

## **Report of the Head of Planning & Enforcement Services**

**Address** 452, 456, 460-470 (EVENS) AND REAR OF BATH ROAD LONGFORD

**Development:** Demolition of existing buildings and structures at Nos.460-468 Bath Road and land to rear, including land currently forming part of the Abbey Business Centre, to provide a 349-bedroom hotel (Class C1) rising to a maximum of 5 storeys in height with ancillary meeting room, bar and restaurant (Class C1), and associated plant; hard and soft landscaping; car parking including a decked car park; changes to parking and access arrangements; redevelopment of No.452 Bath Road to provide 4 three-bedroom houses; retention and conversion of No.470 Bath Road into 1 one-bedroom and 1 two- bedroom apartments.

**LBH Ref Nos:** 65419/APP/2010/2860

**Drawing Nos:**

- D 0001 P10 (OS Plan)
- D 0002 P12 (Ground Floor Landscape Plan)
- D 0099 P11 (Hotel - Basement - Outline)
- D 0100 P13 (Hotel - Ground Floor)
- D 0101 P13 (Hotel - First Floor)
- D 0102 P13 (Hotel - Second Floor)
- D 0103 P13 (Hotel - Third Floor)
- D 0104 P13 (Hotel - Fourth Floor)
- D 0105 P13 (Hotel - Roof Level)
- D 0200 P12 (Hotel - Elevations 1 of 2)
- D 0201 P12 (Hotel - Elevations 2 of 2)
- D 0202 P13 (Hotel - Coloured Elevations 1 of 2)
- D 0203 P12 (Hotel - Coloured Elevations 2 of 2)
- D 0210 P12 (Street Elevations Bath Road/Colnbrook Bypass)
- D 0300 P11 (Hotel - Proposed Sections)
- D 1100 P13 (Proposed 3 new Bedroom Residences - Ground, First Floor & Roof Plan)
- D 1200 P12 (Proposed 3 new Bedroom Residences - Proposed Elevations)
- D 2100 P12 (Proposed Concersion of Existing Buildings - Ground, First Floor & Roof Plan)
- D 2200 P12 (Proposed Conversion of Existing Buildings - Proposed Elevations)
- D 3100 P12 (Deck Car Park - Levels 0-3)
- D 3200 P12 (Car park - Proposed Elevations & Sections)
- S 0100 P10 (As Existing Location Plan)
- S 0200 P10 (As Existing Context Elevations)
- 3854/C/100 Rev C (Proposed Drainage Strategy)
- Revised Planning Statement prepared by TP Bennett dated May 2011
- Updated Design & Access Statement prepared by TP Bennett dated May 2011
- Statement of Community Involvement prepared by TP Bennett dated December 2010
- Environmental Statement Non-Technical Summary prepared by TP Bennett dated December 2010
- Environmental Statement Volume 1: prepared by TP Bennett dated December 2010

Environmental Statement Volume 2: Heritage, Townscape, Landscape & Visual Assessment prepared by TP Bennett dated December 2010  
 Environmental Statement Volume 3: Transport Assessment prepared by TP Bennett dated December 2010  
 Environmental Statement Volume 4: Technical Appendices Part 1 prepared by TP Bennett dated December 2010  
 Environmental Statement Volume 4: Technical Appendices Part 2 prepared by TP Bennett dated December 2010  
 Environmental Statement Volume 5: Daylight, Sunlight & Shadow Analysis prepared by BLDA Consultancy dated December 2010  
 Energy Strategy prepared by HBS Consulting Engineers dated December 2010  
 D 0110 P10 (Hotel - accessible room types)  
 S 0001 P10 (As Existing Site Survey)  
 TF671/TS/100/A Tree Survey Reference Plan  
 TF671/TPP/100/D (Tree removal & preliminary protection plan)  
 F6-100 P1 (Existing Grade II listed outbuilding 456 Bath Rd)  
 D6-100 P1 (Existing Grade II Listed outbuilding 456 Bath Rd proposed plans)  
 D6-200 P1 Existing Grade II Listed outbuilding 456 Bath Rd proposed elevations)  
 F2100 P10  
 F4001 P1  
 F4101P1  
 F4102P1  
 F4200P1  
 D4100P1  
 D4101P1  
 D4102P1  
 D4200P1

<b>Date Plans Received:</b>	09/12/2010	<b>Date(s) of Amendment(s):</b>	09/12/2010
<b>Date Application Valid:</b>	09/12/2010		17/05/2011

## 1. SUMMARY

This application seeks full planning permission for the redevelopment of land, including nos. 460-468 Bath Road, to provide a 342-bedroom hotel with ancillary meeting rooms, bar and restaurant facilities. A new access would be created off the A4 Colnbrook By-Pass and associated car parking, including a decked car park, and landscaping, including a linear landscaped corridor alongside the river at the site's western boundary, would be provided. The plot comprising 452 Bath Road would be redeveloped to provide four 3-bedroom dwellings with associated parking and amenity space. The building at 470 Bath Road would be retained and converted to provide one 1-bedroom and one 2-bedroom flats and the outbuilding to no.456 Bath Road would be converted into one 2-bedroom unit. The provision of these residential units would off-set the demolition of nos.460-468 Bath Road. 456 Bath Road, a Grade II Listed Building known as 'The Stables' would be retained and renovated.

The development has been the subject of an Environmental Impact Assessment (EIA), submitted in accordance with The Town and Country Planning (Environmental Impact

Assessment) (England and Wales) Regulations 1999. The findings of the EIA have been reported in the form of an Environmental Statement which supports the application. This assesses the likely magnitude and significance of the effects of the development on the environment and addresses issues relating to townscape and views (including the built heritage), archaeology, ecology, transport/highways, noise and vibration, air quality, flood risk, contamination, waste, economic and social effects, sustainability and energy, and cumulative impacts. It concludes that the development would have a negligible impact upon the environment. Officers have analysed the proposal and agree with these conclusions.

It is considered that this scheme has taken a more holistic approach to the redevelopment of the entire site in order to address previous concerns, and complies with relevant planning policies. As such, approval is recommended subject to relevant conditions, and the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 as amended to secure contributions towards improvements to the public realm, construction and hospitality training initiatives, and provision of a Green Travel Plan.

## **2. RECOMMENDATION**

**Subject to no objections being received from Natural England within 10 days of the date of the Committees resolution, which raise any significant planning issues not already addressed in the report, that delegated powers be given to the Head of Planning, Consumer Protection, Sport and Green Spaces to grant planning permission, subject to the following:**

**A. That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:**

- i) The provision of a 10-year Green Travel Plan to be prepared in accordance with TfL guidance and to include a bond of £20,000.**
- ii) That the applicant enters into a S278 agreement for any/all works on the highway that may include, but not limited to, the provision of a pedestrian crossing, signage, road markings, dropped kerbs, tactile paving, etc.**
- iii) A scheme to be submitted to and approved by the Council detailing how construction training will be provided to Hillingdon residents, or a contribution towards construction training for Hillingdon residents in the sum of £2,500 for every £1m build cost.**
- iv) A scheme to be submitted to and approved by the Council detailing how hospitality training will be provided to Hillingdon residents, or a contribution towards hospitality training for Hillingdon residents in the sum of £400 per employee.**
- v) A contribution of £50,000 towards public realm improvements within the area.**
- vi) A contribution of £25,000 towards the management of air quality within the vicinity of the site.**
- vii) 5% of total cash contributions secured towards the management and monitoring of the resulting agreement.**
- viii) To prepare a detailed schedule of repairs, a management plan for the repair, maintenance and security, and proposals for the future use of the 456 (The Longhouse and Former Stables buildings as approved under Listed Building Consent ref: 2598/APP/2011/1168), for agreement with the Local Planning**

Authority, the repair work to be carried out, and the building secured before the application site is brought into use.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 278 Agreements and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 6 months of the date of this Committee resolution, or any other period deemed appropriate by the Head of Planning, Consumer Protection, Sport and Green Spaces, then the application may be referred back to the Committee for determination.

E) That subject to the above, the application be deferred for determination by the Head of Planning, Consumer Protection, Sport and Green Spaces under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Head of Planning, Consumer Protection, Sport and Green Spaces prior to issuing the decision:

**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            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 of all buildings (including the existing Listed Buildings) 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).

#### **4 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).

#### **5 MCD10 Refuse Facilities**

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

#### REASON

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

#### **6 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,
- The green wall, including manufacturing specifications, plants, irrigation.
- 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).

### **7 TL6 Landscaping Scheme - implementation**

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

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

#### REASON

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

### **8 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).

### **9 DIS1 Facilities for People with Disabilities**

Prior to the commencement of development plans and details showing the hotel being designed to accord BS8300:2009 including the provision of not less than 5% of total hotel bedrooms being accessible and fitted with ceiling hoists, 5% being accessible (no hoist required) and a further 5% of hotel bedrooms being capable of adaptation to a fully accessible design, shall be submitted to and approved in writing by the Local Planning Authority.

The development shall then be carried in accordance with the approved plans and details. No occupation shall occur until the facilities have been provided.



All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided.

**REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.8 and 4.2.

**10            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).

**11            OM14            Secured by Design**

The development hereby approved shall incorporate measures, including CCTV 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, and to reflect the guidance contained in the Council's SPG on Community Safety By Design, and to ensure that the development provides a safe and secure environment in accordance with policies 7.3 of the London Plan (2008).

**12            NONSC            Cycle parking facilities**

Prior to the commencement of development, details of covered and secure cycle storage provision for 48 cycles (for use by staff and visitors) shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage areas shall be completed in accordance with the agreed scheme prior to the first occupation of the building hereby permitted and thereafter permanently retained for so long as the development remains in existence. The cycle parking should be regularly monitored and additional storage provided if demand dictates.

**REASON**

To ensure that adequate facilities are provided in accordance with the standards set out

in the Council's cycle-parking standards in accordance with Policy AM9 of the Hillingdon Unitary Development plan Saved Policies September 2007.

**13            H10            Parking/Turning/Loading Arrangements - Commercial Devs.**

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

**REASON**

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

**14            NONSC            Height limitation**

No building or structure of the development hereby permitted shall exceed 60m AOD.

**REASON**

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome. For further information please refer to Advice Note 1 "Safeguarding and Overview" (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

**15            NONSC            Height limitation of trees and shrubs**

No trees and shrubs planted on the application site as part of the approved landscaping scheme shall be permitted to grow above a height of 60m AOD.

**REASON**

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because if trees or shrubs exceed this height they will penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome. For further information please refer to Advice Note 1 "Safeguarding an Overview" (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

**16            NONSC            Obstacle lighting during construction**

Obstacle lights shall be placed on cranes(s) or other construction equipment above 60metres AOD to be used in the development. The obstacle lighting scheme shall be implemented for the duration of the construction period. These obstacle lights must be steady state red lights with minimum intensity of 2000 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes' (available at [www.caa.co.uk/srg/aerodrome](http://www.caa.co.uk/srg/aerodrome)).

**REASON**

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because permanently illuminated obstacle lighting is required for the duration of construction and on construction equipment to avoid endangering the safe movement or aircraft and the operation of Heathrow Airport. For further information



please refer to Advice Note 4 "Cranes and Other Construction Issues" (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

#### **17 NONSC Lighting**

The development is close to the aerodrome and/or aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

##### **REASON**

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare. For further information please refer to Advice Note 1 "Safeguarding an Overview" (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

#### **18 NONSC Bird hazard Management Plan**

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

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards for Building Design'.

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

##### **REASON**

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to minimise the attractiveness of the development to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

#### **19 NONSC archaeological work**

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

##### **REASON**

To safeguard the borough's archaeological heritage in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

#### **20 NONSC Flooding EA**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) for Bath Road, Heathrow Technicolor Site, Issue No 5, 49326321, September 2009, Final and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 1 in 100 year critical storm, taking into account the effects of climate change, to 10.1l/s so that it will increase the risk of flooding off-site.

2. Provision of compensatory flood storage on the site to a 1 in 100 year standard, taking into account the effects of climate change.

**REASON**

To prevent the increased risk of flooding in compliance with Policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**21 NONSC Flooding EA**

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

**REASON**

To prevent the increased risk of flooding and to improve and protect water quality in compliance with Policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**22 NONSC Contamination EA1**

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 at 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 site investigation results and the detailed risk assessment (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 (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. The scheme shall be implemented as approved.

**REASON**

In compliance with Policy OE11 of the Hillingdon Unitary Development Plan 2007 and because the site is located on a major aquifer and there is a very shallow depth to groundwater, this makes the groundwater (controlled water) at the site very susceptible

to contamination. The existing and previous uses of the site and surrounding land has potentially caused land and groundwater contamination. Initial investigations have revealed contamination on site and as there are still buildings present on these areas will need to be investigated once the buildings are accessible. To protect the water environment of the Duke of Northumberland River

**23 NONSC Contamination EA2**

Prior to commencement of development, 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.

**REASON**

In compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because the site is located in a sensitive location with regards to contamination of groundwater and initial investigations at the site have shown the site to be contaminated.

**24 NONSC Contamination**

Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan shall be submitted to the local planning authority as set out in that plan. On completion of the monitoring programme a final report demonstrating that all long-term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the local planning authority.

**REASON**

In compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because the site is located in a sensitive location with regards to contamination of groundwater and initial investigations at the site have shown the site to be contaminated.

**25 NONSC Contamination EA3**

If, during development, contamination not previously identified, in surveys undertaken as required by conditions 23, 24 and 29, 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, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

**REASON**

To comply with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because the existing and previous uses of the site and surrounding land have potentially caused land and groundwater contamination, which may be overlooked during the site investigation.

**26 NONSC Contamination EA4**

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.

**REASON**

To comply with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and because surface water infiltration would provide a potential pathway for contamination at the surface to reach the major aquifer that underlies the site.

**27 NONSC Contamination EA5**

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 comply with Policy OE11 of the Hillingdon Unitary Development plan Saved Policies September 2007 and because piling or the construction of boreholes would provide a potential pathway for contamination at the surface to reach the major aquifer that underlies the site.

**28 NONSC Contamination**

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works, which form part of this remediation scheme, shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works.

Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

**REASON**

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors inline with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 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 10 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 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 (including height of stored materials).
  - (viii) height of storage areas for materials or equipment.
  - (ix) details of cranes and other tall construction equipment (including the details of obstacle lighting) - such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).
  - (x) control of activities likely to produce smoke and dust, etc.
  - details of temporary lighting - such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).
  - (xi) control and disposal of putrescible waste to prevent attraction of birds.

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 Sound insulation for hotels**

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

#### REASON

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

### **31 NONSC Air extraction systems and noise levels for hotels**

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

#### REASON

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

**32            N15            Hours restriction for audible amplified music/sound**

No music and/ or other amplified sound arising from the premises shall be audible from the inside of surrounding or adjacent premises between 2300 and 0700 hours.

**REASON**

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

**33            NONSC            Delivery/unloading hours**

The premises shall not be used for the delivery and loading or unloading of goods outside the hours of 0800 and 1800, Monday to Friday, and between the hours of 0800 and 1300 of Saturdays. No deliveries shall take place on Sundays, Bank Holidays or Public Holidays.

**REASON**

To safeguard the amenity of surrounding areas in compliance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**34            NONSC            Delivery and servicing plan**

Prior to commencement of development details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

**REASON**

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**35            NONSC            Parking Management Strategy**

The car parking facilities provided at the hotel shall be used by hotel guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the development a car parking management strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

**REASON**

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



**36            SUS5            Sustainable Urban Drainage**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable drainage systems to drain surface water runoff has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that runoff can be attenuated as close to the source as possible in compliance with the London Plan's drainage hierarchy. The scheme shall clearly set out the use of green roofs, including size, location and maintenance as outlined in the Flood Risk Assessment (Revised March 11 included in Environmental Statement). The scheme shall also set out the types, sizes and locations of holding tanks with appropriate discharging facilities also outlined in the FRA. Finally, the scheme shall clearly set out responsibilities for the maintenance and operation of SUDS which may require financial contributions through the Section 106. The development shall proceed in accordance with the approved scheme.

**REASON**

To ensure that surface water run off is handled as close to its source as possible 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).

**37            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).

**38            NONSC            Taxi/bus drop-off area**

Prior to commencement of development full details of the taxi and bus drop-off area to be provided at the front of the site shall be submitted to and approved in writing by the Local Planning Authority.

**REASON**

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

**39            NONSC            CCTV**

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

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2

of the Local Government Act 2000; to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure that the development provides a safe and secure environment in accordance with policy 7.3 of the London Plan (July 2011).

**40 NONSC Privacy of hotel guests**

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

**REASON**

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

**41 OM17 Litter Bin Required**

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

**REASON**

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

**42 OM18 Litter Picking Required**

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

**REASON**

To ensure the satisfactory disposal of litter and waste, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**43 NONSC Bat protection**

Prior to the commencement of development a 1:500 plan clearly showing the location of the tree containing the bat roost as outlined in the environmental statement (ecology chapter 7.1, Plan 4). This tree shall be given protection from the development and no felling or works will take place unless otherwise agreed in writing with the Local Planning Authority.

**REASON**

To protect the European protected bats in accordance with PPS9 and London Plan (July 2011) Policy 7.19.

**44 NONSC Ecological enhancement**

Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out the measures to be implemented to mitigate for the impacts on invertebrates, reptiles, bats, birds, mammals and amphibians. The scheme shall provide specific

details regarding riverbank improvement works that will be designed to improve the wildlife corridor. The scheme shall also set out the management of these environmental improvement areas. The development shall proceed in accordance with the approved scheme.

**REASON**

To provide protection and enhancement to flora and fauna in accordance with PPS9 and London Plan (July 2011) policy 7.19.

**45 NONSC Flood evacuation plan**

Prior to the occupation of development the applicant shall develop a flood warning and evacuation plan that demonstrates safe access and egress in times of flood. The plan shall include a method for warning hotel residents, sealing off particularly sensitive areas and providing safe access and accommodation away from flood areas. The development shall be operated in accordance with the approved plan.

**REASON**

To ensure safe access and egress and to minimise the risk of harm to people in times of flooding in accordance with PPS25.

**46 NONSC Potable water**

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and recycling of grey and rain water shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

**REASON**

To ensure the development reduces the pressure on potable water in accordance with Policy 7.19 of the London Plan (July 2011).

**47 NONSC electric charging points**

Prior to the commencement of development a plan showing provision for electric charging points to serve 20% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

**REASON**

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policies 5.8 and 6.16 of the London Plan (July 2011).

**48 NONSC reduction in CO2**

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall set out the technology and measures used to provide a 25% reduction in CO2 emissions from a 2010 Building Regulations compliant development. The scheme shall

include full details of the location, type and specifications of the technology. The development should proceed in accordance with the approved plan.

#### REASON

To reduce the CO2 emissions and provide an energy efficient development in accordance with policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan (2011)..

#### **49 NONSC EA Condition**

Prior to the commencement of development a scheme for the provision and management of a buffer zone alongside the Duke of Northumberland River shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include:

- plans showing the extent and layout of the 5 metre wide buffer zone
- details of the planting scheme (using only native species)
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term
- details of any footpaths, fencing, lighting etc.

#### Reason

To ensure there is no impact on the ecological value of native species in accordance with in Planning Policy Statement 1 and Planning Policy Statement 9 and to the UK Biodiversity Action Plan.

#### **50 TL1 Existing Trees - Survey**

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

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

#### REASON

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

#### **51 TL2 Trees to be retained**

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

If any retained tree, hedge or shrub is removed or severely damaged during construction,

or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place 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 and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with

BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

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

### **52 TL3 Protection of trees during site clearance and development**

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

#### REASON

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

### **53 TL21 Tree Protection, Building & Demolition Method Statement**

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

#### REASON

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

#### **54 NONSC Defensive Space**

No development shall commence until details of measures to ensure the provision of defensive space adjacent to ground floor habitable room windows of the property at 470 Bath Road have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the approved measures shall be constructed and completed before the development is occupied and shall be permanently retained and maintained for the life of the development.

#### REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 7.1 and 7.3 of the London Plan.

#### **55 DIS5 Design to Lifetime Homes Standards & Wheelchair Standards**

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

#### REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policy 3.8.

#### **56 DIS3 Parking for Wheelchair Disabled People**

Development shall not commence until details of parking provision for wheelchair users, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until all the approved details have been implemented and thereafter these facilities shall be permanently retained.

#### REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Note: wheelchair users are not the only category of people who require a 'disabled' parking space. A Blue Badge parking space can also be used by people who have a mobility impairment (full-time wheelchair users account for only a small percentage of this category) including elderly people, visually impaired people having a sighted driver, children having bulky equipment such as oxygen cylinders that have to be transported with them, etc.

#### **57 NONSC Noise 1**

The rating level of noise emitted from the CCHP and other mechanical plant at the proposed development shall be at least 5 dB below the existing background noise level.



The noise levels shall be determined at the nearest residential property during the relevant periods of operation and with all other items of machinery operating together. The measurements and assessment shall be made in accordance with British Standard 4142 'Method for rating industrial noise affecting mixed residential and industrial areas'.

**Reason**

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

**58 NONSC Noise 2**

Development shall not begin until a sound insulation scheme for protecting the proposed development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**59 SUS4 Code for Sustainable Homes**

No development shall take place until an initial design stage assessment by an accredited assessor for the Code for Sustainable Homes and an accompanying interim certificate stating that each residential dwelling has been designed to achieve level 3 of the Code has been submitted to, and approved in writing, by the local planning authority. No dwelling shall be occupied until it has been issued with a final Code certificate of compliance.

**REASON**

To ensure that the objectives of sustainable development identified in policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan (July 2011).

**60 NONSC No Biomass Boilers**

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

**Reason**

To safeguard the amenities of the surrounding area in accordance with Policy BE21 of the Hillingdon Unitary Development Plan saved policies (September 2007).

**61 NONSC Travel plan**

Due to the development being within the AQMA, the Travel Plan submitted should

include the consideration of providing a personalised travel planning service to maximise the take up of more sustainable modes of transport. The Green travel plan should prioritise the use of low emission/zero emission vehicles including the provision of electric vehicle infrastructure. A baseline study and quantification of the reductions in emissions achieved by the travel plan should be requested.

**REASON**

To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**62 NONSC No access to hotel from Bath Road**

Before development commences, details of measures (which shall include signage, road/accessway marking) to prohibit vehicular access to the hotel and decked car park from Bath Road shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved measures have been implemented. There after the approved measures shall be retained and maintained for the life of the development.

**REASON:**

To ensure there is only one way access into the site and to prevent accidents caused by vehicles attempting to enter the site from Bath Road and to accord with Policy AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**63 NONSC Parking Allocations**

Prior to the commencement of development, a scheme (including the marking out of parking spaces) for the allocation of parking spaces (including all disabled bays) shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter the parking areas shall be marked out in accordance with the approved plans; designated and allocated for the sole use of the occupants of the development in accordance with the approved scheme; constructed prior to occupation of the development; and thereafter be permanently retained and used for no other purpose. The allocation scheme shall ensure that car parking spaces are located within reasonable proximity to the units they will serve.

**REASON**

In order to ensure the development is adequately serviced by car parking spaces and to meet the needs of disabled persons in accordance with Policies AM7, AM13 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**64 RPD5 Restrictions on Erection of Extensions and Outbuildings**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to any dwellinghouse(s) nor any garage(s), shed(s) or other outbuilding(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

**REASON**

So that the Local Planning Authority can ensure that any such development would not result in a significant loss of residential amenity in accordance with policy BE21 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**65 NONSC Parking arrangements**

No development shall commence until details of a security door/gate between the deck car park and proposed dwellings, as indicated on drawing no. D 0100 P13, and measures to ensure that the 4 car parking spaces in the deck car park indicated for use by residents are reserved solely for this purpose have been submitted to, and approved in writing by, the Local Planning Authority. No part of the development shall be occupied until the approved details and measures have been implemented and thereafter these shall be permanently retained.

**REASON**

To ensure future residents are provided with adequate vehicle and parking arrangements and to accord with policies AM7 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

**66 NONSC Upper deck lighting**

Development shall not commence until details of lighting on the upper deck of the car park have been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

**REASON**

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

**67 NONSC Car park hours of use**

The upper deck of the car park shall only be used for customer parking during the hours of 07:00 to 23:00 (Monday to Saturday) and during store opening times on Sundays and Public Holidays. Details of the restricted parking arrangements, including ways and means of preventing cars parking on the upper level of the car park outside these times, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. Thereafter, the arrangements shall be complied with as approved.

**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).

**68 NONSC Air Conditioning for hotel**

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

**REASON**

To safeguard the amenity of the users of the proposed building given high background

noise levels around the application site in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2008.

## **69 NONSC No Antennas**

Unless otherwise agreed in writing by the Local Planning Authority, no antenna, masts, poles, satellite dishes or the like shall be erected atop any of the buildings here by approved.

### **REASON**

To ensure that apparatus do not detract from the visual amenities of the area in accordance with Policy BE37 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 (February 2008) and national guidance.

OL5	Development proposals adjacent to the Green Belt
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE8	Planning applications for alteration or extension of listed buildings
BE9	Listed building consent applications for alterations or extensions
BE10	Proposals detrimental to the setting of a listed building
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
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.
BE22	Residential extensions/buildings of two or more storeys.

BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
H5	Dwellings suitable for large families
H7	Conversion of residential properties into a number of units
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
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            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.

#### **4            12            Encroachment**

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

#### **5            13            Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

#### **6            15            Party Walls**

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

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

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

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

#### **7            16            Property Rights/Rights of Light**

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

#### **8            111            The Construction (Design and Management) Regulations 1994**

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



7556 2100).

**9            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.

**10           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.

**11           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).

**12           I25            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).

**13           I46            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.

#### **14            128            Food Hygiene**

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

#### **15**

With regard to condition 17 your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

#### **16**

With regard to condition 19 you are advised that the Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

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

#### **17**

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or other equipment due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

#### **18**

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.'

#### **19**

Please note the Environment Agency's requirements for drainage schemes below. These are generic and so some of the information may not be relevant to this development.

In order to check that the proposed stormwater system meets the Environment Agency's requirements, the following information will need to be provided:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds and soakaways. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration.
- c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- d) Where on site attenuation is achieved through attenuation ponds or similar, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.

## **20**

You are advised to liaise with the Environment Agency regarding the use of ground source heat pumps at the site. You should refer to the Environment Agency's guidance in Groundwater

Protection: Policy and Practice (GP3), part 4, section 10 for further information.

## **21**

You are advised that the proposed facility will be subject to the Disability Discrimination Act 1995 (amended 2005) because it will provide a service to the public. It should be noted that reasonable adjustments to practices, policies and procedures, auxiliary aids, and physical features should be fully considered and specified as part of the design brief to ensure that disabled people receive an acceptable level of service.

The following points should be noted:

1. The proposed hotel design should incorporate the ethos and principles of BS 9999:2008, and as such should provide means of escape that permit disabled people to independently evacuate to an ultimate place of safety. To merely provide a refuge is considered to be inadequate for a development of this type and scale.
2. The proposed development should incorporate at least two appropriately designed evacuation lifts that are positioned to support horizontal evacuation, in accordance with BS 9999:2008 (annex G). Sections 18.8.2.1; 18.8.2.2 and 46.9 are particularly relevant.
3. An evacuation plan should be drawn up and submitted with any details of disabled access to/from the building.

## **22**

The applicant is advised that the scheme for the provision of CCTV submitted pursuant to Condition 42 of this permission should be designed to link into, and be compatible with, the Council's CCTV system.

## 23

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please refer to the enclosed leaflet and contact Peter Sale, Hillingdon Education and Business Partnership Manager: contact details - c/o British Airways Community Learning Centre, Accommodation Lane, Harmondsworth, UB7 OPD. Tel: 020 8897 7633. Fax: 020 897 7644. email: p.sale@btconnect.com.

## 24

You are advised that in discharging condition 9 that the Council will expect the plans and details submitted to discharge the condition to show the following:

- Plans should detail accessible hotel room layout in accordance with BS8300:2009.
- A larger proportion of the 34 accessible rooms should feature a level access shower (wet room facilities).
- One accessible parking bay should be provided for every accessible bedroom.

Clarification is required on the following:

- i. 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.
- ii. Seating of varying heights should be provided and sited close to reception.
- iii. 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 levels.
- iv. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004. A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is proposed within the communal areas of the Hotel.
- v. 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.
- vi. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.
- vii. Lifts should accord with BS 8300:2009.
- viii. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

ix. Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme.

x. Alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

- The accessible WC/shower room must be designed to be useable by disabled persons. You are advised that the current design is inadequate.

- From an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area. Such detail should be fully documented in a Design & Access Statement.

- Two fire rated lifts, at either end of the building, should be incorporated into the scheme. The lifts should be designed and integrated to support Horizontal Evacuation and:

a. must be clearly identifiable and have appropriate signage.

b. should be situated within a protected enclosure.

c. should consist of lift well and protected lobby at every level.

d. should be provided with a switch marked "Evacuation Lift" at Exit level. (This switch should cause the lift to return to the final exit & then become controllable.) Alternatively, the lift could be interfaced to the fire alarm system, returning to ground when the alarm sounds.

e. must feature an exclusive primary electricity supply from a sub-main circuit.

f. must have an alternative back-up power that should start automatically in an emergency to prevent potential interruption to the electricity supply. The cables should be separate from those of the primary supply and routed through an area of low fire risk.

g. must have power switches or isolators that are clearly identifiable and labelled at the main switchboard and alternative power supply to indicate the location of the other supply.

h. must connect to any electrical sub-station, distribution board, generator, hydraulic pump or other apparatus that is fire protected for a period not less than that of the lift shaft.

i. have a minimum load capacity of not less than 400kg.

j. should have doors that have a minimum of 2 hours fire resistance.

- Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage.

## **25            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 application site comprises an approximately 2 hectare irregularly shaped plot located on the north side of Bath Road, and to the south of the A4 Colnbrook By-Pass dual carriageway in Longford.

The southern part of the site, fronting Bath Road, currently accommodates a number of residential buildings. These include 470 Bath Road, a locally listed two-storey detached property with ancillary gardens and garage; 460 to 468 Bath Road (even), a row of two-storey terraced houses with associated gardens and garages to the rear; 456 Bath Road, known as 'The Stables', a Grade II Listed two-storey detached house and stable block with ancillary gardens; and 452 Bath Road, a two-storey detached house with ancillary grounds. All of these buildings appear to be vacant and/or derelict. The building at 460 Bath Road has suffered significant fire damage. The southern part of the site also incorporates the existing access road to the adjacent Abbey Business Centre. Notably 454 Bath Road does not form part of the application site.

To the rear of these properties is an area of overgrown land which is currently unmanaged and heavily littered, and also comprises disused portacabin type buildings. This continues into the north west corner of the site, which fronts the Colnbrook By-Pass, and is designated as Green Belt within the Hillingdon Unitary Development Plan Saved Policies (September 2007).

The north east corner of the site comprises an area of car parking which is currently used by the Abbey Business Centre. It also comprises a narrow strip of landscaping in front of the Abbey Business Centre, fronting the road. The applicant has confirmed that 65 of the existing 201 car parking spaces allocated to the Abbey Business Centre would be lost to accommodate the hotel development, although 40 of these would be reprovided elsewhere on site.

The site is bounded to the north by the A4 Colnbrook By-Pass dual carriageway, beyond which is a row of residential properties, the Harmondsworth Detention Centre and the Colnbrook Immigration Removal Centre. The British Airway's 'Waterside' building, set within an extensive parkland setting and located within Harmondsworth Moor, lies to the north west. Immediately to the west the site is bounded by the Duke of Northumberland River, beyond which is the Waterlife Centre, a site comprising a mix of uses including a waterlife and reptile centre and hand car wash. The site is bounded to the south by Bath Road beyond which is 501 Uxbridge Road, a detached property which accommodates the Littlebrook Nursery, Longford Cottage, a Grade II Listed residential property, Margaret Cassidy House, a three-storey hostel used by semi-independent youths, and the Thistle Hotel. Commercial office buildings, a health club, and Abbey Business Centre lie to the east.

Notably, several properties within the immediately surrounding area benefit from extant planning permissions for hotel use. Margaret Cassidy House, to the south of the site, was granted planning permission for the redevelopment of the site for a 127 bedroom hotel and ancillary uses in March 2008. Planning permission was granted for the redevelopment of the Thistle Hotel site to provide two hotels comprising 250 bedrooms



and 353 bedrooms respectively, with ancillary uses, in September 2009; and in June 2009 planning permission was granted for the redevelopment of Longford House, to the east of the application site, to provide a 400 bedroom hotel and ancillary uses.

The majority of the site falls within the developed area as shown on the Hillingdon Unitary Development Plan Proposals Map. However, the north west corner (just under 0.4 hectares as measured on the Council's GIS mapping system) is designated as Green Belt and the southern part of the site accommodates both locally listed and Grade II Listed properties. The adjacent Duke of Northumberland River falls within a Nature Conservation Site of Metropolitan or Borough Grade I Importance, and the Longford Village Conservation Area lies approximately 115m to the west. Land immediately to the west and north west falls within the Colne Valley Regional Park, and the Heathrow Airport boundary is located beyond Bath Road to the south. The A4 Colnbrook By-Pass is designated as a Strategic Route and the entire site falls within an Air Quality Management Area.

### **3.2 Proposed Scheme**

This application seeks full planning permission for the redevelopment of the site to provide a 342-bedroom hotel with ancillary facilities, access, car parking and landscaping. It also proposes the redevelopment of no. 452 Bath Road to create 4 terrace dwellings. The listed building at 456 Bath Road would be refurbished. No. 470 Bath Road would be converted into 2 flats.

The proposed hotel would be irregular in shape, essentially comprising three interlinking blocks. The southern block would front Bath Road, and would be aligned roughly north to south on the site. The central and largest hotel block would be orientated on a west-east axis, roughly perpendicular to the southern block. The northern block would join onto the central block at its eastern end, orientated on a north-south alignment. The building would range in height from one to five storeys, the main massing being located towards the centre and rear of the site. Each floor of the hotel would comprise the following:

- Basement Level - Ancillary storage.
- Ground Floor - bedrooms; store rooms/back of house areas; administration office; food preparation area; breakfast room; bar; snack bar; reception and entrance lobby; WC facilities; meeting rooms; 'living zone'.
- First Floor - bedrooms; store rooms.
- Second Floor - bedrooms; store rooms.
- Third Floor - bedrooms; store rooms.
- Fourth Floor - bedrooms; store rooms.

A new access only bay into the site would be created from the westbound carriageway of the A4 Colnbrook By-Pass. This would be the only access to the hotel. All vehicles would exit the site via the existing Abbey Business Centre access onto Bath Road.

Car parking will be provided in a decked car park, located towards the eastern side of the site, behind 452 Bath Road and surface level parking.

Motorcycle parking spaces would also be provided, towards the north of the hotel building.

A drop-off and pick-up zone for coaches, buses, cars and taxis would be provided outside the main entrance to the hotel. A gated service yard would be provided adjacent to the east elevation.

In terms of the existing residential properties along the Bath Road frontage, the terraced houses at nos. 460-468 (even) would be demolished to accommodate the hotel building.

The existing building, 470 Bath Road, located at the south western most corner of the plot, would be retained as residential accommodation, and would be converted to provide two units. Garden space would be provided to the front and rear.

The refurbishment of the Grade 2 listed main house (longhouse) at 456 Bath Road, continuing its latter day use as a freestanding house, is the subject of a separate Listed Building Consent application.

The existing property at 452 Bath Road would be demolished and the site redeveloped to provide four three-bedroom terraced town houses. Each property would comprise kitchen, living/dining room and WC/shower room at ground floor level and three bedrooms and a bathroom at first floor level. Each property would have a front garden and rear garden. Eight parking spaces would be provided.

The proposal seeks to provide a landscaped riverside corridor along the western boundary of the site. This would be opened for public access providing a link between Longford Village to the south and Harmondsworth Moor to the north. The existing Green Belt in the north west corner of the site would also be retained and enhanced with new planting to create a natural 'meadowland quality'. This would be accessible to the public via mown paths.

An informal courtyard garden, planted with trees and herbs, would be provided around the Grade II listed building. More formal landscaping would be provided in the arrival and drop-off area, along the A4 frontage and elsewhere around the site.

The applicant has summarised the key differences between this and the previously withdrawn scheme as follows:

- Reduction in scale and mass.
- Retention of the Green Belt.
- Redesign of the Bath Road frontage.
- Increased permeability to Duke of Northumberland River bank and use of more extensive landscaping and tree planting across the site.

### **3.3 Relevant Planning History**

65419/APP/2009/2715     452, 456, 460-470 (Evens) And Land Rear Of Bath Road Longford

Erection of a part 3/4/5/6-storey 498-bedroom hotel with ancillary meeting rooms, bar and restaurant facilities, 179 parking spaces at grade and basement levels, creation of a new access from the A4 Colnbrook By-Pass, cycle parking and landscaping; erection of 6 two-storey three-bedroom houses with associated amenity space and car parking; and use of No.470 Bath Road for hotel related/residential purposes (including demolition of Nos.452 and 460-468 (even) Bath Road.)

**Decision:** 16-02-2010     Withdrawn

#### **Comment on Relevant Planning History**

There have historically been a number of applications for minor alterations and extensions to some of the existing residential properties. In addition, planning records suggest that during 1996 and 1997 enforcement action was taken over the use of land to the rear of

no.470 (locally listed building) for the parking of lorries.

Notably all the properties on the site now appear to be vacant and in a poor state of repair. No.460 Bath Road has suffered from recent fire damage.

The only planning history relating to the whole site can be summarised as follows:

65419/APP/2009/2715 - Erection of a part 3/4/5/6-storey 498-bedroom hotel with ancillary meeting rooms, bar and restaurant facilities, 179 parking spaces at grade and basement levels, creation of a new access from the A4 Colnbrook By-Pass, cycle parking and landscaping; erection of 6 two-storey three-bedroom houses with associated amenity space and car parking; and use of No.470 Bath Road for hotel related/residential purposes (including demolition of Nos.452 and 460-468 (even) Bath Road) - Withdrawn 16/02/10. The application was withdrawn before the committee meeting, as it was not ever determined is of little relevance to the current application.

2598/APP/2011/1168 - this is a concurrent application for the Listed Building Consent for 460 Bath Road for the refurbishment of Grade II listed house at 456 Bath Road, including internal alterations, as well as refurbishment works to outbuilding and associated hard and soft landscaping works (Application for Listed Building Consent).

#### **4. Planning Policies and Standards**

Hillingdon Unitary Development Plan Saved Policies (September 2007)  
London Plan (July 2011)  
Planning Policy Statement 1 (Delivering Sustainable Development)  
Planning Policy Guidance 2 (Green Belt)  
Planning Policy Statement 3 (Housing)  
Planning Policy Statement 4 (Planning for Sustainable Economic Growth)  
Planning Policy Guidance 13 (Transport)  
Planning Policy Guidance 15 (Planning & the Historic Environment)  
Planning Policy Guidance 16 (Archaeology and Planning)  
Planning Policy Statement 22 (Renewable Energy)  
Planning Policy Guidance 24 (Planning & Noise)  
Planning Policy Statement 25 (Development & Flood Risk)  
Good Practice Guide on Planning for Tourism  
Council's Supplementary Planning Guidance - Noise  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Guidance - Planning Obligations  
Supplementary Planning Document - Residential Layouts  
Supplementary Planning Document - Accessible Hillingdon

#### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.6 To safeguard the nature conservation value of Sites of Special Scientific Interest, Sites of Metropolitan Importance for Nature Conservation, designated local nature reserves or other nature reserves, or sites proposed by English Nature or the

Local Authority for such designations.

- PT1.7 To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.
- PT1.9 To seek to preserve statutory Listed Buildings and buildings on the Local List.
- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.12 To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.
- PT1.14 To not normally grant planning permission for a change from residential use.
- PT1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
- 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:

- OL5 Development proposals adjacent to the Green Belt
- EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves
- EC3 Potential effects of development on sites of nature conservation importance
- EC5 Retention of ecological features and creation of new habitats
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE8 Planning applications for alteration or extension of listed buildings
- BE9 Listed building consent applications for alterations or extensions
- BE10 Proposals detrimental to the setting of a listed building
- BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings
- 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.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
H5	Dwellings suitable for large families
H7	Conversion of residential properties into a number of units
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
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:- **3rd January 2011**  
**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 244 local owner/occupiers and the Longford Residents' Association on 14/10/2010. The application was also advertised by way of site and press notices. Four letters of objection have been received which raise the following concerns:

- i) The proposal comprises 'The Stables' an historically important site in Longford Village.
- ii) The area is surrounded by hotels. There is no reason to bulldoze listed buildings to make way for another modern monstrosity.
- iii) This proposed 5-storey building will tower over the village, bringing in more traffic and changing its nature, which despite some modernisation still has an 'old world feel.'
- iv) This is the thin end of the edge of airport expansion. Once one historic building is laid to waste what is to stop developers making good with the rest of the village?
- v) Further expansion of modern development is unnecessary competition for existing hotels in the area.
- vi) The proposal would be detrimental to the look, feel and soul of the village.
- vii) There is no need for the hotel.
- viii) Bath Road is a quiet residential road. The development would be detrimental to the quality of life of existing residents by way of increased traffic, light, noise pollution and disruption.
- ix) Residents are unconvinced that all traffic will use the access from the Colnbrook Bypass.
- x) 5-storeys would be imposing and impact on the nature of the street as a residential area.
- xi) The conversion of 452 Bath Road and its gardens is of concern as whilst not listed this is a building of some character.
- xii) Concern is raised over increased access through the village. The road is already over-used by hotel Hoppa Buses, people using it as a cut-through, and people using it for free parking for Heathrow during the weekends. The one way system is constantly ignored. Service vehicles, staff cars and hotel user vehicles will drastically impact on the road.
- xiii) Hotel users will park in the village outside the parking permit hours.
- xiv) Increased traffic, vehicles and pedestrian activity. Residents moved to the village for reasons of privacy and less congestion.
- xv) Traffic & Parking.
- xvi) Construction phase impacts.
- xvii) Litter.
- xviii) Light pollution.

Further rounds of consultation were undertaken when plans were amended (June 2011). Whilst further letters of objection were received, they did not raise any new issues.

Two letters of objection has also been received on behalf of the Thistle Hotel, including one on 28/06/2011, which raises the following concerns:

- 1) Planning permission has been granted for the redevelopment of the existing Thistle Hotel to



provide a 4 star 250-bedroom hotel and a budget 353-bedroom hotel. Works have not commenced to date due to concerns over the viability of the proposal in the current market. It is concerned that should planning permission be granted for another hotel in close proximity to the site, that it will, when combined with extant permissions for a 400-bedroom Premier Inn and a 127 bedroom mid-market hotel in the same locality, further impact on the viability of the scheme.

2) Proximity to Green Belt. The Green Belt will be surrounded by the 5-storey hotel such that it will not be visible from Bath Road. The hotel will impinge of views into and out of the Green Belt and reduce its amenity value.

3) The proposal is contrary to guidance in PPG2 and Policy OL5 of the UDP which both seek to protect the visual amenities of the Green Belt. The proposal, by reason of its height and massing, and its close proximity to the Green belt, will be visually detrimental to its character.

4) The proposal is contrary to advice in PPS5 and Policy BE10 of the UDP.

5) The site contains a number of heritage assets, including 456 Bath Road (The Stables) a former public house, curtilage listed buildings, and no.470 Bath Road which is locally listed. The Design and Access Statement refers to historic plot boundaries still being legible but the proposed development crosses, and this fails to respect, this heritage asset.

6) The hotel will have an unacceptable relationship to the listed building. It will dominate and considerably diminish the setting of the listed buildings.

7) The development proposes the removal of an attractive row of houses and a reduction in tree cover across the site, detrimental to the streetscene.

8) The proposed development is out of keeping with the prevailing character of Bath Road and will introduce an over-dominant and alien feature.

9) The proposed hotel will primarily be seen in context with two-storey, residential scale properties to which it will have little relationship. It will dominate, and is out of scale with, adjacent properties.

10) The development fails to respond to the site and its locality and is, accordingly, contrary to UDP Policy BE13.

One letter has been received which raises no objection to the provision of a hotel at the site but does raise concerns over the condition of the existing site, which has not been cleared and, as such, has become a haven for vandals with houses and garages burnt to the ground and flytipping.

#### LONGFORD CONSERVATION AREA ADVISORY PANEL

i) The construction of another large hotel in this area is not a beneficial development and should not be granted planning permission.

ii) Its height and bulk is inappropriate.

iii) Initially the proposal may appear to 'tidy up' the site, but in the longer term it will have detrimental impacts on its immediate neighbourhood and the surrounding area.

iv) The cumulative effect of lining the Bath Road with hotels is having a significant impact on this part of the Borough. Residential areas will lose their community feel and the increased crime creates further problems for those living nearby.

v) The Environmental Statement acknowledges that the development will have a negative impact on Longford, but then asserts that it would be of major benefit. It also stresses that the effect of any development on the settings of the adjacent listed buildings would require consideration, but concludes that the changes would be neutral or have beneficial impact. The 'before' and 'after' photos are taken from low viewpoints so the inappropriate scale of the hotel buildings is masked by low growing vegetation close to the camera. None of the photos show the views in winter when tree screening is reduced.

vi) The Stables will be completely overshadowed by the 5-storey hotel, detracting from its character and setting, as will the former Quaker Meeting House (also Grade II listed) on the south side of the Bath Road immediately opposite the proposed development.

vii) Insufficient parking, particularly given the large number of meeting rooms proposed.

viii) Loss of parking to Abbey Business Centre.

ix) Lack of staff parking, particularly as the application claims over 100 jobs will be created.

- x) Residents in Harmondsworth, who already have problems with regular daily and long-term parking by those working at the airport and in airport related businesses such as hotels, will be affected, although parking restrictions have largely removed this problem in Longford.
- xi) There will be a considerable increase in traffic movements as cars are moved off-site to long-term car parks and then brought back.
- xii) A consequence of limited parking will be the adverse planning impact of parking lots scattered throughout the area.
- xiii) The volume of taxi, minibus and coach traffic will be considerable and will add to congestion in the area which is a problem at peak times.
- xiv) All departing vehicles bound for Terminals 1/2/3 will have to U-turn from westbound to eastbound on the A4, and incoming traffic from T4 and T5 may be tempted to come through Longford Village.

#### NATIONAL AIR TRAFFIC SERVICES

No objection.

#### BAA SAFEGUARDING

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

##### Submission of a Bird Hazard Management Plan

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

- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and loafing birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards' from Building Design attached.

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

Reason: It is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

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

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

#### Submission of Landscaping Scheme - England

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp) ). These details shall include:

- the species, number and spacing of trees and shrubs
- details of any water features

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

We would also make the following observation:

#### Cranes

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.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp)).

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of BAA, or not to attach conditions which BAA has advised, it shall notify BAA, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

#### BRITISH WATERWAYS

The site is not adjacent to a watercourse owned or managed by British Waterways and therefore no comments are made.

#### HIGHWAYS AGENCY

No objection.

#### TRANSPORT FOR LONDON

The nearest Transport for London Road Network (TLRN) to the site is the A4 Colnbrook Bypass, which bounds the northern edge of the site and is proposed to form the site access. The nearest Strategic Road Network (SRN) is over 3 kilometres away. The site is served by 2 bus routes accessible from Bath Road adjacent to the Heathrow Thistle Hotel, to the south of the site. A further 2 bus stops, Colnbrook Bypass (westbound) and Duke's Bridge (eastbound) are on the A4 Colnbrook Bypass. These 4 bus stops are within a 400m walking distance of the site. The closest London Underground and National Rail services are accessed from Heathrow Terminal 5 via bus route 423. Piccadilly Line and Heathrow Express services are accessible from the Terminal. Correspondingly, the site has a Public Transport Accessibility Level (PTAL) of 1b on a scale of 1 to 6, where 1 is lowest and 6 is the highest.

The site is also currently served by 2 Heathrow Hoppa bus routes via the Thistle Hotel which offer links between Bath Road and Heathrow Terminal 1, 2, 3 (H4) and Heathrow Terminal 5 (H51). Although, as these are non-TfL services they are not included within the PTAL assessment.

The proposal is for a 341-bedroom hotel including ancillary facilities with associated car parking and servicing facilities, the retention and conversion of existing buildings to form 3 apartments and the erection of 4 three-bedroom houses. The proposal also includes the creation of a new access from the A4 Colnbrook Bypass.

The first principle approach of using surveys from similar sites is welcome and the Marriot Hotel is an acceptable site. The Transport Assessment (TA) adequately demonstrates that the development proposal due to its nature and location is unlikely to give rise to unacceptable impacts on public transport services. It is welcome that this development would be served by the Airport Hoppa Bus Service and this demonstrates that the proposals are in general conformity with London Plan policy 3C.2 Matching development to transport capacity and draft replacement London Plan policy 6.3 Assessing transport capacity.

**- Accesses**

TfL agrees in principle with the proposed access from the A4 Colnbrook Bypass subject to detailed design as part of the s278 agreement that will be between TfL and the developer. The new access will require suitable pedestrian facilities such as tactile paving. TfL welcomes the inclusion of a Stage 1 safety audit and is in agreement that all the points raised can be mitigated through the detailed design process.

**- Car parking**

A total of 199 car parking spaces are to be provided for the hotel, 34 spaces of which would be allocated for disabled use only. This is considered acceptable to TfL.

6 car parking spaces are proposed for the 3 bedroom houses which is the maximum allowed by London Plan standards but TfL considers acceptable given the scale, location and accessibility of the development.

Coach parking catering for a 15m coach with associated drop off and pick up facilities will be provided adjacent to the hotel entrance which is considered to be adequate and is supported by TfL. The taxi provision outlined in the TA is also satisfactory to TfL.

The provision of electric vehicle charging points (EVCPs) needs to be clarified. The TA states that 20% of the car parking spaces will have either active or passive electric charging points. This is below the standards set out in the draft replacement London Plan and should be amended accordingly and secured by condition.

TfL welcomes the proposal to produce a Car Park Management Plan, as suggested within the TA, TfL requests that this is secured by planning condition. This should include information on the availability of parking spaces for staff and how this will be managed.

The above measures will ensure conformity with London Plan Policy 3C.23 Parking strategy and draft replacement London Plan policy 6.13 Parking.

**- Cycle parking**

48 cycle parking spaces are proposed for the hotel element of the development to be complemented by showering and changing facilities for staff. This provision exceeds TfL standards and is welcomed.

Cycle parking for the residential elements has not been specified, TfL requests that 2 spaces per 3

bed house and 1 space per flat are secured by condition, these should be covered and secure. This will ensure compliance with London Plan policy 3C.22 Improving conditions for cycling and draft replacement London Plan policy 6.9 Cycling.

- Travel planning

Following TfL's comments on the travel plan submitted with the previous application, a revised and improved version has been produced. The travel plan now includes targets, a staff travel survey will be undertaken within three months of the hotel opening and an Action Plan has been included. Overall, this approach is satisfactory to TfL subject to the travel plan being secured, monitored, enforced, reviewed and funded through the s106 agreement. This will ensure conformity with the relevant elements of London Plan policy 3C.2 Matching development to transport capacity and draft replacement London Plan policy 6.3 Assessing transport capacity.

TfL welcomes the commitment within the TA to produce both a Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP). It is satisfactory for these documents to be secured by planning condition in order to ensure compliance with London Plan policy 3C.25 Freight strategy and draft replacement London Plan policy 6.14 Freight.

To summarise, the car park management plan, cycle parking, EVCPs, a DSP and a CLP should be secured by condition. The proposed access from the A4 Colnbrook Bypass will need to be the subject of a s278 agreement and the travel plan should be secured through the s106 agreement.

#### ENVIRONMENT AGENCY

The proposed development will only be acceptable if the following conditions are imposed on any planning permission granted.

##### Condition 1

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed within the FRA:

- Limiting the surface water run-off generated by the 1 in 100 year critical storm, taking the effects of climate change into account, to Greenfield rates, to minimise the risk of flooding off-site.
- Provision of storage on site to attenuate all storm events up to and including the 1 in 100 year event, taking the effects of climate change into account.

##### Reason 1

To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.

##### Condition 2

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include the maximisation of Sustainable Drainage Systems (SUDS).

##### Reason 2

To prevent the increased risk of flooding, to improve and protect water quality.

##### Condition 3

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 at 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 site investigation results and the detailed risk assessment (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 (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. The scheme shall be implemented as approved.

#### Reason 3

To protect the water environment of the Duke of Northumberland River.

#### Note

Information submitted to date satisfies part 1 of the above condition. Further site work is required to assess risks to controlled waters. It is noted from the EIA that no groundwater was encountered during previous site investigation works. This conflicts with our records which indicate groundwater should be approximately 4 - 5 m below ground level.

#### Condition 4

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, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

#### Reason 4

To protect the water environment, namely the Duke of Northumberland River.

#### Condition 5

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 approval details.

#### Reason 5

To ensure protection of controlled waters.

#### Condition 6



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 6

To ensure protection of controlled waters.

#### Condition 7

Prior to the commencement of building a scheme for the provision and management of a buffer zone alongside the Duke of Northumberlands River shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include:

- plans showing the extent and layout of the 5 metre wide buffer zone
- details of the planting scheme (using only native species)
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term
- details of any footpaths, fencing, lighting etc.

#### Reason 7

Development that encroaches on rivers has a potentially severe impact on their ecological value. This is contrary to government policy in Planning Policy Statement 1 and Planning Policy Statement 9 and to the UK Biodiversity Action Plan. Land alongside rivers is particularly valuable for wildlife and it is essential this is protected. Article 10 of the Habitats Directive also stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Such networks may also help wildlife adapt to climate change.

We ask to be consulted on information received in accordance with the above conditions.

#### Advice to the Applicant

In order to check that the proposed stormwater system meets our requirements and to discharge the above conditions, we require that the following information be provided. In this case some of the information has already been submitted:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds and soakaways. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration.
- c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- d) Where on site attenuation is achieved through attenuation ponds or similar, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.

#### THAMES WATER

- Waste Comments

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water would like the following 'Grampian Style' condition imposed. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved 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 drainage works referred to in the strategy have been completed. Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 01923 898072) prior to the Planning Application approval.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval must be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet, Best Management Practices for Catering Establishments which can be requested by telephoning 020 8507 4321

#### - Water Comments

With regard to water supply, this comes within the area covered by the Veolia Water Company. For your information the address to write to is - Veolia Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

#### - Supplementary Comments

Infrastructure capacity problems are suspected. The developers will be required to fund an impact study. Thames Water request that the developers contact Developer Services on 0845 850 2777 to

discuss the way forward.

#### ENGLISH HERITAGE (ARCHAEOLOGY)

The site lies in an area where heritage assets of archaeological interest may be anticipated. There is a substantial quantity of pre-historic and Saxon/Medieval remains in the vicinity, reflecting the intensive settlement and occupation of the Heathrow and Longford areas in those times. Of particular relevance to this site is that documentary sources reveal that it was in use as a coaching inn since the 16th century, and there is cartographic evidence for buildings across the Bath Road frontage in the early post-medieval period. A limited archaeological evaluation was conducted on the north-eastern area of the site in 1996, where limited remains from this period were encountered, but a higher volume and significance should be anticipated along the road frontage. The proposed development may, therefore, affect remains of archaeological importance.

It is not considered that further work need be undertaken prior to the determination of this planning application but that the archaeological position should be reserved by attaching a condition to any consent granted, requiring the applicant to secure the implementation of a programme of archaeological work, in accordance with a written scheme of investigation.

Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

The submitted desk based assessment includes a model of potential archaeological survival across the site that will be used as the basis for evaluation.

#### CRIME PREVENTION DESIGN ADVISOR

No objection subject to conditions regarding 'Secure by Design', CCTV and boundary treatment.

#### NATURAL ENGLAND

A consultation has been sent, however at the time of writing this report no response had been received.

#### **Internal Consultees**

##### URBAN DESIGN AND CONSERVATION OFFICER

This application has been the subject of site meetings, negotiations and amended plans over many months. It is now considered that the relationship of the proposed hotel with the listed building, the Green Belt and the street scene generally in Bath Road is acceptable in terms of its siting, height and design. The refurbishment of the locally listed early Victorian villa, and its subdivision into two units is welcomed. The change of use of the listed outbuilding, and its conversion to residential, has been removed from the proposals, whilst the repair and re-use of the listed building at No. 456 has been included. These amendments are also welcomed.

Notwithstanding the detailing of the materials on the application drawings, it is considered that all materials should be made a condition of the approval, and subject to the agreement of samples, as it will be very important to ensure the best possible integration of these new buildings within the existing townscape.

##### HIGHWAY ENGINEER

For the hotel, it is proposed to provide a total of 119 car parking spaces, including 34 disability standard spaces, of which 22 disability standard spaces would be provided in a surface level car park located to the north of the hotel building and the remaining 12 would be provided in a decked car park, located to the east of the hotel. This would provide a total of 137 spaces in the decked car park, 97 of which would be allocated to the hotel and 40 of which would be allocated to the

Abbey Business Centre. Eight motorcycle parking spaces would also be provided.

The vehicular access to the hotel site would be via a new slip-road from the west-bound carriageway off the A4 Colnbrook By-Pass. Vehicles approaching along the east-bound carriageway would need to proceed past the site and return along the west-bound carriageway via a nearby existing roundabout, located opposite McDonalds approximately 250m to the east of the proposed new access. This one-way access would continue through the site, providing access to the car parking and servicing areas, and hotel entrance forecourt, before converging with the existing shared Abbey Business Park route which would provide egress from the site.

No objections are raised to the proposed parking provision for the new terraced properties, which complies with current Council standards.

No objection is raised subject to a condition requiring details of control measures, signage etc to prevent vehicular access to the hotel and decked car park from Bath Road to be submitted.

#### TREES/LANDSCAPING OFFICER

The site, which is located at the eastern end of Longford and on the eastern side of the Duke of Northumberland's River and west of the Abbey Business Centre, is predominantly flat, open and not built, although there are several houses along the Bath Road. There are views of the site, in particular the open, Green Belt land, and the large clumps of trees, from the A4 Colnbrook Bypass to the north, and from the Bath Road to the south. The trees, which are predominantly evergreen along the Bath Road and broadleaved in the middle of the site, provide a wooded backdrop, and contribute to the setting of the low-rise buildings on the Bath Road frontage and the character of the locality.

There are many trees on the site (see aerial photographs on covers of various documents and at page 11 of the Design & Access Statement). In the main these form linear groups and clumps (large-scale landscape features). These include several mature conifers, mostly Yew. Most of the broadleaved trees are Sycamore, but there are also some mature Walnuts, which are probably relics of the orchard that once covered most of the site.

The trees on the site are not protected by Tree Preservation Order or Conservation Area designation. Nevertheless, many of the trees, and groups and masses of trees, are large and conspicuous features in the local landscape, which contribute to the visual amenity and character of the area. The trees of higher values should be protected and, in terms of Saved Policy BE38 of the UDP, be retained as part of any redevelopment of the site.

The trees were surveyed in 2008 by Fabrik Ltd., and have been resurveyed (in accordance with the recommendations British Standard 5837:2005) (BS 5837) by Tree Fabrik. The Arboricultural Development Report April 2011 (Appendix E of the Environmental Statement Addendum - May 2011) ('The Addendum') includes a tree survey plan and schedule.

A total of 143 individual trees and groups were assessed and categorised according to the guidance. According to the survey there is a good age-range of trees on the site (25% young, 40% middle-aged and 35% mature), with no over-mature trees. Two trees are categorised as 'A grade (good quality and landscape value, where protection and retention is most desirable as part of any redevelopment), and 21 trees are categorised as 'B' grade (fair quality and value, worthy of protection and retention as part of any redevelopment). However, the majority (87 no.) of the trees are 'C rated (poor), which could be retained but are not a constraint on the development of the site. The remaining 37 trees are found to have serious defects and/or to be in poor condition, and are 'R' rated and identified for removal, in any event, in the interests of safety and/or sound arboricultural management.

There is a photographic record of the trees in the 'Tree Report' in the Addendum. The mostly evergreen trees associated with the dwellings on the Old Bath Road are conspicuous in views from it. One mature Yew has a high amenity value. Collectively, the others have moderate-high value and form a large-scale landscape feature of merit in terms of Saved Policy BE38. The trees along the riverbank, including a mature Ash, are also conspicuous and should be retained. The trees that form a large clump in the middle of the site are mostly Sycamore, and collectively have a high amenity value, but are mostly in poor condition. The development of the site should selectively retain these trees.

#### THE LAYOUT & LANDSCAPING

The landscape setting and strategy (evolution) are outlined in the 'Scheme Design' and 'Landscape Design' sections of the updated Design and Access Statement (DAS - May 2011).

There is a Tree Removal Plan (April 2011), which is reproduced in the Tree Report. That drawing shows trees to be retained and removed, the root protection areas of the retained trees, and the proposed tree protection measures. The revised application includes an arboricultural implications assessment. It is noted by the applicants that tree protection and precautionary measures and a method statement (to BS 5837), will be required to ensure that the trees are protected, and retained and utilised as part of the proposed development.

The applicants indicate, at paragraph 6.4.15 and the following table (under Policy BE38) in the Planning Statement, that 'all construction works taking place in the vicinity of the retained trees should conform to British Standard 5837:2005 Trees in relation to construction', and that 'as set out in the Landscape Proposals, the scheme will retain the river and the mature trees to the east of the site'.

The revised design of the proposed layout has been informed by the tree-related and landscape information, and the 'Ground Floor Landscape Plan' (Drawing No. D 0002 P11) shows the trees to be retained consistent with the Tree Removal Plan, which shows the retention/removal of trees, as well as proposed tree planting and landscaping, which includes green and brown roofs on the hotel and a green wall on the decked car park (outline).

The revised scheme has been designed to retain the large, high-value, mature Yew tree at the front of, and other trees around, the terrace of four houses on the Bath Road (452 Bath Road), and at the rear of the listed building (456 Bath Road). In that context the removal of two Yews close to the existing buildings, in order to facilitate that part of the revised scheme, will not have a harmful effect on the local landscape or amenity of the locality.

The revised layout and landscape plans show the hotel and a linear park along/in the riverside corridor, part of which is in the Green Belt and retained as open space. These plans show the retention of most of the valuable trees/features alongside the river, on the areas north of the Bath Road and on the eastern part of the site. Most of the trees in the middle of the site will be removed to provide space for the hotel and other buildings, and associated structures, roads, parking, etc. The Landscape Plan outlines additional tree planting and landscaping as a setting for the hotel and other buildings, and in the linear park / open space. In this context, the tree loss associated with the revised scheme will not have a harmful landscape or visual effect on the locality or the Green Belt.

#### CONCLUSION

Overall, subject to conditions TL1, TL2, TL3, TL5 (modified to also require details of the green walls and green and brown roofs, TL6, TL7 and TL21, the revised scheme is acceptable in terms of Saved Policy BE38 and relevant landscape-related Green Belt Policies of the UDP.



#### ACCESS OFFICER

Amended plans have addressed all previous concerns. No objection subject to conditions requiring lifetime homes standards for the residential units and for all disabled access features to be incorporated into the development.

Conclusion: No objection subject to appropriately worded conditions.

#### ENVIRONMENTAL PROTECTION UNIT

##### - Comments on Noise impact

##### New hotel accommodation

According to Hillingdon's Supplementary Planning Document on noise, it is the responsibility of the developer to ensure satisfactory noise levels inside hotels. However, it is recommended that an informative, advising on adequate sound insulation, is attached should approval be granted.

##### Noise generated by use of the proposed development

ES section 9.6 contains an assessment of the potential noise impacts of the completed development. The noise generating uses considered are plant and machinery, hotel leisure functions, and increased road traffic, as discussed below.

##### Plant and machinery

ES section 9.6.2 contains an assessment of noise from the proposed gas-fired combined cooling and heating and power (CCHP) and other mechanical plant proposed at the development. In order to control noise from the uses, it is recommended that a condition relevant to noise emission from all plants and machinery proposed at the development, is attached.

##### Noise generated by hotel operation

ES section 9.6.3 states that the major noise-producing activities associated with the proposed development are likely to be related to leisure functions, such as amplified music at wedding receptions. The ES suggests that amplified music from these functions should be controlled by adequate sound insulation of the building. With this provision, it is not anticipated that noise problems from amplified music would be a problem provided proper management measures are adopted (including use of a noise limiter if necessary). It is noted that the nearest noise sensitive properties are some distance away. However, in order to safeguard the amenity of surrounding occupants, it is recommended that a condition be attached, requiring the applicant to submit a noise control scheme for the control of noise emission from function rooms at the proposed development.

##### Road traffic

ES section 9.6.4 contains an assessment of the effects of increases in road traffic associated with the development. It is concluded that increases in road traffic would be of negligible significance. EPU officers agree with the applicant's inference on insignificant increased traffic, and therefore will not be making any comments in this regard.

##### Deliveries/ refuse collections

There is no detailed assessment in the ES of noise from deliveries and refuse collections. However, ES section 3.5 states that vehicular access for deliveries/refuse collections would be from the westbound carriageway of the A4 Colnbrook Bypass. It would seem that facilities for dealing with deliveries/refuse will be provided within the hotel. In view of the distance to the nearest noise sensitive properties, it would seem that noise from deliveries/refuse collections should not be a problem.

##### Residential development units element of the scheme

The Environmental Statement (ES) section 9.6.5 relates to suitability of the site for the residential uses forming part of the development. The development would provide residential uses at 452



Bath Road, whilst the listed building at 456 Bath Road and the building of local interest at 470 Bath Road would be retained for uses that may include residential uses. The noise survey carried out as part of the ES places the proposed residential sites in Noise Exposure Category C of PPG24 Planning and Noise . This is consistent with the published aircraft noise contours for Heathrow airport. The corresponding advice in PPG24 for NEC category C is:

Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise.

In deciding whether to permit the proposed residential uses, it should be noted that there are existing residential uses at 454 to 470 Bath Road. Also, the proposed new residential properties at 452 Bath Road would replace existing residential uses. Furthermore, the ES claims that satisfactory internal noise levels can be provided in the proposed residential properties by suitable sound insulation. If it is decided to permit the proposed residential use, a condition requiring a scheme for protecting the proposed residential development from road traffic, air traffic and other noise, is recommended.

#### Demolition and construction

ES section 9.3.3 Table 9.1 proposes criteria for noise from demolition and construction of 75 dB LAeq,T during 0800 to 1800 hours Monday to Saturday, and 0800 to 1300 hours Sunday. It is considered that noise from demolition and construction should be controlled to lower noise levels, for example, 65 dB LAeq,1h during those working hours.

ES section 9.5 contains an assessment of the effects of demolition and construction. The assessment contains predicted LAeq,1h noise levels at seven neighbouring receiver locations. Table 9.8 gives the predicted noise levels from demolition. These noise levels are generally not significantly above 65 dB LAeq,1h, although 67 dB is predicted at Little Brook Nursery. The ES claims that the effects of demolition will be adverse, short-term, local and temporary and of minor significance. Table 9.9 gives predicted noise levels from excavation. The highest of these predicted noise levels is 71 dB at 454 Bath Road. This is of some concern because the property concerned is an existing residential property. Table 9.10 gives predicted noise levels from piling activities. The highest of these predicted noise levels is 71 dB at Abbey Business Centre. This would be of less concern in view of its business use. The ES claims that the effects of excavation and piling will be adverse, short-term, local and temporary and of minor to moderate significance. The ES claims that effects at the most affected sensitive receptors (454 Bath Road and Abbey Business Centre) can be reduced to minor significance by using mitigation. The ES also claims that noise impact from construction traffic will be of negligible significance.

ES section 4.1 recommends use of a planning condition requiring a Construction Environmental Management Plan (CEMP) securing best practice in relation to demolition and construction. According to ES section 9.5.8, a range of mitigation measures would be incorporated into the CEMP. These measures include use of a 2.4 metre high hoarding on the external boundaries of the construction site, and the use of silenced plant and equipment whenever possible. A condition should be attached to secure this, should approval be granted.

An informative should be attached in order to give specific advice on controlling nuisance from demolition and construction work.

#### - Comments on Air Quality (ET)

The following information was submitted with the application as part of the Environmental Statement, which had implications for air quality:

- Chapter 10 Air Quality, Environmental Statement Volume 1, Heathrow West Hotel (December

2010)

- Chapter 10.1 APPLE Dust Risk Assessment, and Chapter 10.2 Air Quality Model, Environmental Statement Volume 4: Appendices Part 2, Heathrow West Hotel (December 2010)
- Energy Strategy, Heathrow West Hotel, Bath Road (December 2010)

The proposed development is within the declared AQMA and in an area currently exceeding the European Union limit value for annual mean nitrogen dioxide. The development proposal also includes 7 residential premises in an area of poor air quality. The air quality assessment in the Environmental Statement (ES) indicates that the area around the development will continue to exceed the EU limit value levels both with and without the development. There is a small but significant increase in the pollution levels with the development.

As the development is in and will cause increases in an area already suffering poor air quality the following are requested:

#### Section 106

Section 106 obligation for £25,000 should be sought for contribution to the air quality monitoring network in the area.

#### Demolition and Construction Phase

A number of sensitive receptors have been identified as being sufficiently close to the site as to be potentially impacted by the construction phase, including a residential property immediately adjacent on three sides to the development site. The ES states: Prior to commencement of construction activities agreement would be reached with the London Borough of Hillingdon to ensure that potential for adverse environmental effects on local receptors is minimised. This document must be submitted to the LPA for approval prior to any works commencing at the site. The plan should follow the risk assessment approach as outlined in the GLA Best Practice guide and ensure all appropriate mitigation measures are employed to protect existing sensitive receptors, including where relevant a dust monitoring strategy. An informative to this effect is recommended.

#### Energy Proposals

The air quality assessment took into consideration the use of CCHP and boiler plants. The ES states low NO<sub>x</sub> burners will be adopted for the boiler and CCHP units, with dry NO<sub>x</sub> emissions levels of 70mg/kWh. The use of this or a less polluting alternative is supported. It is assumed the air quality assessment was based on the gas-fired CCHP referred to in the Energy strategy. Should the choice of renewable energy source change to biomass or biofuel this may require a further air quality assessment. A condition should be attached to ensure no biomass boilers are installed.

#### Transport Assessment

The air quality assessment is based on data from the transport assessment in chapter 8 of the ES. If there is a requirement for any changes in the transport assessment, further air quality assessment may be required. A condition regarding traffic management proposals should be attached should approval be granted.

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

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

#### Travel Plan

##### Green travel plan

Due to the development being within the AQMA, the Travel Plan submitted should include the consideration of providing a personalised travel planning service to maximise the take up of more sustainable modes of transport. The Green travel plan should prioritise the use of low emission/zero emission vehicles including the provision of electric vehicle infrastructure. A baseline study and quantification of the reductions in emissions achieved by the travel plan should be requested.

##### - Contamination

The following documents were submitted with the application in relation to land contamination:

- Chapter 12 Soil and Ground Contamination (consisting of a desk study), Environmental Statement Volume 1, Heathrow West Hotel (November 2009)
- Chapter 12.1 Envirocheck Report, Environmental Statement Volume 4: Appendices Part 2, Heathrow West Hotel (November 2009) (1996 Albury report missing in appendices)

The contamination chapter consisted of a review of the contamination policies, historical map information for the site and surrounding area, Envirocheck information and limited ground investigation information for some of the site from 1996 (not all information indicated as being included in the appendices appears to have been provided). The ground investigation identified quite high levels of benzo(a)pyrene on parts of the site. The limited gas monitoring carried out at the site in 1996 did not indicate significant levels of gas, however key data was missing from the gas monitoring information.

Based on the above information and the proposal for the hotel, which includes a basement car park, risk from the various sources identified has been determined to be negligible. The report does however indicate there may be contamination in some parts of the site which have not been investigated and identifies potential sources of contamination based on the historical use, which includes the area of the electricity substation and possible hydrocarbon contamination from vehicles, parked and stored on site, and recommends further investigations are carried out at the site.

The standard contaminated land condition, requiring submission of a site survey and remediation scheme, should be attached to any permission given. It appears further ground and gas investigation works may be undertaken at the site, and this information is required to determine if remedial works are required at the site. The Environment Agency need to be consulted with regard to possible groundwater issues. EPU would like information on groundwater contamination under the site to determine if there are any human health implications.

#### SECTION 106 OFFICER

##### Proposed Heads of Terms:

##### Residential Element

Upon assessment of the existing and proposed residential elements of the scheme it has been determined that there is a nil habitable room increase from that which exists to that which is proposed. Therefore there will not be a planning obligations requirement from this aspect of the proposal.

##### Commercial Element

1. The provision of a 10-year Green Travel Plan to be prepared in accordance with TfL guidance and to include a bond of £20,000.

2. That the applicant enters into a S278 agreement for any/all works on the highway that may include, but not limited to, the provision of a pedestrian crossing, signage, road markings, dropped kerbs, tactile paving, etc.
3. A scheme to be submitted to and approved by the Council detailing how construction training will be provided to Hillingdon residents, or a contribution towards construction training for Hillingdon residents in the sum of £2,500 for every £1m build cost.
4. A scheme to be submitted to and approved by the Council detailing how hospitality training will be provided to Hillingdon residents, or a contribution towards hospitality training for Hillingdon residents in the sum of £400 per employee.
5. A contribution of £50,000 towards public realm improvements within the area.
6. A contribution of £25,000 towards the management of air quality within the vicinity of the site.
7. 5% of total cash contributions secured towards the management and monitoring of the resulting agreement.
8. To prepare a detailed schedule of repairs, a management plan for its repair, maintenance and security, and proposals for its future use, for agreement with the Local Planning Authority, the repair work to be carried out, and the building secured before the application site is brought into use.

#### WASTE STRATEGY

a) Waste arising from the development is estimated to be as follows, depending on the star rating of the hotel: -

4/5 star hotel with 342 bedrooms -

Projected Weekly Waste per bedroom - 350 litres

Waste produced from all bedrooms - 119,700 litres

Number of 1,100 litre eurobins required - 109

2/3 star hotel with 342 bedrooms

Projected Weekly Waste per bedroom - 250 litres

Waste produced from all bedrooms - 85,500 litres

Number of 1,100 litre eurobins required - 78

1 star hotel with 342 bedrooms -

Projected Weekly Waste per bedroom - 150 litres

Waste produced from all bedrooms - 51,300 litres

Number of 1,100 litre eurobins required - 47

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 the opportunity to be fed through compactors, to optimise the load being taken away.

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.

#### - Houses

The current waste and recycling collection system for houses is:-

Weekly residual (refuse) waste using sacks purchased by the occupier

Weekly dry recycling collection using specially marked sacks provided by the Council.

Fortnightly green garden waste collection using the specially marked reusable bags provided by the Council.

#### - 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.

#### SUSTAINABILITY OFFICER

Demolition of existing buildings and structures at Nos.460-468 Bath Road and land to rear, including land currently forming part of the Abbey Business Centre, to provide a 3-5 storey 342-bedroom hotel with ancillary meeting room, bar and restaurant (Class C1), and associated plant; hard and soft landscaping; car parking including a 145 decked car park; highways and all necessary enabling works; redevelopment of No.452 Bath Road to provide 4 three-bedroom houses; retention and conversion of No.470 Bath Road into 1 one-bedroom and 1 two-bedroom apartments; and conversion of outbuilding to No.456 Bath Road into 1 two-bedroom apartment.

#### Biodiversity Comments

The ecology report submitted with the environmental statement demonstrates that there are a number of important ecological features on the site including protected species. In particular Bats and Water Voles were highlighted as being present or likely to be present. The ecology report



recommended further surveys. These surveys would normally be expected to be submitted prior to determination however the following issues are relevant:

#### Bats

Bats were recorded in two separate locations that will be impacted by the development but it is acknowledged the remaining site provides good quality foraging and resting places. Bats were recorded in the building of 468 Bath Road and in the grounds of 452 Bath Road. Demolition of 468 cannot occur until a licence is granted by Natural England.

The Council accepts that there is an overriding need for 468 Bath Road to be demolished. It has fallen into disrepair which makes it necessary to be considered in the wider footprint of the development. It is not considered sufficient in this location to require an alternative use for 468 Bath Road. The long term conservation status of the bats can be maintained through the imposition of the following condition:

#### CONDITION

Prior to the commencement of development a scheme for the protection and enhancement of habitat, foraging areas, resting places and roosts for bats shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly set out the extent of the benefits of the pre-developed site and provide details of how bats and their habitats will be positively included in the new development. The scheme shall also include details of the inclusion of bat boxes and bat tubes within the landscaped areas, along the river and within the fabric of the building. The number will be agreed as part of the scheme in consultation with Natural England and the Local Planning Authority. The development shall proceed in accordance with the approved scheme.

#### REASON

To maintain protection of important species in accordance with London Plan Policy 3D.14 of the London Plan.

The work to the tree in the grounds of 452 Bath Road is uncertain at this time which makes the following condition necessary. Insufficient information has been provided to explain the fate of the tree acknowledged in Plan 4 of the Ecology Submissions within the environmental statement. The following condition is necessary:

#### CONDITION

Prior to the commencement of development a 1:500 plan clearly showing the location of the tree containing the bat roost as outlined in the environmental statement (ecology chapter 7.1, Plan 4). This tree shall be given protection from the development and no felling or works will take place unless otherwise agreed in writing with the Local Planning Authority.

#### REASON

To protect the European protected bats in accordance with PPS9 and London Plan Policy 3D.14.

#### Biodiversity Improvements

The development will result in the loss or negative impacts to a wide variety of ecological areas as outlined in the environmental statement. However there is opportunity within the new development to provide an engineered set of proposals to provide considerable enhancement to the ecological setting of the area. PPS9 and London Plan policy 3D.14 requires the applicant to mitigate and compensate for the impacts of the development works on the ecological features and species. The following condition is essential:

#### CONDITION

Prior to the commencement of development an ecological enhancement scheme shall be submitted



to and approved in writing by the Local Planning Authority. The scheme shall set out the measures to be implemented to mitigate for the impacts on invertebrates, reptiles, bats, birds, mammals and amphibians. The scheme shall provide specific details regarding riverbank improvement works that will be designed to improve the wildlife corridor. The scheme shall also set out the management of these environmental improvement areas. The development shall proceed in accordance with the approved scheme.

#### REASON

To provide protection and enhancement to flora and fauna in accordance with PPS9 and London Plan policy 3D.14.

#### SUDS and Flood Risk Comments

##### Sequential Test

Part of the site lies within flood zone 2 and therefore the sequential test outlined in PPS25 needs to be applied to the proposals. The applicant has attempted to complete the sequential test but does not provide much information to support the conclusions that there are no other alternative sites at a lower risk of flooding. However, this development is in the medium probability area of flood risk associated with the Longford River. This is a man made channel that the Council's strategic flood risk assessment recognises has a very low risk of flooding due to operational structures that restrict flooding.

The combination of the relatively low risk of flooding on the site, the controls on the Longford River, the flood risk mitigation and the fact that there are no 'reasonably available sites' along Bath Road allows the Council to be confident that the sequential test can be 'passed' and the risk of flooding to the site is minimal.

Notwithstanding the above, there will always be a residual risk of flooding from events exceeding those investigated. Furthermore, hotels provide short term occupation with people relying on the owner's practices to provide safety in times of emergency such as fire and flood. As the site is designated flood zone 2 the following condition is necessary to ensure the procedures on the site allow an effective response to flooding without placing people at risk. This is particularly important for areas of car parks where residents of the hotel may seek to remove their vehicles during flood events:

#### CONDITION

Prior to the occupation of development the applicant shall develop a flood warning and evacuation plan that demonstrates safe access and egress in times of flood. The plan shall include a method for warning hotel residents, sealing off particularly sensitive areas and providing safe access and accommodation away from flood areas. The development shall be operated in accordance with the approved plan.

#### REASON

To ensure safe access and egress and to minimise the risk of harm to people in times of flooding in accordance with PPS25 and 4A.13 of the London Plan.

#### SUDS

The applicant has developed a range of approaches to delivering a Greenfield run-off rate in a 1:100year storm event plus climate change. This provides an overarching strategy that needs to be developed further through the detailed planning stage. The following condition is therefore required:

#### CONDITION

No development approved by this permission shall be commenced until a scheme for the provision

of sustainable drainage systems to drain surface water runoff has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that runoff can be attenuated as close to the source as possible in compliance with the London Plan's drainage hierarchy. The scheme shall clearly set out the use of green roofs, including size, location and maintenance as outlined in the Flood Risk Assessment (Revised March 11 included in Environmental Statement). The scheme shall also set out the types, sizes and locations of holding tanks with appropriate discharging facilities also outlined in the FRA. Finally, the scheme shall clearly set out responsibilities for the maintenance and operation of SUDS which may require financial contributions through the Section 106. The development shall proceed in accordance with the approved scheme.

#### REASON

To ensure the development does not increase the risk of flooding in accordance with PPS25 and Policy 4A.13 of the London Plan.

#### Sustainability Comments

The development will have a high potable water use in an area defined as being water stressed. The following condition is therefore necessary to ensure the development can deliver sustainable water consumption.

#### CONDITION

Prior to the commencement of development a scheme for the reduction in potable water use including the harvesting and recycling of grey and rain water shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

#### REASON

To ensure the development reduces the pressure on potable water in accordance with Policy 4A.16 of the London Plan.

The GLA is seeking London Boroughs to consider the policies within the replacement London Plan which is due to be adopted imminently. Policy 6.13 of the draft replacement London Plan requires new development to provide electric charging points to serve 1 in 5 car parking spaces proposed. However, the current take up of electric vehicles makes a 20% allowance for charging points difficult to consider feasible. Hillingdon recognises there is a need to drive demand by having more charging points. The following condition is therefore required:

#### CONDITION

Prior to the commencement of development a plan showing provision for electric charging points to serve 5% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

#### REASON

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the draft replacement London Plan.

#### Energy Comments

The broad approach to energy is acceptable however the Council is concerned regarding the baseline information used. There is a 35% difference between the figures given and an assessment of the proposals using the Low Designer Toolkit which was developed for use with the

London Renewables Toolkit. An inaccurate baseline has a subsequent impact on the assessment of percentages relating to renewables.

However, the broad strategy is suitable and demonstrates compliance with the replacement London Plan which now needs to be considered.

The following condition is therefore appropriate:

#### CONDITION

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall set out the technology and measures used to provide a 25% reduction in CO2 emissions from a 2010 Building Regulations compliant development. The scheme shall include full details of the location, type and specifications of the technology. The development should proceed in accordance with the approved plan.

#### REASON

To reduce the CO2 emissions and provide an energy efficient development in accordance with Policies 4A.3 and 4A.7 of the London Plan and 5.2 of the replacement London Plan.

Natural England

No response has yet been received from Natural England at the time of writing this report.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

Pt1.28 and Policy T4 of the Hillingdon Unitary Development Plan Saved Policies September 2007 encourage appropriate hotel and conference facilities provision in the borough. In addition the London Plan 2011 identifies a need for a net increase of hotel rooms across London. The Greater London Authority Hotel Demand Study (2006) also identifies a need for additional hotel accommodation in London, the majority of which would be required by 2012. Therefore there is no objection to the provision of hotel development in this part of the borough.

The previous application (ref: 65419/APP/2009/2715) proposed a larger hotel which encroached on the Green Belt in the north west corner of the site. The applicant argued that the development would have provided significant benefits, including the creation of a linear riverside corridor; enhancements to the ecology and biodiversity of the site and surrounding area; provision of local employment and training opportunities; and refurbishment and re-use of a listed building. In addition it was argued that the Green Belt area has been eroded and is now physically and visually isolated from surrounding Green Belt by built development, it no longer performs a Green Belt function and it has failed to stop the encroachment of development from the east. Nevertheless, despite the applicant's argument, it was not considered that sufficient special circumstances existed to justify an exception to established and current Green Belt policy and reasons for refusal were recommended on this basis (although it is acknowledged that the application was withdrawn before a formal decision was made).

This revised scheme removes the proposed hotel building from the Green Belt designated part of the site, instead proposing to enhance that area to create a 'natural meadowland' setting. This is a significant improvement on the previous scheme.

Policy OL5 of the UDP states that "the Local Planning Authority will normally only permit

proposals for development adjacent to or conspicuous from the Green Belt if it would not injure the visual amenities of the Green Belt by reason of its siting, materials, design, traffic or activities generated."

This echoes advice in Planning Policy Guidance (PPG) 2: Green Belts, which states:

"The visual amenities of the Green Belt should not be injured by proposals for development within or conspicuous from the Green belt which, although they would not prejudice the purposes of including land in Green Belts, might be visually detrimental by reason of their siting, materials or design."

The opening up of the development site through the creation of the linear park will provide a visual and physical link with the surrounding Green Belt areas and it is considered that the overall effect of the development on the Green Belt is acceptable.

The western boundary of the proposed hotel building is adjacent to the Green Belt. The northern boundary of the main block, is set further back. The two proposed blocks of the proposed hotel closest to the Green Belt are three storeys in height, before stepping up to 5 storeys further from the green belt land.

Improvements to the condition and accessibility of the Green Belt are proposed, and it is considered that, the scale, height and proximity the proposed hotel would not detract from the visual amenities and openness of the Green Belt and in accordance to UDP policy OL5 and guidance within PPG. Accordingly, the principle of development is supported in this instance.

With regards to the provision of residential units along the Bath Road frontage, these would both bring historic and derelict buildings back into use and replace housing which would be demolished to enable the hotel development. It should be noted that UDP Policy H3 resists the loss of residential accommodation unless it can be replaced within the boundary of the site. Policy H7 supports the conversion of existing properties into more units providing an appropriate living environment can be provided for future occupants and Policy H4 encourages a mix of unit sizes. Given the nature of this part of Bath Road, which is predominantly residential in character, no objections are raised to the conversion of existing, and provision of replacement, residential units in this location, providing site specific criteria can be met.

## **7.02 Density of the proposed development**

The London Plan density matrix, and HDAS guidelines relate specifically to residential properties.

In terms of the residential properties, the London Plan density matrix, and HDAS guidelines should be considered. The western side of the site has a Public Transport Accessibility Level (PTAL) of 1a and the eastern part has a PTAL of 1b. The site falls within a suburban area as defined in the London Plan (2008). In compliance with the Council's Supplementary Planning Document on Residential Layouts, habitable rooms with over 20m<sup>2</sup> of floorspace would be counted as two rooms, and kitchens over 13m<sup>2</sup> would be counted as habitable rooms.

Given that it is proposed to both provide new properties and to convert existing properties, and that the sites allocated to residential use do not all adjoin one another, these shall be dealt with independently of one another where appropriate.

Starting with no. 470 Bath Road, which forms the south western most corner of the site, it is proposed to convert this property to provide two units. The London Plan range for site's with a PTAL of 0-1 in a suburban area and with an average number of habitable rooms per unit of 3.1 - 3.7 is 150-200 habitable rooms per hectare and 40-65 units per hectare. As such, based on a site area of approximately 342m<sup>2</sup> this element of the development would have a density of 58.5 units per hectare and 204.5 habitable rooms per hectare. This complies with London Plan standards.

The dwelling at 452 Bath Road, located towards the south eastern part of the site, would be demolished and redeveloped to provide four x 3-bedroom terraced houses.

The London Plan range for site's with a PTAL of 0-1 in a suburban area and with an average number of habitable rooms per unit of 3.8 - 4.6 habitable rooms per unit is 150-200 habitable rooms per hectare and 35-55 units per hectare. The plans indicate that there is likely to be sufficient space to provide the proposed dwellings in accordance with London Plan density guidelines.

Accordingly, this level of density is considered to be appropriate subject to the scheme meeting other site specific criteria.

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

Whilst the site does not fall within an Archaeological Priority Area, it does lie in an area with potential for archaeological remains. English Heritage have confirmed that they have no objections to the proposal subject to an appropriate condition requiring the applicant to secure the implementation of a programme of archaeological work prior to the commencement of the development.

The site does not fall within a heritage conservation area or area of special local character. The nearest part of the Longford Conservation Area is approximately 115m to the west of the nearest part of the site. Views of the proposed hotel from the Conservation Area would be largely obscured by tree screening, both adjacent to its boundary and along the western boundary of the application site, and by existing buildings on the adjacent Waterlife Centre site. As such it is not considered that it would have any significant impact upon the character or appearance of the conservation area.

The application site comprises a Grade II Listed detached dwelling (456 Bath Road) and outbuilding along its southern boundary. The Grade II Listed property is derelict and in urgent need of repair.

In terms of the Grade II listed building at 456 Bath Road the development proposals include the retention, refurbishment and restoration of the listed building and its curtilage outbuilding. The listed building (main house, known as Longhouse) will be retained for residential use, with minimum alteration, while the works proposed for the outbuilding will substantially improve its relationship with the site and include significant works of stabilisation, which will secure its long term future. These proposed changes to the Grade II listed properties are the subject of a separate listed building consent application ref: 2598/APP/2011/1168.

The front elevation of the proposed hotel building, fronting Bath Road would have a width of approximately 28m, stepping back to approximately 31m. This is slightly narrower than the 32m wide footprint of the existing row of five terraces it would replace. At three storeys high (albeit the third storey is set back from the front elevation) it would be

approximately 1m taller than the existing terraces. It is set a sufficient distance away from the adjacent listed and locally listed buildings so as not to harm their setting, providing an appropriate design is proposed which would be in keeping with the character and appearance of the wider Bath Road street scene, in addition to these properties.

No objections are raised to the principle design of the Bath Road elevation of the hotel. The scale and mass of the building has been the Bath Road frontage, as well as on the boundaries abutting Green Belt, has been reduced addressing the concerns the 2009 scheme, and resulting in the tallest elements of the development not being visible from the Bath Road streetscene. The siting of the buildings has also been amended to improve the relationship to the setting of the Listed Buildings and a greater set back from the Green Belt boundary.

The design of the terrace of houses has a more traditional architectural treatment reflecting the local vernacular; improved relationship with retained trees and improved level of natural light.

The scheme is considered to sit well within its context, its visual amenities and is considered in keeping with the scale and height of the residential properties which characterise this part of Longford and thereby accords with Policy.

#### **7.04 Airport safeguarding**

National Air Traffic Services (NATS) and BAA Safeguarding have confirmed that they have no objections to the proposal. Conditions are recommended to ensure aircraft safety.

#### **7.05 Impact on the green belt**

This issue has been largely addressed in part 7.01 of the report.

An area of approximately 3,825m<sup>2</sup> in the north west corner of the site is designated as Green Belt. Unlike the previous 2009 scheme, the current proposals do not include the construction of new buildings on any part of the site which falls within the Green Belt. Instead it is proposed to landscape this area with informal meadow planting with natural low maintenance pathways providing public access. This would complement the proposed riverside corridor along the western boundary of the site, which would be opened up for public access, providing an informal link between Longford Village and Harmondsworth Moor to the north. Notably, this riverside corridor would also enable important maintenance of the riverbank.

It is acknowledged, that the existing Green Belt is unkempt; the proposed creation of the linear park and 'meadow green' would have benefits in terms of creating an attractive pedestrian link between nearby Green Belt to the north and south. Nonetheless it is pertinent to have regard for any potential impact of the proposed building on the visual amenities and openness of Green Belt both when viewed from within and adjacent to the application site.

Policy OL5 of the UDP seeks to protect the Green Belt from nearby development which may prejudice its visual amenity. The two proposed blocks of the proposed hotel abutting the Green Belt are three storeys in height, before stepping up to 5 storeys, which are the tallest and most prominent elements of the proposed building. It is considered that the overall height, scale and mass of these blocks would not have a detrimental impact on the openness of the Green Belt in this location.



The existing Green Belt part of the site is open in character and visible in views from the surrounding area to the north. Improvements to the condition and accessibility of the Green Belt are proposed, and it is considered that, the scale, height and proximity the proposed hotel would not detract from the visual amenities and openness of the Green Belt and are in accordance to UDP policy OL5 and guidance within PPG2.

#### **7.07 Impact on the character & appearance of the area**

The impact of the development on the Bath Road street scene and on the Green Belt has been addressed in parts 7.03 and 7.05 of the report respectively.

The part of the hotel fronting Bath Road would only be three-stories in height and has been designed to reflect aspects of the smaller scale residential and historical character of Longford Village. The building progressively steps up in height and scale towards the north of the site to reflect the more commercial character of the A4 Colnbrook By-Pass.

The element of the building fronting the A4 would measure approximately 25m wide at ground floor level, and 10m above. At five storeys it would have a height of approximately 16m. The proposal would be set back approximately 26m from the site's A4 boundary. The mass, scale and height of this element of the building has been significantly reduced over that previously proposed, and its setback from the A4 boundary, behind car parking and landscaping, significantly reduces its visual impact on the streetscene.

This proposal is in keeping with other large buildings in relatively close proximity to the application site, including the Harmondsworth Detention Centre and Colnbrook Immigration Removal Centre to the north and Waterside, British Airways' headquarters building, to the north west, which are also set well back from the street frontage and, accordingly, have limited visual impact.

The A4 to the east of the application site is characterised by a significant number of large scale hotels and offices and is much more commercial in character than this part of Bath Road, given the proposed scale of the building and its set back from the road, it is not considered that it would have such a detrimental visual impact on the character and appearance of the A4 as to justify refusal.

In terms of the Bath Road street scene, the building would be clearly visible in short and long distance views along the road, particularly to the west. Whereas the part of Bath Road to the east of the application site is characterised by commercial buildings, the west is characterised by low level residential properties, many with relatively green frontages.

In terms of the proposed rebuild residential properties, no objections are raised to their size, scale or layout. The proposed houses would have a sympathetic design with traditional pitched roofs, hand made clay tiles and a dove cote roof feature which will be maintained. In terms of their detailed design the residential properties are considered to reflect the character and appearance of existing residential properties within the locality.

#### **7.08 Impact on neighbours**

The nearest residential property to the proposed development is 454 Bath Road, which is located along the northern side of Bath Road between the existing Grade II Listed Building, forming part of the application site, and 452 Bath Road. The property benefits from mature tree planting around its site boundaries.

The Grade II Listed Building would be retained. The nearest part of the hotel building would be located approximately 35m to the north west of the nearest elevation of no.454. Given this distance, and mature tree planting which would provide significant screening, it is not considered that the proposed hotel building would have a detrimental impact on the residential amenity of the occupants of that property.

The proposed four terraced town houses would abut the eastern boundary of no.454 Bath Road and would be located approximately 7m from that building's main side elevation. The plans indicate that they would also project approximately 3m beyond the rear elevation of no.454. However, given the location of outbuildings/extensions which project beyond the rear elevation of that property it is not considered that this would have any detrimental impact on the residential amenity of occupants of no.454 in terms of overlooking or overshadowing.

There would be no issues regarding overlooking, loss of light or overshadowing, and notably no objections have been received from officers in the Council's Environmental Protection Unit regarding potential noise or disturbance impacts, subject to conditions.

The proposed 8.2m high decked car park would be provided adjacent to the north east boundary of no.454 and at the rear of the proposed town houses. The plans indicate existing trees along this boundary would need to be removed to allow for the car park. The car park would have a green wall facing the residential dwellings.

Residential properties are also located to the west of the application site beyond the Duke of Northumberland River. However, significant screening would be provided by existing and proposed landscaping along the river corridor, and by the proposed linear park along the western boundary of the site and, as such, it is not considered that the proposal would have any significant impact upon the residential amenity of occupiers of those properties.

The A4 Colnbrook By-Pass dual carriageway provides a significant barrier between the application site and properties to the north and, accordingly it is not considered that the scheme would have any significant detrimental impact on the residential amenity of occupiers of these properties in terms of noise, disturbance, or overlooking. Whilst the development would be visible from the front windows of these properties, given the nature of this part of the A4, which is largely characterised by large scale commercial development, the barrier provided by the A4, and landscaping which would be provided along the northern boundary of the hotel site, it is not considered that it would harm the outlook from these properties.

To the south, of the site, the development would be visible from both Margaret Cassidy House and Longford Cottage, on the southern side of Bath Road. However, from here the scale of the proposed development is broken up by existing buildings along the site's southern boundary, and the scheme is smaller in scale in order to try and reflect the more residential nature of this part of Bath Road. As such it is not considered that the development would have a significant impact on the residential amenities of these properties.

## **7.09 Living conditions for future occupiers**

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

The hotel windows would be treated to prevent direct overlooking between rooms.

In terms of the residential properties, the Council's Supplementary Planning Document on Residential Layouts states that a minimum of 81m<sup>2</sup> internal floor space should be provided for two-storey three-bedroom houses, 63m<sup>2</sup> for two-bedroom flats and 50m<sup>2</sup> for one-bedroom flats.

The four terraces would have floor areas of approximately 111m<sup>2</sup>. The proposed two bedroom units would have approximate floor areas of 86.7m<sup>2</sup> and 77.4m<sup>2</sup> respectively and the one-bedroom unit would have a floor area of approximately 55.9m<sup>2</sup>. These all exceed Council guidelines.

The Council's Supplementary Planning Document on Residential Layout states that a minimum of 60m<sup>2</sup> external amenity space should be provided for 3-bedroom houses. All the gardens meet the amenity space standards.

In terms of the locally listed building, 470 Bath Road, this would be converted into one one-bedroom and one two-bedroom flat. Therefore a total shared amenity space of 45m<sup>2</sup> should be provided. The plans indicate this property would have a rear garden area of approximately 170m<sup>2</sup>, which exceeds Council guidelines. Sufficient space exists to provide defensive space around the rear of the ground floor unit to ensure other users of the garden do not unacceptably impact on privacy, to the detriment of the residential amenity of future occupants. This could be required by way of condition, as could details of boundary treatment, to ensure the garden is private and secure from members of the public and/or hotel users using the proposed linear park alongside the river.

The applicant has submitted a Daylight, Sunlight and Overshadowing report as part of the Environmental Statement. This assesses the sunlight and daylight impact of the proposed hotel and dwellings on existing development, the daylight and sunlight amenity of the proposed new dwellings, and also the impact of the proposed hotel on the proposed new dwellings. Rooms would receive adequate light.

The layout of the proposed dwellings has been designed so that no habitable rooms directly face or overlook each other and, as such, it is not considered that the positioning of the properties would have any detrimental impact on the residential amenity of future occupiers.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

##### **HOTEL**

For the hotel, it is proposed to provide a total of 119 car parking spaces, including 34 disability standard spaces, of which 22 disability standard spaces would be provided in a surface level car park located to the north of the hotel building and the remaining 12 would be provided in a decked car park, located to the east of the hotel. This would provide a total of 137 spaces in the decked car park, 97 of which would be allocated to the hotel and 40 of which would be allocated to the Abbey Business Centre. Eight motorcycle parking spaces would also be provided.

The disability standard parking provision exceeds current Council standards of 10%.

A total of 48 cycle parking spaces would be provided, 30 for staff and 18 for visitors. These would be provided close to the staff and main entrances to the hotel, adjacent to

the east elevation.

A drop-off and pick-up zone for coaches, buses, cars and taxis would be provided outside the main entrance to the hotel. This would accommodate parking for a 15m long coach in accordance with TfL requirements.

The vehicular access to the hotel site would be via a new slip-road from the west-bound carriageway off the A4 Colnbrook By-Pass. Vehicles approaching along the east-bound carriageway would need to proceed past the site and return along the west-bound carriageway via a nearby existing roundabout, located opposite McDonalds approximately 250m to the east of the proposed new access. This one-way access would continue through the site, providing access to the car parking and servicing areas, and hotel entrance forecourt, before converging with the existing shared Abbey Business Park route which would provide egress from the site.

In terms of number of parking spaces for the hotel, there are no specific guidelines within the UDP Saved Policies September 2011 or the London Plan 2008 and, as such, it is for the applicant to justify the number of spaces in their Transport Assessment. The applicant's Transport Assessment confirms that the quantum of parking spaces and level of resultant traffic movements would not cause an adverse impact on the highway network. Notably Transport for London have confirmed that this level of parking is acceptable and have raised no objections regarding highway safety.

Transport for London encourage the provision of electric charging points in compliance with policies within the London Plan, and suggest that further details should be provided regarding how the car park will operate by way of a parking management plan. These details could be secured by way of condition should approval be granted. This would also seek to ensure that the car park was not used for long-stay parking whilst guests were not present at the hotel.

Similarly Transport for London are supportive of the level of cycle parking provision proposed for the hotel, confirming that it exceeds their current standards.

No objections have been raised to the creation of a new access from the A4, subject to detailed design which would be secured via a S278 agreement should approval be granted.

In terms of the egress onto Bath Road, it is not considered that this would have a significant detrimental impact on the London Borough of Hillingdon road network. Notably to the west of this egress point there is a bus only access to the residential area of Longford Village and, as such, traffic from the hotel wishing to travel in an eastwards direction would need to travel past commercial properties along Bath Road to the east of the application site, before joining the A4. Nevertheless, whilst access only would be available from the A4, it would appear that both Abbey Business Centre users and hotel guests could access and exit the site via Bath Road. Access through the site will be via a clearly sign posted one way stem which will which makes it clear that hotel users will not be able to access the hotel from Bath Road.

Residents have raised concerns over the potential increase in Heathrow Hotel Hoppa Buses passing through the village, and notably the applicant has committed to using this service through their Travel Plan. However, it should be noted that these buses already serve the Thistle Hotel opposite and, as such, it is not considered that the proposal would lead to a significant increase in these vehicles passing through the village.

Transport for London have confirmed that the applicant's Travel Plan is acceptable, and has been improved on that submitted with a previous scheme. It is also notable that the applicant has committed to providing both a Delivery Servicing Plan and a Construction Logistics Plan in its Transport Assessment. Should approval be granted, the Travel Plan would be secured by way of a S106 agreement and the Delivery Servicing Plan and a Construction Management Plan would be secured by way of condition.

In terms of pedestrian/cycle access to the site, this would be provided via three points of access, namely the proposed access point from the A4, the existing access from Bath Road between nos. 456 and 545, and the existing access currently serving the Abbey Business Centre. Pedestrian access would also be provided between Bath Road and the A4, via the proposed linear landscaped corridor alongside the riverbank.

#### RESIDENTIAL

The Council's Car Parking Standards require a maximum provision of 1.5 spaces per dwelling for flats and houses without individual curtilages and 2 spaces per dwelling for properties with curtilage parking. It is noted that the London Plan provides a guideline of 1-1.5 spaces per dwelling for three-bedroom properties and 1 space or less per dwelling for 1-2 bedroom properties. However, given the site's low PTAL of 1b, the UDP standards are considered appropriate in this instance.

In terms of the four proposed new-build terraces, a total of 8 parking spaces (including 1 x disabled spaces) would be provided to the rear of the units, accessed via a shared driveway off Bath Road, located to the east of the properties and 4 spaces in the ground level of the decked car park; a further two spaces would be provided for the two units resulting from the conversion of no. 470 Bath Road. This parking provision is considered acceptable. Should approval be granted a condition requiring details of parking allocation would be attached to any decision.

### **7.11 Urban design, access and security**

#### Urban Design

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

One of the most significant changes has been the stepping of the eastern facade to create a series of terraces comprising large expanses of glazing and planting. In addition the palette of materials has been revisited and softer tones of greens and browns introduced into the facade. It is considered that when combined with the proposed landscaped terraces, and organic patterns which would be provided on the metal and glass cladding, this would give the perception of a lighter less dominant building than previously proposed which would better integrate into the surrounding Green Belt setting.

Since the application was originally submitted in December 2010, amended plans have been submitted, which also reduce the height of the building from entirely 5-storeys, as originally proposed, to having 2 and 3 storey elements in the most sensitive parts of the site (near the Green Belt and the Listed Building). It is considered that this significantly reduces the visual impact of the proposed development on the adjacent Green Belt and



Bath Road street scene and would be fully in keeping with the varying scale and size of surrounding developments.

These design changes and significant reduction in height, combined with landscaping improvements to the adjacent Green Belt, appropriate improvements to the Listed Building works and the traffic arrangement improvements, significantly reduce the perceived bulk, mass and scale of the building. It is considered that this fully overcomes the previous concerns relating to urban design issues and the visual impact of the scheme on the openness of the adjacent Green Belt. Notably the Council's Urban Design Officer has raised no objections and is supportive of the scheme.

#### **7.12 Disabled access**

The applicant has submitted a Design and Access Statement which confirms that all entrance thresholds to the hotel and residential buildings would be level or slightly ramped with opening widths and doors designed in compliance with current regulations and Disability Discrimination Act (DDA) requirements.

It also confirms that the development would fully comply with Part M of the building Regulations, BS8300:2001 'Design of Buildings and their Approaches', and relevant Supplementary Planning Guidance.

The Council's Access Officer has reviewed the amended details that have been submitted and had advised that all previous concerns have been addressed satisfactorily. Conditions will be attached to the decision should permission be granted requiring that the hotel be fully accessible and that the residential properties be built to Lifetime Homes standards.

#### **7.13 Provision of affordable & special needs housing**

The proposed residential units would off-set the loss of those which would be demolished as part of the hotel development. Accordingly, there is no requirement to provide affordable or special needs housing for this development.

#### **7.14 Trees, landscaping and Ecology**

The site, which is located at the eastern end of Longford and on the eastern side of the Duke of Northumberland's River and west of the Abbey Business Centre, is predominantly flat, open and not built, although there are several houses along the Bath Road. There are views of the site, in particular the open, Green Belt land, and the large clumps of trees, from the A4 Colnbrook Bypass to the north, and from the Bath Road to the south. The trees, which are predominantly evergreen along the Bath Road and broadleaved in the middle of the site, provide a wooded backdrop, and contribute to the setting of the low-rise buildings on the Bath Road frontage and the character of the locality.

There are many trees on the site. In the main these form linear groups and clumps (large-scale landscape features). These include several mature conifers, mostly Yew. Most of the broadleaved trees are Sycamore, but there are also some mature Walnuts, which are probably relics of the orchard that once covered most of the site.

The trees on the site are not protected by Tree Preservation Order or Conservation Area designation. Nevertheless, many of the trees, and groups and masses of trees, are large and conspicuous features in the local landscape, which contribute to the visual amenity and character of the area. The trees of higher values should be protected and, in terms of Saved Policy BE38 of the UDP, be retained as part of any redevelopment of the site.

The landscape setting and strategy (evolution) are outlined in the 'Scheme Design' and 'Landscape Design' sections of the updated Design and Access Statement (DAS - May



2011).

There is a Tree Removal Plan (April 2011), which is reproduced in the Tree Report. That drawing shows trees to be retained and removed, the root protection areas of the retained trees, and the proposed tree protection measures. The revised application includes an arboricultural implications assessment. It is noted by the applicants that tree protection and precautionary measures and a method statement (to BS 5837), will be required to ensure that the trees are protected, and retained and utilised as part of the proposed development.

The applicants indicate, at paragraph 6.4.15 and the following table (under Policy BE38) in the Planning Statement, that 'all construction works taking place in the vicinity of the retained trees should conform to British Standard 5837:2005 Trees in relation to construction', and that 'as set out in the Landscape Proposals, the scheme will retain the river and the mature trees to the east of the site'.

The revised design of the proposed layout has been informed by the tree-related and landscape information, and the 'Ground Floor Landscape Plan' (Drawing No. D 0002 P11) shows the trees to be retained consistent with the Tree Removal Plan, which shows the retention/removal of trees, as well as proposed tree planting and landscaping, which includes green and brown roofs on the hotel and a green wall on the decked car park.

The revised scheme has been designed to retain the large, high-value, mature Yew tree at the front of, and other trees around, the terrace of four houses on the Bath Road (452 Bath Road), and at the rear of the listed building (456 Bath Road). In that context the removal of two Yews close to the existing buildings, in order to facilitate that part of the revised scheme, will not have a harmful effect on the local landscape or amenity of the locality.

The revised layout and landscape plans show the hotel and a linear park along/in the riverside corridor, part of which is in the Green Belt and retained as open space. These plans show the retention of most of the valuable trees/features alongside the river, on the areas north of the Bath Road and on the eastern part of the site. Most of the trees in the middle of the site will be removed to provide space for the hotel and other buildings, and associated structures, roads, parking, etc. The Landscape Plan outlines additional tree planting and landscaping as a setting for the hotel and other buildings, and in the linear park / open space. In this context, the tree loss associated with the revised scheme will not have a harmful landscape or visual effect on the locality or the Green Belt.

Overall, subject to conditions TL1, TL2, TL3, TL5 (modified to also require details of the green walls), TL6, TL7 and TL21, the revised scheme is acceptable in terms of Saved Policy BE38 and relevant landscape-related Green Belt Policies of the UDP.

#### **7.15 Sustainable waste management**

In terms of the proposed hotel, because this is a commercial development, the hotel operator ultimately has discretion over which waste management methods are used. It is presumed that refuse facilities would be provided in the service yard area and there appears to be sufficient space to do this. Full details of waste and recycling facilities would be required by way of condition should approval be granted.

In terms of the residential properties, limited details of refuse provision have been

provided at this stage. However, it is considered that there is sufficient space to provide appropriate facilities and, accordingly this could be required by way of condition should approval be granted.

#### **7.16 Renewable energy / Sustainability**

The London Plan (July 2011) requires major development to show how the development would generate a proportion of the site's electricity or heat needs from renewables wherever feasible.

The applicant has submitted an Energy Strategy, which demonstrates that a number of measures have been incorporated into the scheme to reduce its energy demand. These include limiting solar gain into bedrooms, ensuring air tightness, and using efficient electrical equipment.

The use of a number of renewable energy sources, wind power, photovoltaics, ground source heating and cooling, solar thermal hot water generation and biomass have been investigated. It is proposed to use a gas fired combined Heat and Power (CHP) system, air source heat pumps and roof mounted photovoltaics.

The energy efficient measures, combined with the use of CHP, air source heat pumps and photovoltaics, would provide a carbon saving of 56%, 20% of which would be from renewable energy sources. This complies with London Plan (July 2011) standards and is considered to be acceptable. Further details would be required by way of condition should approval be granted.

#### **7.17 Flooding or Drainage Issues**

The application site does not lie within a Flood Zone, however given the site is over a hectare the applicant has carried out a flood risk assessment which is in accordance with Planning Policy Statement 25.

The Flood Risk Assessment accompanying the application demonstrates that the site lies above the 1 in 100 year flood level and that the scheme has been designed to have slab levels 300mm above this level (including entrances to the semi basement car park); adequate and appropriate means of escape provided and that the development achieves Greenfield run off rates through a combination of metro cells under car parking spaces, green roofs and a surface attenuation pond incorporated into the landscaping.

The FRA has provided sufficient information on the level of flood risk to the site and demonstrated that the proposed development will be safe from flooding whilst not increasing flood risk off site; adequately demonstrated, with evidence, that it is possible to attenuate surface water runoff rates to Greenfield rates; and demonstrated that sustainable urban drainage systems have been maximised as part of the design.

The proposal is therefore considered to be acceptable and the Environment Agency is also satisfied with the proposed mitigation measures subject to conditions.

#### **7.18 Noise or Air Quality Issues**

##### **AIR QUALITY**

The site falls within an Air Quality Management Area and, as such, an Air Quality Assessment has been submitted. Whilst officers in the Council's Environmental Protection Unit have raised no objections to the scheme they have advised that the development could lead to a minor increase in pollutants and, as such, given the existing

poor air quality in the area, a number of mitigation measures should be put in place, including the provision of a Green Travel Plan and a S106 contribution of £25,000 towards air quality monitoring in the area. It is considered that these measures would be sufficient to offset the impact of the development on local air quality.

#### NOISE

Officers' in the Council's Environmental Protection Unit have advised that in accordance with Hillingdon's Supplementary Planning Document on Noise, it is the responsibility of the developer to ensure satisfactory noise levels inside the proposed hotel. Nevertheless, should planning approval be granted an appropriate condition could be added to ensure appropriate mitigation measures against noise were carried out.

In terms of the proposed residential properties, it is noted that the application site falls within PPG4 Noise Exposure Category C, which advises that planning permission should not normally be granted. However, these would directly replace existing residential properties and are located on the edge of a primarily residential area. As such, it is not considered that refusal could be justified on noise grounds. The Environmental Statement submitted in support of the application claims that satisfactory internal noise levels can be provided inside the properties through suitable sound insulation and notably the Council's Noise Officer has raised no objections on these grounds, subject to the imposition of appropriate conditions should approval be granted, to ensure the amenity of future occupiers would be sufficiently safeguarded.

In terms of noise impact from the proposed hotel development, it is considered that this could be controlled through use of appropriate conditions should approval be granted and, accordingly, no objections are raised on these grounds.

#### **7.19 Comments on Public Consultations**

The objections received from residents and the Longford Residents Association mainly relate to the principle of the development, traffic and parking impacts, visual impacts, including the impact on the historic buildings and Green Belt, and noise and disturbance. These issues have been addressed in the report by way of a condition or are non-material planning considerations.

The comments received from the Thistle Hotel are noted. The issues raised are addressed in the report.

#### **7.20 Planning obligations**

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

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

The Council's S106 officer has advised that contributions should be provided towards construction training, hospitality training, public realm improvements, air quality monitoring, provision of a comprehensive green travel plan, and project management and monitoring. In addition, the applicant should enter into a S278 agreement to secure relevant highway works to the A4 and provide a scheme to ensure the future retention and maintenance of the Grade II Listed Building at 456 Bath Road. In this instance a S106 agreement has been progressed with the applicant.

#### **7.21 Expediency of enforcement action**

Not appropriate to this application.

#### **7.22 Other Issues**

- Contamination

Officers in the Council's Environmental Protection Unit have advised that there could be some contamination present at the site. Should approval be granted this could be addressed by way of appropriate conditions.

#### **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.

#### **10. CONCLUSION**

It is considered that this scheme has taken a more holistic approach to the redevelopment of the entire site in order to address previous concerns, and complies with relevant planning policies. As such, approval is recommended subject to relevant conditions, and the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 as amended to secure contributions towards improvements to the public realm, construction and hospitality training initiatives, air quality monitoring and provision of a Green Travel Plan.

The principle of the proposed development is considered to be acceptable. The size and scale of the proposed buildings are considered to be appropriate for this location, and the proposed development would not have any significant detrimental impact on the visual amenities of this part of the airport. A number of energy saving measures would be incorporated into the scheme as well as renewable energy sources. The parking is considered to be acceptable in this location and the impacts of the proposed development on the Hillingdon road network would be acceptable. The proposal complies with relevant planning policy and, accordingly, approval is recommended.

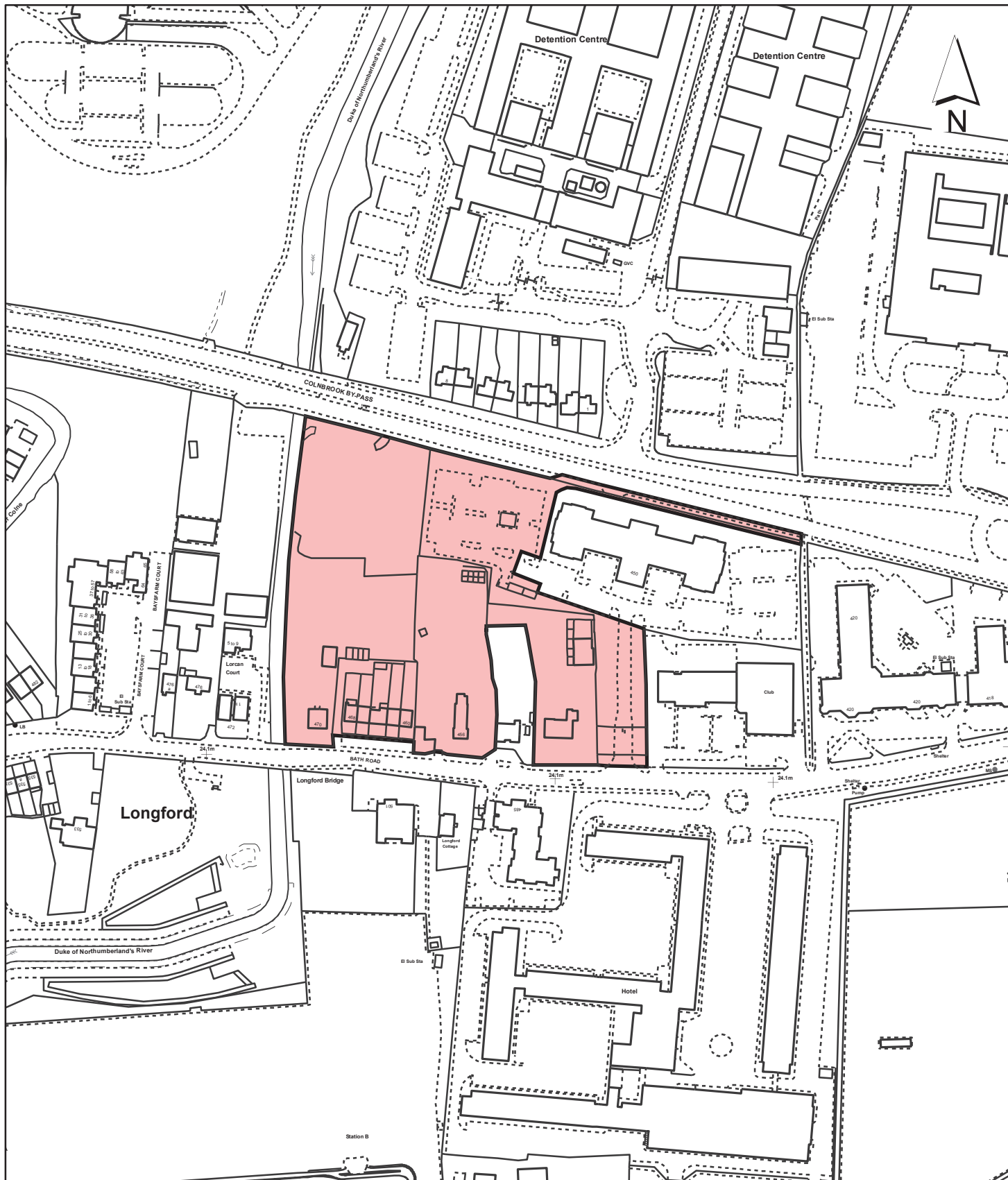
## **11. Reference Documents**

Hillingdon Unitary Development Plan Saved Policies (September 2007)  
London Plan (July 2011)  
Planning Policy Statement 1 (Delivering Sustainable Development)  
Planning Policy Guidance 2 (Green Belt)  
Planning Policy Statement 3 (Housing)  
Planning Policy Guidance 13 (Transport)  
Planning Policy Guidance 15 (Planning & the Historic Environment)  
Planning Policy Guidance Note 16 (Archaeology and Planning)  
Planning Policy Statement 22 (Renewable Energy)  
Planning Policy Guidance 24 (Planning & Noise)  
Planning Policy Statement 25 (Development & Flood Risk)  
Good Practice Guide on Planning for Tourism  
Council's Supplementary Planning Guidance - Noise  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Guidance - Planning Obligations  
Supplementary Planning Document - Residential Layouts  
Supplementary Planning Document - Accessible Hillingdon

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## Notes



Site boundary

For identification purposes only.

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Site Address

**452, 456, 460 - 470 rear of  
Bath Road  
Longford**

Planning Application Ref:

**65419/APP/2010/2860**

Planning Committee

**Central and South**

Scale

**1:2,500**

Date

**February  
2011**

**LONDON BOROUGH  
OF HILLINGDON**

**Planning, Environment  
& Community Services**

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