for customer parking and taxis are able to enter and exit the site in a forward gear. The London Plan advises a benchmark of 1 space per bedroom for hotels on arterial roads outside central locations, which together with 2 spaces for the restaurant/cafe use, would give a maximum car parking requirement of 78 spaces. Given the site's good overall access to public transport, it is not considered that the use would require the maximum 76 parking spaces and the 51 spaces proposed would be sufficient to serve the development. The UDP also requires a minimum of 1 cycle space per 20 rooms and 1 space per 25sqm for the restaurant/cafe use, giving a minimum of 8 cycle spaces. The statement also advises that no provision is made for any on-site coach parking as the proposed occupier (Travelodge) does not market their hotels to coach party operators and coach parties form no part of their business plan.

Framework Travel Plan:

This provides the context for the travel plan and identifies a long-term management strategy to assist in the delivery of sustainable transport objectives. The Travel Plan would include a number of measures, including the use of guest travel packs, display of transport information on a reception notice board and staff training initiatives.

Sustainability Statement:

This advises that as a conversion, the proposal has limited scope for sustainability measures as compared to new build schemes. Photovoltaic panels are the preferred method of providing renewable energy on site and approx. 180sqm of panels, located on the roof could achieve a 10% reduction.

3.3 Relevant Planning History

Comment on Relevant Planning History

A number of applications have been submitted for the re-development of this site to provide a new residential block on this site with a ground floor commercial unit at the front, but they have either been withdrawn or refused permission. The latest application (ref. 25760/App/2010/2410) is for a part three storey, part two storey block with roof space accommodation and basement parking for 42 residential flats and a ground floor commercial unit fronting Field End Road and has yet to be determined.

4. Planning Policies and Standards

London Plan (Consolidated with Alterations since 2004)
Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Statement 4: Planning for Sustainable Economic Growth
Planning Policy Statement 5: Planning and the Historic Environment
Planning Policy Statement 22: Renewable Energy
Planning Policy Guidance 13: Transport
Planning Policy Guidance 24: Planning and Noise
Supplementary Planning Guidance - Community Safety by Design
Supplementary Planning Guidance - Noise
Supplementary Planning Guidance - Air Quality
Supplementary Planning Guidance - Planning Obligations
Supplementary Planning Guidance - Accessible Hillingdon

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.8 To preserve or enhance those features of Conservation Areas which contribute to their special architectural and visual qualities.
- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.18 To maintain, enhance and promote town centres as the principle centres for shopping, employment and community and cultural activities in the Borough.
- PT1.19 To maintain a hierarchy of shopping centres which maximises accessibility to shops and to encourage retail development in existing centres or local parades which is appropriate to their scale and function and not likely to harm the viability and vitality of Town or Local Centres.
- PT1.20 To give priority to retail uses at ground floor level in the Borough's shopping areas.
- 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.
- PT1.31 To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps.
- 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:

- BE4 New development within or on the fringes of conservation areas
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE18 Design considerations - pedestrian security and safety

BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
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BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE7	Provision of planning benefits from industry, warehousing and business development
T2	Location of tourist accommodation and conference facilities
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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
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AM15	Provision of reserved parking spaces for disabled persons
AM16	Availability for public use of parking spaces in commercial developments in town centres and other areas

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd March 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

219 neighbouring properties have been consulted and site and press notices have been posted. 1 response has been received, raising the following concerns:

- (i) Further hotel in Eastcote is not needed,
- (ii) Additional traffic will add to considerable congestion,
- (iii) Parking is not adequate,

(iv) Coming and going of guests late at night or in the early morning will disturb residents in the adjoining conservation area.

Eastcote Village Conservation Area Advisory Panel:

This is the 5th application to redevelop 150, Field End Road Eastcote. The previous 4 being for flatted developments, application 4 has not yet been determined.

The site at present, presents a very poor visual aspect, partly due to the current owner having piles of rubbish stored in the forecourt, highly visible from the main shopping area. The hoarding erected to the front of the building is used for fly posting and the owner does not remove these eye sores.

In principal EVCAAP does not object to a change of use for this site. However, there are areas of this application which give cause for concern.

Car Parking Standards:

The proposed A3 food & drink element of the development does not have any car spaces or cycle parking spaces allocated. The UDP requests 1 car parking space per 50 sqm and 1 cycle space per 25 sqm.

C1 Hotels of 30 beds and over should have 1 space per bedroom.

These current proposals do not comply, there being only 51 spaces for 76 bedrooms. There is no provision for car parking for staff. Overall the cycle parking allowance is just below the minimum requirement. It must be noted that Morford Way and Morford Close have a Residents only parking scheme in operation. The surrounding area does not afford any available parking.

Accessibility for deliveries, collections and guests arrivals and departures:

The layout of the car park does not leave space for a turning circle for refuse wagons and vehicles carrying out deliveries and collections to the Hotel. Nor for Taxi services. The only access to the Reception upon arrival is to the front of the building. Which means, those guests arriving by taxi, or leaving by same method will cause obstructions to the main road. It must also be noted that all deliveries and refuse collection for the A3 unit will have to be from the front of the building, there not being any provision made for any other entrance to this unit.

A3 Unit:

The drawings and details for this unit are very sketchy. There is no provision made for a bin store for this unit, there is no provision for off street deliveries, or refuse collection. There appears to be only one entrance, there is no provision of a fire exit.

Fire Safety Standards:

Accessible rooms for wheelchair users are situated on ground, first and second floors, at the rear of the building. All of these bedrooms are situated at a distance from the one lift located to the front of the building. There should be a second lift situated nearer to these bedrooms for fire escape purposes.

Renewable Energy:

The only viable form of renewable energy according to the submitted Energy statement is Photovoltaic panels on the roof. It must be noted that the 2nd Application for this site included Photovoltaic roof panels, and was found to be unacceptable to Northolt Airport.

Planning Statement:

* The submitted Planning Statement [PS] covers many areas. It states that this building is not within the Primary or Secondary shopping areas of Eastcote. The building is flanked either side by the secondary shopping area, so therefore must be within the secondary shopping area.

* Contrary to the assertions made within the PS, access to London Heathrow Airport is neither quick nor direct by public transport. There is no direct underground link, nor is there a direct bus link. Visitors arriving at Heathrow will experience difficulty in persuading a Taxi Driver to come to Eastcote, the Taxi Drivers prefer fares to the centre of London.

* The rather vague business model, is centred upon a Hotel in Bethnal Green yet to be opened. Stating that an occupancy of 85% is expected there. It must be noted that Bethnal Green is within walking distance of Liverpool Street Main Line Station and the City of London or 5 minutes on the underground. Only two stops away from the Olympic Stadium. Eastcote, on a 'good train' day, is 50 minutes from Liverpool Street and the City. At least 1 hour from the Olympic Stadium.

* It is stated that Travel Lodge will take a 25 year lease on the building if planning permission is granted. Thereby giving security to Eastcote. Leases can be broken, and although business may be satisfactory during the London Olympic Games, there is no guarantee that it will remain so afterwards. Eastcote could be left with a white elephant.

* Discussions are made regarding Hillingdon's requirement to supply 3,800 new hotel rooms by 2026, most of these required for the 2012 Olympic Games. From information published in the 2009/2010 Annual Monitoring Report, Hillingdon appears to be ahead of target, this without applications currently awaiting determination at Longford and Harlington, which would give another 400 bedrooms if approved.

Conclusions:

This applications does not meet car parking standards, and fire safety is dubious. Adequate provision for services and refuse collection have not been made for either Hotel or A3 unit.

It is doubtful that the renewable energy percentage can be met.

Hillingdon will meet the Hotel Room requirement by 2026 without the help of this application.

The long term viability of this project has not been proven.

It was a great pity that the developer did not consult with local people upon this matter before submitting an application.

To be able to comply with car parking standards and add another dimension to the plan, a lesser number of hotel rooms should be installed, and a conference centre added at ground floor level. Eastcote is very restricted in Conference facilities.

We ask that further discussions be made with the developer to over come the restrictions of the site and that should the application be approved in this or any other form, conditions regarding installing a Sustainable Urban Drainage System, and Asbestos removal are added.

Previous applications have shown that this building does contain various types of asbestos, and for public safety these must be removed in accordance with current practice.

The addition of a SUDS will improve the somewhat over loaded land drainage system of the area.

A full application to be required, for the erection of signage at the front of the building, so as to be able to take into consideration of the effect upon the Morford Way Conservation Area.

MOD Safeguarding: The MOD have no safeguarding objections.

Internal Consultees

URBAN DESIGN/CONSERVATION OFFICER:

Proposal: Conversion of existing part two storey, part three storey office block to hotel use with ground floor commercial unit

Comments: No objection in principle to the proposed change of use, details will be required of the roof level PV cells at this stage of the application and where possible additional landscaping should be introduced within the car park and on the street frontage.

Conclusion: No objection, subject to the comment above.

TREES AND LANDSCAPE OFFICER: There are a few trees on the site, which together with trees (off-site) close to it form tree belts along the southern and western boundaries of the site. There are also two trees (off-site) in proximity to the sub-station, which may well have to be removed in any event. The trees in the gardens of properties in Field End Road, Morford Way and Morford Close are protected by virtue of their location in the Morford Way (Eastcote) Conservation Area. The existing tree belts are large-scale features of merit in the local landscape, which should be retained in the long-term (Saved Policy BE38 of the UDP), but the trees in the sub-station do not constrain the development of the site.

The locations of the existing trees on and close to the site are shown on the 'Site plan and existing parking layout' and the 'Proposed site plan/parking layout' drawings. The 'proposed' plan seemingly shows two new trees on the Field End Road frontage. However, no other tree or tree-related information is provided with the application.

There are no proposed changes to the layout in proximity to the trees, which should not be affected and appear to be retained. However, the 'proposed' layout plan does not include a key or note to indicate the existing trees will be retained as part of the development and the only landscaping associated with it, nor does it show measures to protect the trees so that they are not affected by conversion/construction-related activity. Furthermore, no information is provided about proposed services, which might affect the roots systems of the trees. It also seems that the two proposed trees are located over existing services, such that such planting is not feasible.

The applicants should show that the scheme makes adequate provision for the protection and long-term retention of the trees/landscape features of merit, and explain what landscaping is proposed, in terms of Saved Policy BE38.

The proposed layout plan should be amended to show (key and/or note) which trees on the site are retained (or removed) in addition to those off-site trees that will not be affected, and that the existing hard-standing will be retained or replaced (as the car parking areas). This information should, preferably, be informed/supported by a tree survey (to British Standard 5837:2005). The two proposed trees should be deleted from the plan, and the applicants should explain what landscaping is proposed as part of the scheme.

It would be helpful to the LPA's consideration of this application, if information about the proposed services and a tree protection plan (also based on the recommendations of BS 5837), and any landscaping and/or SUDS proposals, were to be provided.

Further tree/landscape information may be required in due course, depending on the above-mentioned amendments and additional information.

Please consult TLP again when the revised plan, and any additional tree (and landscape) related information, is received.

HIGHWAY OFFICER: The Council's car parking standards provide a benchmark of 1 car parking space per bedroom for hotel C1 use class and maximum 1 space per 50 sq.m for Cafes/Restaurants A3 use class. The Council's minimum cycle parking standards are 1 space per 20 bedrooms plus 1 space per 3 staff for hotel C1 use class and 1 space per 25 sq.m for Cafes/Restaurants A3 use class. The proposed car parking and cycle parking spaces are not in

accordance with the Council's requirements.

Drawings contained in the Transport Assessment show 51 car parking spaces for the proposed development. No information has been provided where the remaining car parking demand would be accommodated, in particular during the hours of maximum demand associated with the development. The car parking layout is substandard, therefore the actual parking provision would be much less than the proposed 51 spaces. No dedicated parking spaces have been proposed for coaches, taxis and deliveries. Swept paths for coaches and deliveries have not been provided. There should be a 1.2m wide safety zone at the vehicle access end of all disabled bays to provide boot access or for use of a rear hoist. All transfer spaces should be clearly marked.

8 cycle parking spaces have been proposed, 4 for the hotel element and 4 for the A3 element of the development. The two uses would be separate, therefore to provide cycle parking within the hotel for the A3 element is not considered practical. In addition, staff numbers have not been quantified to stipulate staff cycle parking requirement.

The application therefore is unacceptable from the highways point of view and is recommended to be refused, as it is contrary to the Council's Policies AM7, AM9 and AM14 of the UDP.

SUSTAINABILITY OFFICER:

Background: I object to the proposed development as it fails to provide a 20% reduction in CO2 emissions from renewable energy. The report states 180m2 of Photovoltaic (PV) panels will be used to provide a 10% reduction in CO2 emissions. The London Plan requires a 20% reduction or adequate justification where this is not provided.

I also object to the proposed development as it does not adequately meet the aims of Policy 4A.4 of the London Plan. It fails to clearly set out:

- * A calculation of baseline energy demand and carbon dioxide emissions
- * Proposals for the reduction of energy demand and carbon dioxide emissions from heating, cooling and electrical power (Policy 4A.6)
- * Proposals for meeting residual energy demands through sustainable energy measures (Policies 4A.7 and 4A.8)
- * Calculation of the remaining energy demand and carbon dioxide emissions

In particular, it is unclear as to the source of benchmark and therefore it is difficult to properly assess the starting point for achieving the reductions.

I also object to the proposed development as the design of the building fails to consider the conclusions of the energy statement. The report suggests the preferred approach to renewable energy would be to utilise photovoltaic panels. The energy statement was completed in December 2010, but the designs submitted with the proposals were completed in May 2010. They do not take into account the need to accommodate PV panels on the roof.

The designs therefore do not show that the development can meet the aims of the energy statement, let alone the required target of 20%.

S106 OFFICER:

Proposal: conversion of existing part two storey, part three storey building (Class B1) to provide a 76 bed hotel (Class C1) together with a commercial unit (Class A3) at ground floor level, with associated internal and external alterations to the building and alterations to the car parking.

Proposed heads of Terms:

1. Transport: in line with the SPD a sustainable transport measure may be sought as well as a Travel Plan as a result of this proposal. If a travel plan is to be secured as part of this development then a £20,000 bond to ensure compliance will also be sought. Please liaise with Syed Shah on highways matters and Emma Chapman over the Travel Plan in the first instance.
2. Construction Training: in line with the SPD a contribution towards construction training may be sought if the following criteria applies:
the construction period is over 3 months and the cost is in excess of £2 million.
3. Public Realm: in line with the SPD there may be a need for some form of public art, street scene improvements or community safety measures as a result of this proposal, I would envisage a contribution in the sum of £20,000 would be appropriate in this instance.
4. Project Mgmt and Monitoring Fee: in line with the SPD if a s106 agreement is entered into then a cash contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

ACCESS OFFICER: Whilst it is appreciated that this is an existing building, the Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic' which includes those with a disability. To comply with the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

The Act states that service providers should plan ahead to take steps to address the barriers that may impede disabled people.

In assessing this development proposal, reference has been made to London Plan Policy 3D.7, BS 8300:2009, BS 9999:2008 and the Council's Supplementary Planning Document 'Accessible Hillingdon' adopted January 2010.

The following observations are provided:

1. Accessible car-parking bays should be sited within 50m of the entrance. They should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300: 2009.
2. A suitable access route to the building should be provided from the car parking area. Paths forming access routes should be a minimum of 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.
3. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, ie infra-red or induction loop system, should be fitted to serve all reception areas.
4. Seating of varying heights should be provided and sited close to reception.
5. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in level.
6. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004.

7. The accessible toilet should be signed either 'Accessible WC' or 'Unisex'. Alternatively, the use of a 'wheelchair' symbol with the words 'Ladies' and 'Gentlemen' or 'Unisex' would be acceptable.

8. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.

9. It is noted that only four accessible bedrooms are proposed. To comply with BS 8300:2009, the provision should be increased to a minimum of seven fully accessible bedrooms. It is appreciated that the accessible room shown on plan are of a generous size and that would ordinarily be encouraged if space was not at a premium. However, in this circumstance, the two accessible rooms proposed on the first floor should be reduced in size to meet the minimum requirements of BS 8300:2009 for a room where a hoist may not be used, in order to allow for an additional three accessible bedrooms.

N.B. accessible bedrooms need not be occupied exclusively by disabled people, as a well designed is of great benefit to older people and families with young children.

10. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.

11. The lift should accord with BS 8300:2009.

12. Internal doors, across circulation routes, should be held open using fire alarm

13. The lift shown on plan should be specified to allow its use during a fire emergency. Details in this regard should be submitted and agreed prior to planning approval.

14. Fire exits should incorporate a suitably level threshold and should open onto a suitably level area.

Conclusion: Further details in respect of the above should be requested and submitted prior to any grant of planning approval.

ENVIRONMENTAL HEALTH OFFICER: I do not wish to object to this proposal.

Hotel use and Non-residential ground-floor A3 use

A condition restricting hours of operation is recommended to be applied to the proposed A(3) food use only.

Both hotel and A(3) use should benefit from conditions relating to air extraction systems, delivery and waste collections, air handling units requiring prior approval and dust from demolition and construction. The construction site informative is also recommended.

Air Quality Assessment

The site is within the northern half of the Borough and therefore not located in the declared AQMA. No objections are therefore raised in respect of Air Quality impacts.

Environmental Protection Officer (Land Contamination):

There is a possibility there may be some contaminating substances present in the ground. We have some limited investigation information on the ground conditions which indicates the presence of clinker and elevated lead levels along with elevated hydrocarbon contamination in some areas. We would advise persons working on site to take basic precautions in relation to any contamination

they may find. Precautions should be taken to minimise the mixing of any material that is dug up with exposed areas of soils that are to remain on site. Please contact the Environmental Protection Unit on 01895 250155 if you require any advice.

GAS/RADON INFORMATIVE:

It is recommended that the extension/conversion is designed and constructed/adapted to prevent/minimise the possible entry of any migrating ground gas or radon. Please contact the Building Control Inspector and/or the Environmental Protection Unit on 01895 250155 if you require any advice.

WASTE SERVICES:

Hotel

a) I would estimate the waste arising from the development to be as follows depending on the star rating of the hotel:

4/5 star hotel: 350 litres projected weekly waste per bedroom, 26,600 litres from all bedrooms, 24 x 1,100 litre eurobins required. For 2/3 star hotel, 250 litres projected weekly waste per bedroom, 19,000 litres from all bedrooms, 17 x 1,100 litre eurobins required. For 1 star hotel - 150 litres projected weekly waste per bedroom, 11,400 litres from all bedrooms, 10 x 1,100 litre eurobins required.

From the above it can be seen that larger waste containers would be more practical. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll on, roll off bins. The latter would give to opportunity to be fed through compactors, to optimise the load being taken away.

The six bulk bins shown would not be adequate or sufficient for the proposed development.

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

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

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

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

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

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

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

Commercial Unit

This could receive a waste collection through either a sack system or bulk bin. If a bulk bin were used the above considerations would apply.

General Points

* The value of the construction project will be in excess of £300,000, so the Site Waste Management Plans Regulations 2008 apply. This requires a document to be produced which explains how waste arising from the building works will be reused, recycled or otherwise handled. This document needs to be prepared before the building work begins.

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

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within the Eastcote Minor Town Centre, although outside of the main primary and secondary retail areas as designated in the Hillingdon Unitary Development Plan Saved Policies (September 2007). Nevertheless, the site is located within the heart of Eastcote Town Centre, sited between the two secondary retail areas on this side of Field End Road, with the primary area opposite and therefore the site is of significance for the town centre.

In terms of the loss of office use, Policy 3B.2 of the London Plan seeks to increase the current stock, although paragraph 3.148 acknowledges that suburban London office stock is losing its appeal for some larger scale occupiers. The Hillingdon UDP (Saved Policies) does not incorporate any specific policies which preclude the loss of offices. The Planning Statement advises that the office building has been vacant for two years and no objections have been raised by the LPA to the loss of office accommodation previously. Where a market does exist, this is for smaller units. As such, the property needs to be viewed in the wider market, including Uxbridge, Watford and Harrow. In Hillingdon, Uxbridge is the strongest centre which together with Stockley Park, has good quality Grade A office space. There has been no change in circumstances to suggest that office accommodation should be protected and given the current market expectations and the availability of significant alternative space in more traditional centres, no objections are raised to the loss of this office space.

PPS4: Planning for Sustainable Economic Growth (December 2009) provides advice on economic growth and town centres. It advises that town centres, amongst other uses, are appropriate for arts, culture and tourism development, including hotels. The guidance advises that LPAs should be supportive of proposals that promote sustainable economic growth and that competition and enhanced consumer choice within town centres, including tourism and local services should be encouraged. The guidance also suggests that evidence should be used to plan positively.

To this end, the GLA Hotel Demand Study (2006) and the LDF Technical Background

Report Tourism Study (2008) 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. From Council records, from 01/04/10 to 31/03/2010, a total of 2,836 rooms were given planning permission which would result in a net gain of 2,532 rooms. During this period, 1,173 rooms which had permission granted prior to April 2006 were also completed or are currently under construction, many within the Heathrow area. Obviously, these figures should not be viewed as being overly prescriptive, but they do suggest that there is some spare capacity for additional hotel bedroom space within the borough.

Part 1.28 of the UDP Saved Policies 2007 and Policies T2 and T4 establish the criteria for hotel and conference facility provision in Hillingdon. Specifically, Policy T4 advises that hotels will be acceptable in principle provided:

- (i) the development is located within a mixed use area;
- (ii) the development is located near or on a primary or secondary road or British Rail or underground station;
- (iii) the development does not result in the loss of amenity to neighbours through noise and other disturbances;
- (iv) parking to standards adopted by the LPA can be met within the cartilage of the site; and
- (v) any on street parking that may be generated can be accommodated without detriment to the free flow of traffic or conditions of general highway safety.

With the exception of criteria (iv) and (v) which relate to parking issues and are dealt with more fully at Section 7.10, the proposal satisfies the above criteria.

Other considerations include staff accommodation. London Plan paragraph 3.294 notes the labour market constraints facing the hotel industry and the wider need for affordable housing in London. The paragraph states that 'Boroughs should seek agreements to provide staff accommodation as part of hotel development and encourage better staff training'. Had the application not been recommended for refusal, this would have been explored as part of the S106 negotiations.

The Class A3 element of the proposal would be generally in accordance with PPS4: 'Planning for Sustainable Economic Growth' and Policy 3D.1 of the London Plan (February 2008). The aims of PPS4 and the London Plan seek to promote the vitality and viability of town centres. An element of office/commercial use within the town centre would be appropriate in this context and it is considered that the ground floor office unit is appropriate in scale to its location and would contribute towards the enhancing the vitality and viability of Eastcote Minor Town Centre. The hotel and restaurant/café glazed entrances/shopfront would create active street frontage, linking the two parts of the secondary frontage on this side of Field End Road, enhancing the retail attractiveness of the town centre.

7.02 Density of the proposed development

Not applicable to this application.

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

The application site directly abuts Eastcote (Morford Way) Conservation Area on its western and southern boundaries which is predominantly residential in character, comprising mainly semi-detached properties which are well-spaced. As the only physical alteration to the building that would be capable of being seen from the conservation area would be the replacement of windows there would be no material alteration to the

appearance of the building. Also, the change of use of the office building to an hotel would not materially alter the commercial character of the site. As such, there would be minimal impact upon the character and/or appearance of the adjoining conservation area and bringing the building back into use is likely to result in a positive enhancement. As such, the scheme would be in accordance with Policy BE4 of the UDP (Saved Policies) and 4B.8 of the London Plan.

The Council's Urban Design/Conservation Officer advises that details of solar panels on the roof and additional tree planting in the car park should be sought prior to any approval being granted. Had the application not been recommended for refusal, such details would have been sought.

7.04 Airport safeguarding

As the application is to convert an existing building, there are no implications for airport safeguarding.

7.05 Impact on the green belt

The site is not within or conspicuous from the Green Belt.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

With the exception of replacement windows, the only other changes proposed to the building involve the new shopfront, the single storey extension on the southern side of the building and behind this, the replacement of two windows with doors to serve a bin store and a linen intake, and above the extension, on a recessed part of the side elevation, the enlargement of 3 smaller window openings on each of the first and second floors to provide 2 windows to match the height, position and design of the replacement windows .

On the street frontage, the shopfront on the new Class A3 unit would replace the existing glazed office entrance and three traditional windows with full height glazed panels under an existing canopy. A separate entrance on this frontage would be provided for the hotel. No objections are raised to this elevational treatment on a modern commercial building.

The extension and alterations to a very limited number of openings on the building are not extensive and would not impact upon the wider area.

The change of use of the building from Class B1 office use to Class C1 hotel use is not likely to give rise to any greater intensity of use of the site or materially alter its existing commercial character.

The proposal is therefore considered to accrod with Policies BE13, BE15, BE26 and BE28 of the saved UDP.

7.08 Impact on neighbours

The proposed hotel use would replace the existing office use of the building. With the site maintaining its existing access from Field End Road, there is little likelihood that the proposed hotel use by reason of noise and general disturbance would have an adverse impact upon the surrounding residential properties as compared to the existing use. The existing building is sited so that it does not breach the 21m distance required by design guidance to avoid the potential for overlooking. The proposed change of use of the building would not alter this existing relationship, just the times when the potential for overlooking would be most likely to occur.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The Council's Highway Engineer advises that the Council's car parking standards provide a benchmark of 1 car parking space per bedroom for hotel (Class C1) use and a maximum of 1 space per 50sqm for restaurant/cafe (Class A3) use. The Council's minimum cycle standards are 1 space per 20 bedrooms plus 1 space per 3 staff for hotel use and 1 space per 25sqm for restaurant/cafe use. The proposed car parking is therefore not in accordance with the Council's car parking standards.

The Transport Assessment states that 51 spaces would satisfy the operational needs of Travelodge but the Highway Engineer considers that these would be required, particularly during the hours of maximum demand associated with the development. Furthermore, the car parking layout is substandard, with inadequate manoeuvring space and therefore the actual parking provision would be much less than the suggested 51 spaces. Furthermore, the Highway Engineers advises that no dedicated parking spaces have been proposed for coaches, taxis and deliveries. Although the Transport Assessment states that Travelodge do not cater for coach parties, a different operator may choose to cater for coach parties. Swept paths for coaches and deliveries are needed and have not been provided. There should also be a 1.2m wide safety zone at the vehicle access end of all disabled bays to provide boot access or for use of a rear hoist. All transfer spaces should be clearly marked.

8 cycle parking spaces have been proposed, 4 for the hotel element and 4 for the A3 element of the development. The two uses would be separate, therefore to provide cycle parking within the hotel for the A3 element is not considered practical. In addition, staff numbers have not been quantified to stipulate the staff cycle parking requirement.

The application is therefore unacceptable on highway and pedestrian safety grounds, contrary to Policies AM7, AM9 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.11 Urban design, access and security

The relevant issues have been dealt with in Section 7.07 above.

7.12 Disabled access

The Council's Access Officer raises a number of concerns regarding disabled access with the scheme, including the siting of disabled spaces and the number of accessible bedrooms provided to accord with the minimum standards of BS8300:2009.

The proposal therefore fails to make adequate provision for disabled access, contrary to Policies 3D.7, 4B.1 and 4B.5 of the London Plan (February 2007) and the design principles contained within the adopted Hillingdon Design and Accessibility Statement (HDAS): Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

There are a number of trees on site, mainly Ash, Sycamore, Poplar and Cypress which together with a number of trees off-site, form belts of trees along the southern and western boundaries of the site. The trees in the gardens of properties in Field End Road, Morford Way and Morford Close are protected by reason of their location in the Morford Way (Eastcote) Conservation Area. The Council's Tree Officer advises that these tree belts are large scale features of merit in the vicinity, which should be retained in the long-term in terms of Saved Policy BE38 of the UDP.

The Tree Officer advises that although no layout changes are proposed in proximity to the trees which should not be affected, insufficient information has been submitted with the application. In particular, the trees are not shown to be retained as part of the development and no measures are shown to protect them during conversion/construction related activity. Furthermore, no information has been submitted as regards proposed services which may affect the root systems. Also two new trees that are shown to the front of the site appear to be sited over existing services.

As such, the proposal does not make adequate provision for the protection and long-term retention of existing trees on and close to the site, contrary to Policy BE38 of then adopted Hillingdon Unitary Development Plan Saved policies (September 2007).

7.15 Sustainable waste management

The proposal does include provision for covered and secure waste storage within the building towards the front of the site for 6 bulk eurobins. The Council's Waste Services advise that this provision is inadequate to serve the proposed development. As such, the scheme is contrary to Policy 4A.22 of the London Plan (February 2008).

7.16 Renewable energy / Sustainability

The Greater London Authority (GLA), through the London Plan (February 2008) clearly outlines the importance of reducing carbon emissions and the role that planning should play in helping to achieve that goal. The London Plan contains a suite of policies relating to climate change and Chapter 4A.

In the supporting text to Policy 4A.1 which outlines the role of developments in contributing to mitigation of and adaptation to climate change it states Policies 4A.2-4A.16 include targets that developments should meet in terms of the assessment of and contribution to tackling climate change. There will be a presumption that the targets will be met in full except where developers can demonstrate that in the particular circumstances of a proposal there are compelling reasons for the relaxation of the targets. In all cases, the most important contribution will be to the achievement of reductions in carbon dioxide emissions.

Policy 4A.4 (Energy assessment) requires that an energy assessment be submitted and details the energy demand and carbon dioxide emissions from proposed major developments and should demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development, including the feasibility of CHP/CCHP and community heating systems. The assessment should include:

- calculation of baseline energy demand and carbon dioxide emissions
- proposals for the reduction of energy demand and carbon dioxide emissions from heating, cooling and electrical power (Policy 4A.6)
- proposals for meeting residual energy demands through sustainable energy measures (Policies 4A.7 and 4A.8)
- calculation of the remaining energy demand and carbon dioxide emissions.

Policy 4A.6 (Decentralised Energy: Heating, Cooling and Power) of the London Plan 2008, requires developments to evaluate combined cooling, heat, and power (CCHP) and combined heat and power (CHP) systems and where a new CCHP/CHP system is installed as part of a new development, examine opportunities to extend the scheme beyond the site boundary to adjacent areas. The Mayor will expect all major developments to demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference:

- connection to existing CCHP/CHP distribution networks
- site-wide CCHP/CHP powered by renewable energy
- gas-fired CCHP/CHP or hydrogen fuel cells, both accompanied by renewables
- communal heating and cooling fuelled by renewable sources of energy
- gas fired communal heating and cooling.

In Policy 4A.7 it states the presumption that developments will achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation unless it can be demonstrated that such provision is not feasible. Regarding the above policy, the onus is on the applicant to demonstrate compliance with the policy. In order to illustrate compliance it is necessary for an energy assessment of a development proposal to be undertaken. Policy 4A.4 of the London Plan is an overarching policy which links to Policy 4A.7 and outlines the need for an energy assessment.

Policy 4A.4 of the London Plan requires submission of an assessment of the energy demand and carbon dioxide emissions from proposed major developments, which should demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development.

Policy 4A.7 of the London Plan advises that boroughs should ensure that developments will achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible.

A brief Energy Statement has been submitted. This states that due to the access and space constraints on site, it will be difficult for the scheme to achieve a 20% carbon reduction, but a 10% reduction is more feasible. However, little in the way of assessment and justification has been provided. As such, it is considered that the scheme fails to accord with Policies 4A.4 and 4A.7 of the London Plan (February 2008).

7.17 Flooding or Drainage Issues

If the application had not been recommended for refusal, a suitable sustainable urban drainage system would have been sought by condition.

7.18 Noise or Air Quality Issues

With regard to the noise impact the development may have upon surrounding residents, traffic to the proposed development would utilise an existing access point into the site. It is not considered that the vehicle movements associated with the hotel development would result in the occupiers of surrounding properties experiencing any additional noise and disturbance over and above that associated with the office use. The Council's Environmental Protection Unit advise of the need for conditions to control the hours of use of the restaurant/cafe use, details of any air extraction system, the hours of deliveries and collections, details of any air handling units and mitigation of construction dust.

Therefore, had the application not been recommended for refusal, these conditions would ensure that the amenities of surrounding residents were protected, in accordance with Policies OE1 and OE3 of the saved UDP.

7.19 Comments on Public Consultations

The relevant planning concerns raised by the objector and the Eastcote Village Conservation Panel have been addressed in the report.

7.20 Planning Obligations

1. Transport: in line with the SPD a sustainable transport measure may be sought as well as a Travel Plan as a result of this proposal. If a travel plan is to be secured as part of this

development then a £20,000 bond to ensure compliance will also be sought. Please liaise with Syed Shah on highways matters and Emma Chapman over the Travel Plan in the first instance.

2. Construction Training: in line with the SPD a contribution towards construction training may be sought if the following criteria applies:
the construction period is over 3 months and the cost is in excess of £2 million.

3. Public Realm: in line with the SPD there may be a need for some form of public art, street scene improvements or community safety measures as a result of this proposal, I would envisage a contribution in the sum of £20,000 would be appropriate in this instance.

4. Project Mgmt and Monitoring Fee: in line with the SPD if a s106 agreement is entered into then a cash contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Policy AM16 of the saved UDP advises that the LPA will, where appropriate, seek to ensure that parking spaces provided as part of commercial development within town centres are available to the public. In this instance, given that the number of spaces is considered to be inadequate to serve the proposed development and there are existing public car parks nearby, it is considered that an element of public parking would not be warranted in this case.

As regards land contamination issues, had the application not been recommended for refusal, these could have been addressed by the conditions suggested by the Environmental Health Officer (Land Contamination).

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

Not applicable to this application.

10. CONCLUSION

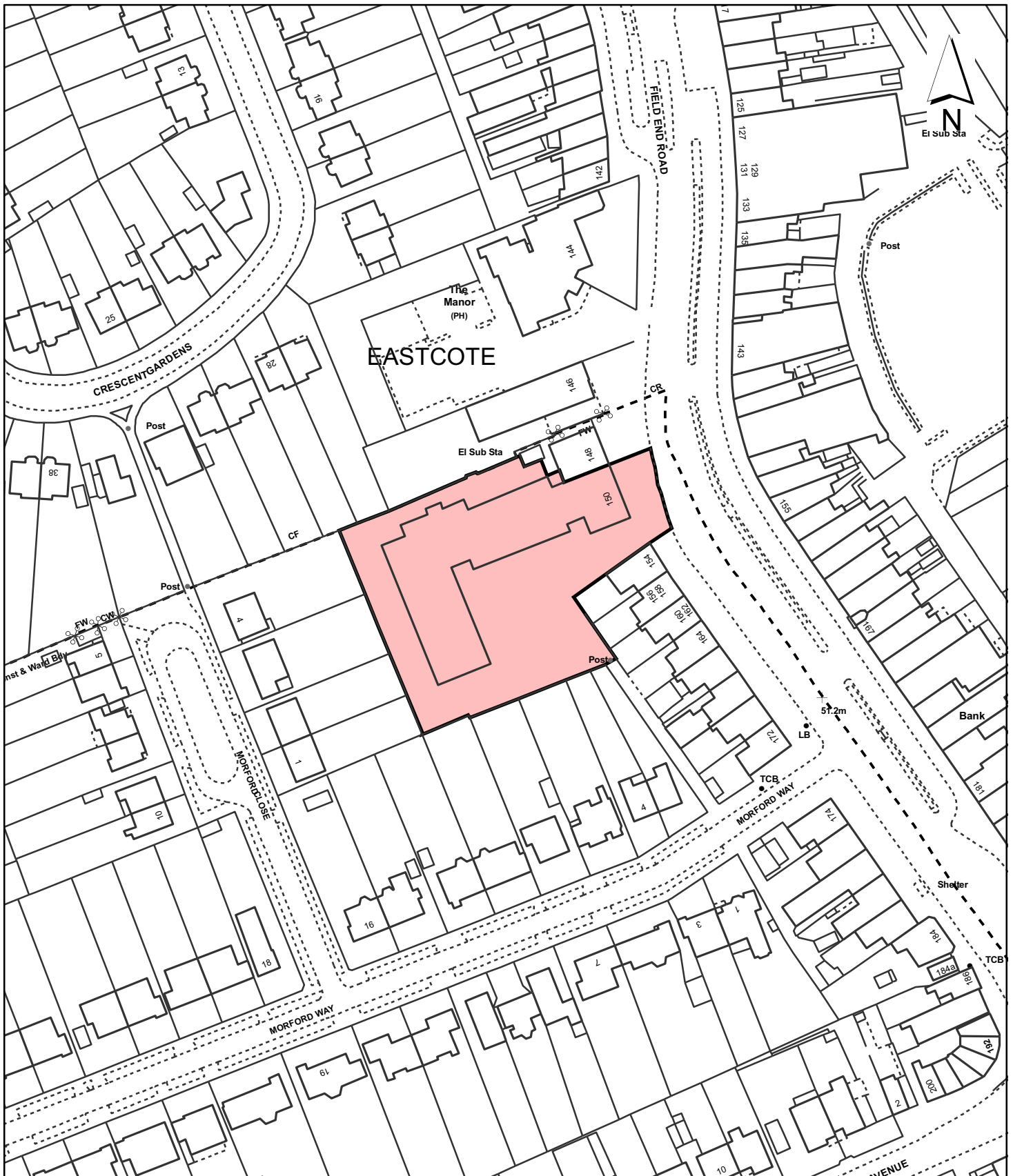
Although no objections are raised to the principle of conversion and the scheme would not adversely impact upon the amenities of the surrounding occupiers, it is considered that the scheme does not provide an adequate amount of car parking, and the proposed layout is substandard, with inadequate provision being made for servicing and deliveries. Furthermore, the scheme does not make adequate provision for disabled persons and tree protection. Also, the scheme generates demand for S106 contributions and no agreement of unilateral undertaking has been offered and/or secured at this stage. The application is recommended accordingly.

11. Reference Documents


PPS1: Delivering Sustainable Development
PPS4: Planning for Sustainable Economic Development
PPS22: Renewable Energy
PPG13: Transport
PPG24 Planning and Noise
London Plan (February 2008)
Hillingdon Unitary Development Plan Saved Policies (September 2007)
HDAS: Accessible Hillingdon (January 2010)
Planning Obligations Supplementary Planning Document, July 2007
Consultation responses

Contact Officer: Richard Phillips

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Notes

 Site boundary
For identification purposes only.

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Site Address	
150 Field End Road Eastcote	
Planning Application Ref:	Scale
25760/APP/2010/2957	1:1,250
Planning Committee	Date
North	March 2011

**LONDON BOROUGH
OF HILLINGDON**

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