

Report of the Head of Planning & Enforcement Services

Address 485 BATH ROAD LONGFORD

Development: Erection of 127 bedroom hotel with associated bar, restaurant, meeting rooms, car parking, access and landscaping. (Application to replace extant planning permission ref: 542/APP/2007/3865 dated 20/03/2008).

LBH Ref Nos: 542/APP/2011/586

Drawing Nos: Dexter Moren Associates Letter dated 03/03/2011
Design and Access Statement
Arboricultural Implication Study and Tree Protection Report
Drawing Register and Issue Sheet
PL_050
PL_700 Schedule of Accommodation
PL_001
PL_110
PL_111
PL_112
PL_120
PL_130

Date Plans Received: 09/03/2011 **Date(s) of Amendment(s):**

Date Application Valid: 09/03/2011

1. SUMMARY

Planning permission is sought to extend the time frame of a previous permission by up to a further three years. The application proposes full planning permission for the erection of a 127 bedroom hotel with associated bar, restaurant, meeting rooms, car parking, access and landscaping.

The previous planning permission was approved on 20 March 2008, with a time frame of three years, which expired on 20 March 2011. Although the previous planning permission has now expired the application was submitted as an extension of time to the previous permission and was submitted prior to the previous permission lapsing. The previous planning permission is a substantive material consideration for this application, particularly in light of changes to procedures introduced in October 2009 concerning applications to extend planning permissions.

The site currently comprises a three-storey hostel centrally located within the site, with parking to the rear. Permission is sought to erect a four-storey hotel, including roofspace accommodation, towards the south east side of the site, with a parking area for 33 vehicles towards the north west side. A new access would be provided into the site to provide one way in and one way out for vehicles using the site.

The principle of redeveloping the site for hotel use has already been established by the permission granted in 2008. All details are identical to those previously approved. The overall size, siting, design and external appearance is considered to be acceptable, and no objections have been raised to the proposed parking, access and landscaping.

The proposal complies with current London Plan and UDP policies. Accordingly, approval

is recommended, subject to the applicant entering into a Section 106 agreement to secure various planning obligations in accordance with the Council's Planning obligations Supplementary Planning Document.

2. RECOMMENDATION

a. That the application be determined by the Head of Planning, Consumer Protection, Sport and Green spaces under delegated powers, subject to the Council entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

(i) To secure the implementation of a Travel Plan for the site.

(ii) A financial contribution in the sum of £2,500 for every £1m build cost towards construction training.

(iii) A financial contribution in the sum of £400 per new employee towards hospitality training.

(iv) A financial contribution of £20,000 towards Public Realm improvements.

(v) A financial contribution of £25,000 towards the air quality monitoring network in the area.

(v1) A financial contribution equivalent to 5% of the total cash contributions towards project management/administration costs relating to the agreement.

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

c. That the officers be authorised to negotiate and agree detailed terms of the proposed deed of variation.

d. That the application is reported back to the Planning Committee, if the Section 106 agreement is not completed within a period of 6 months from the date of Committee consideration.

e. 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 (July 2011) Policy 7.1.

7 NONSC Details of vehicular access

The development hereby approved shall not be commenced before details of the access and egress, to include a reduction in width of the carriageway to 3.65m, and an increase in radii where appropriate, have been submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of highway safety and to comply with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 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).

9 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 or, if planting in the same place would leave the new

tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

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).

10 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).

11 NONSC 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 include with Advice Note 4 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp).
- * 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.

REASON

To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding 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).

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

REASON

To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare in compliance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

13 NONSC Remediation strategy

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
 - * all previous uses
 - * potential contaminants associated with those uses
 - * a conceptual model of the site indicating sources, pathways and receptors
 - * potentially unacceptable risks arising from contamination of the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and detailed risk assessment referred to in 2. and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in 3. are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority.

REASON

To protect the Duke of Northumberland River and groundwater stored within the Taplow Gravels from contamination in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)..

14 NONSC Verification report

Prior to occupation, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term monitoring and maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

REASON

To protect the Duke of Northumberland River and groundwater stored within the Taplow Gravels from contamination in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

15 NONSC Supplemental remediation strategy

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted, and obtained written approval from the local planning authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

REASON

To protect the Duke of Northumberland River and groundwater stored within the Taplow Gravels from contamination. To ensure that any contamination present on site that has not been previously identified is removed and dealt with appropriately in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

16 NONSC Surface water drainage

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

REASON

To protect the Duke of Northumberland River and groundwater stored within the Taplow Gravels from contamination. Infiltration of surface water through contaminated land has the potential to mobilise contaminants, this poses an unacceptable risk to groundwater in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

17 NONSC Piling

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON

To protect the Duke of Northumberland River and groundwater stored within the Taplow Gravels from contamination. Deep foundations or piling can create pathways for contaminants to controlled waters in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

18 AR3 Sites of Archaeological Interest - scheme of investigation

No development shall take place until the applicant, their agent or successor in title has secured the implementation of a programme of archaeological work in accordance with a

written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. Thereafter development shall only take place in accordance with the approved scheme. The archaeological works shall be carried out by a suitably qualified body acceptable to the Local Planning Authority.

REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

19 DIS2 Facilities for People with Disabilities

Development shall not commence until details of the following facilities to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority:

1. Accessible car parking bays (designed in accordance with BS 8300: 2009)
2. Details showing at least part of the reception/concierge desk provided at a height of 750-800mm and the reception area fitted with an assisted listening device.
3. 5% of bedrooms designed to be accessible and fitted with a ceiling track hoist, an additional 5% designed to be accessible (but without a hoist installed), and a further 5% designed to be capable of adaptation should future demand necessitate such provision.
4. An emergency evacuation management strategy for the evacuation of all occupiers of the hotel (from every level).

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

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 (July 2011) Policies 3.1, 3.8 and 7.2.

20 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).

21 SUS2 Energy Efficiency Major Applications (outline where energy s

No development shall take place on site until an energy efficiency report has been submitted to, and approved in writing by the Local Planning Authority. The energy efficiency report shall demonstrate how the Mayors Energy Hierarchy will be integrated into the development, including a full assessment of the site's energy demand and carbon dioxide emissions, measures to reduce this demand and the provision of 20% of

the site's energy needs through on site renewable energy generation. The methods identified within the approved report shall be integrated within the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with London Plan (July 2011) Policies 5.1, 5.3, 5.4, 5.5, 5.7, 5.9 and 5.10

22 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 5.13 of the London Plan (July 2011) and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), London Plan (July 2011) Policy 5.12 and PPS25.

23 SUS7 Heating and Lighting Control

The building hereby approved shall employ devices that automatically turn the heating and lighting off when the rooms are not in use.

REASON

In the interests of energy conservation in accordance with London Plan (July 2011) Policy 5.3

24 SUS8 Electric Charging Points

Before development commences, plans and details of 7 electric vehicle charging points, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

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

25 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 London Plan (July 2011) Policies 7.1 and 7.3

26 H16 Cycle Storage - details to be submitted

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage for 9 bicycles have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan (July 2011).

27 NONSC Restriction on use of car park

The car parking area hereby approved shall only be used by staff and guests of the hotel.

REASON

To ensure there is sufficient parking for hotel users and to avoid overspill parking outside the site in accordance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

28 NONSC Bus service

Prior to occupation of the development, the applicant/occupier shall either sign-up to the Heathrow Hotel Hoppa Bus service, or commit to providing an independent mini-bus service between the hotel and the airport terminals. Use of the Hoppa bus, or provision of a mini-bus service as approved shall remain fully operational for the lifetime of the hotel.

REASON

To reduce the reliance on the private car by users of the development and to avoid overspill parking outside the site in accordance with Policy AM14 of the Hillingdon Unitary Development Plan Saved Policies 2007.

29 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 12 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.

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).

30 NONSC Drainage strategy

No development shall commence until a drainage strategy detailing any on and/off site drainage works has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the approved drainage works have been completed.

REASON

To ensure that sufficient drainage capacity is made available to cope with the proposed development and to avoid the possibility of sewerage flooding in accordance with Policy OE9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
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.
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
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

The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage Guidelines.

4

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention 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.caa.co.uk/srg/aerodrome).

5

The applicant should be aware that the information submitted to date satisfies the requirements of part 1 of condition 13. Appendix D of the PRA shows the preliminary conceptual model for the site. This must be amended so the potential receptors to contamination include the Duke of Northumberland river and groundwater stored within

the Taplow Gravels (this water body is classified as a principal aquifer).

6 I1 Building to Approved Drawing

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

7 I2 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.

8 I3 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).

9 I6 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.

10 I11 The Construction (Design and Management) Regulations 1994

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

11 I12 Notification to Building Contractors

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

12 I15 Control of Environmental Nuisance from Construction Work

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.

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

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

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

13 I18 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

14 I19 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).

15 I23 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

16 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

17 125 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).

18 134 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.

19 146 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.

20 147 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).

3. CONSIDERATIONS

3.1 Site and Locality

The site currently comprises a three-storey brick built building and ancillary parking, located on a roughly rectangular plot on the southern side of Bath Road in Longford. It has an area of 2,628m², a street frontage of approximately 48m and a depth of approximately 56m. The surrounding area comprises a mix of land uses, with predominantly commercial buildings and hotels to the south and east and residential properties to the north and west. Heathrow Airport is located beyond a hotel complex to the south. Adjoining the site to the west is Longford Cottage, a Grade II Listed Building, and on the opposite side of Bath Road is 'The Stables' which is also a Grade II Listed Building. Directly to the east is a substantial three-storey hotel complex. The site falls within the 'developed area' as designated in the Hillingdon Unitary Development Plan.

3.2 Proposed Scheme

The application seeks to extend the expiry date of planning permission ref: 542/APP/2007/3865 for a further three years. Under the new procedures for extensions to the time limits for implementing existing planning permissions, introduced in October 2009, applicants can apply to the Local Planning Authority for a new planning permission to replace an existing permission which is in danger of lapsing, in order to obtain a longer period in which to begin the development.

All details are identical to those previously approved.

It is proposed to demolish the existing hostel on the site and erect a 4-storey, 127 bedroom hotel and ancillary facilities. It is anticipated 14 full-time staff would be employed at the site. The building would be 'L' shaped, with a pitched roof, and would be located towards the south east corner of the site. It would have a maximum depth of approximately 48m abutting almost the entire length of the eastern boundary to the Thistle Hotel, and a maximum width of approximately 41m, abutting almost the entire width of the southern boundary. The parts of the building fronting the northern and western boundaries would step down to three-storeys in height in order to reduce their bulk when viewed from Bath Road and the adjacent residential property, and would be approximately 16m wide. The building would have a maximum height of approximately 13.9m and a total floor area of 4,481m².

The ground floor of the building would comprise a reception area, meeting room,

breakfast room/bar area, kitchen, staff room, offices, liquor store, laundry/house keeping room, toilet facilities and 18 bedrooms. The first and second floors would comprise 38 bedrooms, including two disability standard rooms on each floor, and a linen store. The fourth floor would be in the roofspace and would comprise 33 bedrooms, including 2 disability standard rooms, and a linen store. Stair and lift access would be provided towards the end of each wing.

The building would be clad in a mix of red brickwork and timber panels. The roof would be grey slate. The windows would be double glazed with aluminium frames. 36 rooflights would be installed to allow sufficient light into the fourth floor.

Car parking for 33 cars, including 3 disability standard spaces, would be provided in the north west corner of the site. A one-way in and one-way out system would operate in the parking area in order to reduce congestion and ensure no vehicles need to reverse out onto the highway. As such, a new access from Bath Road would be installed towards the centre of the site frontage, to be used as the entrance. The existing access towards the western side of the frontage would be modified and used as the exit. Parking for 4 bicycles and 1 motorbike would be provided in front of the building. A service area and staff cycle parking for 4 bicycles would be provided at the northern end of the building. A bin store would be incorporated into the northern end of the building.

Existing trees along the north boundary to the road would be retained as far as possible, with additional landscaping proposed to enhance this frontage. A clipped hedge, interspersed with fastigate trees, adjacent to the flank walls and between the windows, is proposed along the eastern, southern and part of the western boundary. New tree planting and landscaping is also proposed in the car park area.

3.3 Relevant Planning History

542/APP/2007/3865 485 Bath Road Longford, Heathrow

ERECTION OF 127 BEDROOM HOTEL WITH ASSOCIATED BAR, RESTAURANT, MEETING ROOMS, CAR PARKING, ACCESS AND LANDSCAPING.

Decision: 18-03-2008 Approved

Comment on Relevant Planning History

Full planning permission was granted on 20 March 2008 for the erection of a 127 bedroom hotel with associated bar, restaurant, meeting rooms, car parking, access and landscaping (Ref. 542/APP/2007/3865).

4. Planning Policies and Standards

The London Plan (July 2011)

Hillingdon Unitary Development Plan Saved Policies (September 2007)

Planning Obligations Supplementary Planning Document (July 2008)

Accessible Hillingdon Supplementary Planning Document (January 2010)

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.10 To seek to ensure that development does not adversely affect the amenity and

the character of the area.

- 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:

- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- 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.
- BE36 Proposals for high buildings/structures in identified sensitive areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- 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:- **5th April 2011**
5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised as major development under Article 8 of the Town and Country Planning (General Development Procedure) Order 1995 and 15 neighbours, including the Longford Residents' Association, were consulted. 1 reply has been received from the owner of Longford Cottage raising the following objections:

1. There is virtually no high level planting on the boundary with Longford Cottage as suggested in the application.
2. Proposed building would result in overlooking and loss of privacy to Longford Cottage.
3. Additional noise and disturbance to occupiers of Longford Cottage due to guests arriving and departing at unsocial hours.
4. Installation of a wind turbine on the building would result in visual intrusion and noise to Longford Cottage.
5. Footings for development could adversely affect archaeological remains beneath the site.

BAA AIRPORTS

No objection, subject to appropriate conditions.

NATS

No objection.

ENVIRONMENT AGENCY

No objection, subject to appropriate conditions.

THAMES WATER

No objection, subject to appropriate conditions.

Internal Consultees

HIGHWAYS ENGINEER

No objections are raised on highway/traffic grounds.

Existing situation:

The site currently provides space for 21 cars with a single access point to Bath Road. Refuse collection vehicles cannot currently enter the site.

There are "no waiting at any time" restrictions on the south side of Bath Road in the vicinity of the site and 9.00 to 5.00, Monday to Friday parking restrictions and permit/on street parking bays on the north side allowing parking intermittently along the public highway.

Vehicular access to the site is through Longford village from the A3044 Stanwell Moor Roundabout as there is a one way bus only facility immediately to the east of the site frontage.

The site has a PTAL score of 2 with bus stops, served by route 81, within 200 metres of the site just to the east of the Thistle Heathrow Hotel entrance.

Proposed parking provision:

33 car parking spaces are proposed at ground level including 3 disabled bays. These are 5 spaces over the previous UDP standards and within the current London Plan standards. The minimum cycle parking requirement is 9.3 spaces. 4 spaces for staff are provided in the secure covered area and the 5 guest spaces are provided outside the meeting room. One motorcycle space has also been provided.

A condition is required for the submission of details of the access and egress, to include a reduction in width of the carriageway to 3.65 metres and an increase in radii where appropriate.

Traffic Generation:

The development is expected to generate 24 two-way trips in both the AM and PM peaks and 173 trips over a 12 hour day. The trip generation is an overestimate as it is derived from a hotel that has both a cafe/bar and a restaurant that is open to the public.

A commitment is required for the hotel to sign up to the hoppla bus service, which currently serves the neighbouring Thistle Heathrow Hotel or the provision of a mini-bus to provide a service between the hotel and the airport terminals.

Travel Plan:

A travel plan, in compliance with the current TfL guidance '(Draft) Best Practice for Workplace Travel Planning for New Development' should be submitted to the Council for approval prior to works commencing on the site.

CONSERVATION AND URBAN DESIGN OFFICER

No objection.

TREES AND LANDSCAPE OFFICER

The tree survey assesses the quality and value of 22 trees including 3 off site trees in the neighbouring property. Removal of 2 trees has been justified and on the grounds of sound arboricultural management. The remaining trees have a low retention value and would not present a significant constraint on development.

The current landscape (visual) contribution of the group of trees, collectively, along the frontage is significant.

However, the limiting aspect of the original landscape scheme justifies the removal and replacement of the existing tree stock. Furthermore, 'structural soil' would be used in any new planting scheme which should provide a better growing environment for the new landscape

features than that which currently exists on site. This detail should be conditioned.

Whilst tree planting around the eastern and southern boundaries may be feasible to implement, even the use of tightly fastigate trees may create problems at a later date due to their proximity to the building.

It would not be feasible to plant trees on the east boundary, unless car park spaces can be sacrificed.

ENVIRONMENTAL PROTECTION UNIT

As the development is in an area already suffering poor air quality and is likely to exacerbate this, a Section 106 obligation should be sought for a contribution of £25,000 to the air quality monitoring network in the area.

ACCESS OFFICER

No objection subject to an appropriate condition to ensure the provision of adequate facilities for people with disabilities in the development. This is included in the recommendation.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is currently occupied by a hostel, and is abutted by a large hotel complex to the east and south. Planning permission was granted for the change of use of the site to a hotel in 2008, however this planning permission has not been implemented and it remains an important material consideration. On this basis, no objections are raised to the principle of the redevelopment of this site for a hotel.

7.02 Density of the proposed development

Not applicable to the application.

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

The surrounding area generally comprises a mix of development with predominantly commercial buildings to the east and south, and predominantly residential properties to the west and north. Within close proximity to the application site are two 16th century Grade II listed buildings, Longford Cottage adjacent to the site, and 'The Stables' opposite. The site is visible from both of these properties.

The existing, almost 'Z' shaped hostel is located towards the front of the site, with parking to the rear. Whilst mostly well screened from the adjacent listed building by existing high level planting around the site boundaries of the Cottage, its western elevation is close to this boundary and is visible from this sensitive neighbouring site. Its northern frontage is clearly visible from Bath Road and properties opposite.

In comparison the proposed building would be 'L' shaped with its main bulk located towards the back of the site, and narrower elevations fronting the more sensitive west and north boundaries. Parking would be located towards the front of the site. Due to its position at the back of the site, the part of the building abutting the western boundary now borders airport land, rather than the sensitive Longford Cottage. In order to further reduce the visual impact of the building on the cottage, it would step down to three-storeys adjacent to this boundary. It is considered that despite its increase in height and floorspace, the proposed building would have far less visual impact on the adjacent listed building than the existing hostel. In addition the application site would be well screened from Longford Cottage by existing high level planting in the cottage's garden.

The northern elevation, fronting Bath Road, would be located towards the east side of the site, maximising its distance from the listed building at 456 Bath Road, and it is considered that it would have a negligible impact on the setting of this property. It would come approximately 1m further forward than the existing building line, however, this is not considered to have any significant detrimental visual impact on the streetscene. Again, the building would step down to three storeys adjacent to this boundary in order to reduce its bulk when viewed from Bath Road.

Whilst not visible from public areas, the eastern and southern boundaries of the proposed hotel would be clearly visible from the adjacent Thistle Hotel site. The applicant has proposed hedge and tree planting along these boundaries in order to help soften the impact of the building. However, the main Thistle Hotel building is set well back from the application site, behind car parking areas and service roads, and it is not considered that there would be any significantly increased visual impact for the existing hostel. No objections have been raised by the Thistle Hotel.

The building is considered to be of a good quality modern design, and the proposed use of red brickwork and incorporation of pitched slate roofs reflects the materials used in the surrounding area, and the design of nearby buildings. The Council's Urban Design Officer has raised no objections to the overall design of the building.

The car parking area would be located towards the front of the site and abut the western and northern boundaries. In addition to the existing wall and high fence along the site boundary, Longford Cottage benefits from good quality high level planting within its garden. Given this high degree of screening, it is not considered that the proposed parking area would be visible from the cottage, and it would be unreasonable to refuse the application on this basis.

Tree planting and low level soft landscaping is proposed along the northern boundary which would soften the impact of the car park when viewed from Bath Road. In addition tree planting and soft landscaping would be used in the car park and around the edges of the building to enhance its visual appearance. Overall, it is not considered that the proposed car park would have any significant detrimental visual impact when viewed from Bath Road or the nearby listed buildings.

A small service area to be used for deliveries, refuse collection and staff cycle parking would be provided adjacent to the northern elevation of the building, next to Bath Road. However, the refuse storage area has been incorporated into this end of the building in order to minimise its visual impact, and this area would be screened from the road by tree planting and landscaping along the northern boundary.

7.04 Airport safeguarding

BAA Airports and NATS raise no objection to the proposal on airport safeguarding grounds subject to conditions relating to the approval of a construction management strategy and a lighting scheme for the site in the event of planning permission being granted. These are included in the recommendation.

7.05 Impact on the green belt

Not applicable to the application.

7.07 Impact on the character & appearance of the area

Considered in section 7.03 above.

7.08 Impact on neighbours

The nearest residential property to the site is Longford Cottage, which is located

approximately 18.5m away from the nearest part of the proposed building. Due to the orientation of the proposed hotel and distance of the majority of its windows from Longford Cottage, it is not considered that any significant overlooking would occur. In addition the boundaries of Longford Cottage are bordered by high level, good quality vegetation and trees which almost completely screen the cottage from view. The proposed hotel would have no impact on loss of light to this building. It is not considered that the proposed development would have any significant detrimental impacts on the amenities of neighbouring residents or the setting of this Listed Building.

The proposed development would not have a significant impact on the amenities of residential properties on the north side of Bath Road.

Whilst the development would be clearly visible from the adjacent Thistle Hotel, it would not overlook any bedrooms in this site or result in a significant loss of light, detrimental to the amenities of visitors or staff at the hotel.

7.09 Living conditions for future occupiers

Not applicable to the application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

There is currently a 'bus only' access immediately to the east of the site frontage, which restricts vehicles entering Longford Village from this direction. As such, all vehicles accessing the site would approach it through the Village from the A3044 Stanwell Moor Roundabout.

A new access into the site would be created midway along the site frontage, and the existing access towards the western side of the frontage would be modified. This would allow a one-way operation, clockwise around the car park.

33 car parking spaces are proposed, including 3 disabled bays. This complies with London Plan standards which require cases to be decided on an individual basis, with a maximum of one space per room on key arterial routes. Given the site's proximity to Heathrow Airport it is likely that its main clientele will be users of the airport, and many will be unlikely to arrive by car. In addition, despite its Public Transport Accessibility Level of 2, there are frequent bus services to the Terminals from the village where access is easily available to tube/train connections and the central bus station. In addition the developer will be required to sign-up to the existing Heathrow Airport Hoppa bus service which serves many hotels in the area, including the adjacent Thistle Hotel and operates every 12-15 minutes, or supply their own mini-bus service to the terminals. The applicant has indicated that they would be willing to do this and this will be required by way of condition. The applicant has also submitted a draft Travel Plan, further details of which will be secured by way of a Section 106 agreement. As such, the proposed parking provision is considered to be acceptable.

The development is expected to generate 24 two-way trips in both the morning and evening peaks and 173 trips over a 12 hour day. The Council's Highway Engineer has advised that this is likely to be an overestimate and that it is not considered that this would have any significant impact on traffic flows through Longford Village.

The proposed parking provision, access and likely traffic generation is considered to be acceptable and no objections have been raised by Council's Highways Engineer.

7.11 Urban design, access and security

Urban design and access issues are dealt with elsewhere in the report. With regard to security, details of security measures to achieve the 'Secured by Design' accreditation,

are to be secured by an appropriate condition.

7.12 Disabled access

Level access would be provided into the hotel and throughout the ground floor and 6 disability standard rooms would be provided. Various measures would be incorporated into the design in order to ensure the facilities are fully accessible and comply with Part M of the Building Regulations as a minimum requirement. Full details of all proposed facilities for people with disabilities can be secured by an appropriate condition.

7.13 Provision of affordable & special needs housing

Not applicable to the application.

7.14 Trees, landscaping and Ecology

Whilst the Council's Trees/Landscape Officer has no objections to the overall scheme, he suggests that there is limited space for the proposed tree planting along the eastern and southern boundaries of the site and that the proposed trees would present a poor outlook for future guests. The applicant proposes to plant thin fastigate trees at intervals between the windows, along these boundaries, positioned to minimise the loss of outlook for hotel bedrooms. Should the proposed trees prove problematic in the future it would be for the applicant to find a solution to the problem and remove them if necessary and it is not considered that a reason for refusal could be justified on this basis.

It is not considered that the proposed development would have a significantly greater visual impact on the adjacent Thistle Hotel site than the existing building, even without the trees, and it is not considered that refusal could be justified if the proposed trees were omitted from the scheme. As such, it is unlikely there would be any objection to their future pruning/removal should this prove necessary.

7.15 Sustainable waste management

Details of an appropriately sized refuse and recycling store can be secured by an appropriate condition in the event of planning permission being granted.

7.16 Renewable energy / Sustainability

A number of measures including double glazing, low energy lighting, and modern building techniques would be used to reduce the overall carbon emissions of the building. In addition it is proposed to provide ground sourced heating and cooling which would provide approximately 19.3% of the site's energy needs in compliance with guidance in the London Plan. Full details can be secured by an appropriate condition.

7.17 Flooding or Drainage Issues

No flooding issues have been identified.

Thames Water has requested that a drainage strategy for the site be submitted to, approved in writing by the Local Planning Authority before development commences. This can be secured by an appropriate planning condition.

7.18 Noise or Air Quality Issues

No noise issues have been identified. With regard to air quality, the applicant has agreed to provide a contribution of £25,000 towards the air quality monitoring network in the area to offset the impact of the development on air quality.

7.19 Comments on Public Consultations

The first two points raised by the owner of Longford Cottage are dealt with in the body of the report.

With regard to point 3 relating to additional noise and disturbance to neighbours due to guests arriving and departing at unsocial hours, it is not considered that this would be sufficient to justify a reason for refusal given the separation distance from Longford

Cottage and the existence of other hotels in the area.

With regard to point 4, the installation of a wind turbine on the building, if proposed, would require a further planning application at which time the impact on Longford Cottage in terms of visual intrusion and noise would be fully considered.

With regard to point 5, a condition is recommended requiring the implementation of a programme of archaeological work as part of the development.

7.20 Planning obligations

The applicant has agreed to provide the following planning obligations in relation to the current application:

1. The implementation of a Travel Plan for the site.
2. A financial contribution of £2,500 for every £1m build cost towards construction training.
3. A financial contribution of £400 per new employee towards hospitality training.
4. A financial contribution of £20,000 towards Public Realm improvements.
5. A financial contribution of £25,000 towards the air quality monitoring network in the area.
6. A financial contribution equivalent to 5% of the total cash contributions towards project management/administration costs relating to the agreement.

These will be secured by way of a Section 106 agreement.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None identified.

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

10. CONCLUSION

Planning permission is sought to extend the time frame of a previous permission by up to a further three years. The application proposes full planning permission for the erection of a 127 bedroom hotel with associated bar, restaurant, meeting rooms, car parking, access and landscaping.

The previous planning permission was approved on 20 March 2008, with a time frame of three years, which expired on 20 March 2011. Although the previous planning permission has now expired the application was submitted as an extension of time to the previous permission and was submitted prior to the previous permission lapsing. The previous planning permission is a substantive material consideration for this application, particularly in light of changes to procedures introduced in October 2009 concerning applications to extend planning permissions.

The site currently comprises a three-storey hostel centrally located within the site, with parking to the rear. Permission is sought to erect a four-storey hotel, including roofspace accommodation, towards the south east side of the site, with a parking area for 33 vehicles towards the north west side. A new access would be provided into the site to provide one way in and one way out for vehicles using the site.

The principle of redeveloping the site for hotel use has already been established by the permission granted in 2008. All details are identical to those previously approved. The overall size, siting, design and external appearance is considered to be acceptable, and no objections have been raised to the proposed parking, access and landscaping.

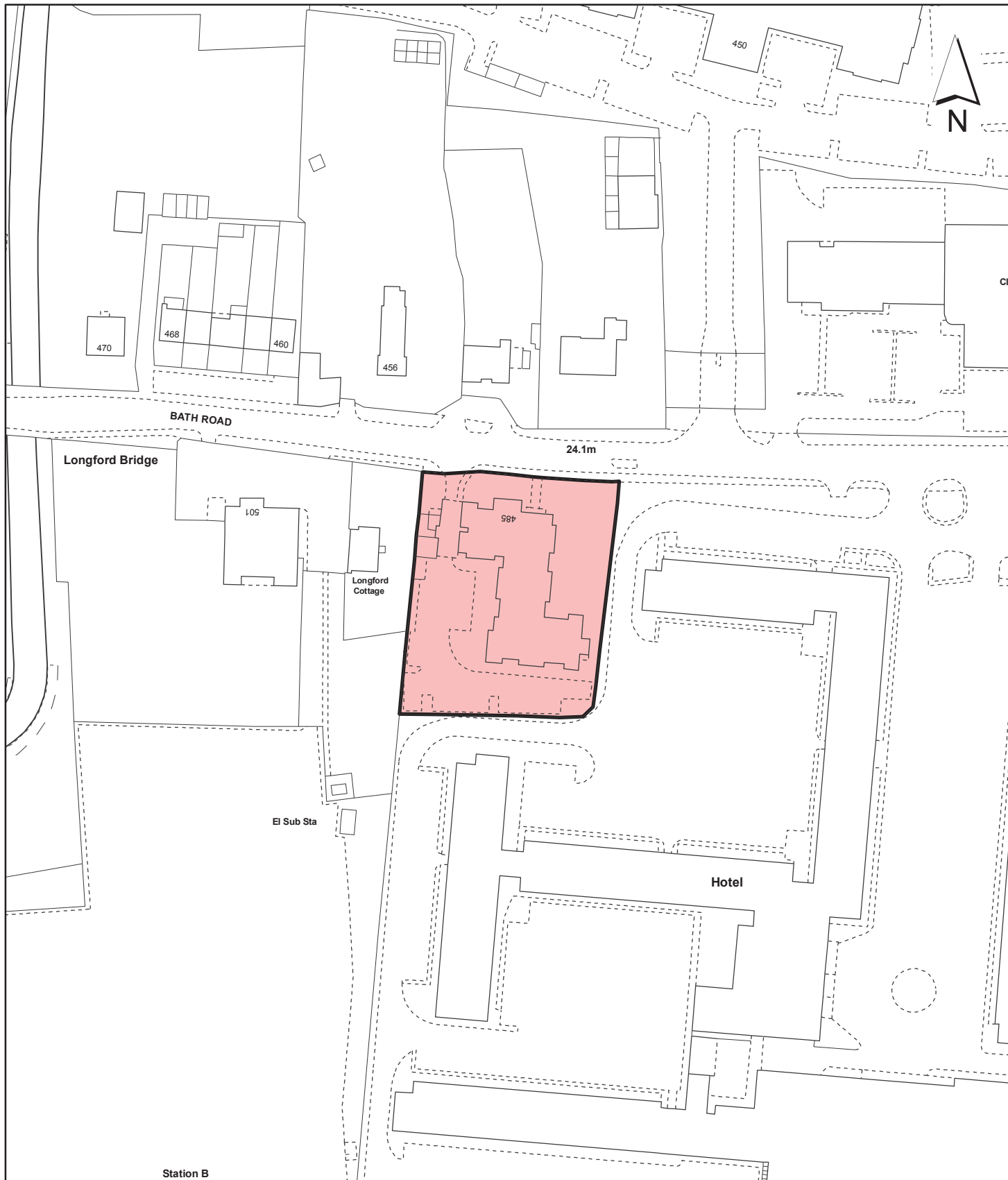
The proposal complies with current London Plan and UDP policies. Accordingly, approval is recommended, subject to the applicant entering into a Section 106 agreement to secure various planning obligations in accordance with the Council's Planning obligations Supplementary Planning Document.

11. Reference Documents

The London Plan (July 2011)
Hillingdon Unitary Development Plan Saved Policies (September 2007)
Planning Obligations Supplementary Planning Document (July 2008)
Accessible Hillingdon Supplementary Planning Document (January 2010)

Contact Officer: Mark Smith

Telephone No: 01895 250230



Notes



Site boundary

For identification purposes only.

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Site Address

**485 Bath Road
Longford**

Planning Application Ref:

542/APP/2011/586

Planning Committee

Central and South

Scale

1:1,250

Date

**November
2011**

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

Civic Centre, Uxbridge, Middx. UB8 1UW
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