

Report of the Head of Planning & Enforcement Services

Address HEATHROW SUMMIT CENTRE SKYPORT DRIVE HARMONDSWORTH

Development: Redevelopment of the site to provide a 301 bedroom hotel (Class C1) and 4 new industrial units accommodating a combined total 9,562sq.m of floor space (Use Classes B1(b), B1(c), B2 and B8) alterations to access arrangements (including from Hatch Lane), associated landscaping and car parking together (involving demolition of the existing buildings on site).

LBH Ref Nos: 9420/APP/2011/2119

Drawing Nos: 1304-01 Sht. 2 Rev. H (Layout Showing Proposed Landscaping Areas)
1304-02 Sht 1 Rev. K (Layout Showing Proposed Landscaping for Planning)
1304-02 Sht 2 Rev. J (Layout Showing Proposed Landscaping for Planning)
4016-217 (SWEPT Analysis for hotel coach bays)
12-T-00-0171-Z00 (acoustic gabion green wall)
AECOM Noise Impact Assessment Rev. 6 dated 10 December 2012
Design and Access Statement Addendum, dated November 2012
Heritage Advice Note produced by Heritage Collective LLP dated October 2012
Full Interim Hotel Travel Plan (Bellamy Rogers)
Full Interim Employment Site Travel Plan (Bellamy Rogers)
Transport Assessment (Bellamy Rogers), dated August 2011
Energy Statement (AECOM) - August 2011
Consultation Statement (GL Hearn) - August 2011
NK016731 0230 (Proposed Unit 1 & Unit 2 (Building Elevations)
NK016731 0231 (Proposed Unit 3 Building Elevations)
Arboricultural Survey & AIA (Viewpoint Associates) - Updated Report November 2012
Verified Views Methodology Appendix - September 2011
9912-T-00-0100-ZXX Rev. 1 (existing site plan)
Geotechnical and Geo-Environmental Desk Study Report (AECOM) - August 2011
9912-T-00-0110-Z00 Rev. 4 (masterplan)
AECOM Noise Impact Assessment Rev. 6 dated 10 December 2012
9912-T-00-0120-ZXX Rev. 1 (existing context elevation)
Landscape Management Manual Report (Viewpoint Associates) - Updated Report November 2012
Soft Landscape Specification Report (Viewpoint Associates) - Update November 2012
Planning Statement (CBRE) - August 2011
Employment Land Statement (CBRE) - August 2011
Ecological Report (AECOM) - August 2011
External Noise Survey Report (AECOM) - dated August 2011
CBRE Letter (16.11.2011) Additional Noise Report
Air Quality Report (AECOM) - August 2011
Flood Risk Assessment (AECOM) - August 2011
Sustainability Statement (AECOM) - August 2011
9912-T-00-0140-ZAA Rev. 1 (section AA)
9912-T-00-0141-ZBB Rev. 1 (section BB)

9912-T-00-0121-ZXX Rev. 3 (proposed context elevation)
 9912-T-01-0130-Z00 Rev. 2 (hotel ground floor plan)
 9912-T-01-0131-Z01 Rev. 2 (hotel 1st floor plan)
 9912-T-01-0132-ZT1 Rev. 2 (hotel 2nd and 3rd floor plan)
 9912-T-01-0133-Z04 Rev. 2 (hotel 4th floor plan)
 9912-T-01-0134-Z06 Rev. 2 (hotel roof plan)
 9912-T-01-0142-ZCC Rev. 2 (section CC)
 9912-T-00-0143-ZDD Rev. 1 (section DD)
 9912-T-00-0150-ZEA Rev. 1 (east elevation)
 9912-T-01-0151-ZSO Rev. 1 (south elevation)
 9912-T-00-0152-ZWE Rev. 1 (west elevation)
 9912-T-00-0153-ZNO Rev. 1 (north elevation)
 9912-T-00-0160-ZT1 Rev. 1 (outh elevation typical bay
 Design & Access Statement (EPR)
 9912-T-00-0161-ZT2 Rev. 1 (east elevation typical bay)
 NK016731 0200 (proposed site layout)
 NK016731 0201 (existing site layout)
 NK016731 0210 (Proposed Phase 1)
 NK016731 0211 (Proposed Phase 2a)
 NK016731 0212 (Proposed Phase 2b)
 NK016731 0213 Proposed Phase 2c)
 NK016731 0220 (Proposed Unit 1 Building & Office Plan)
 NK016731 0233 (Proposed Context Elevations)
 Heritage Advice Note produced by Heritage Collective LLP dated October
 2012
 Bellamy Roberts Transport Note
 Design and Access Statement Addendum, November 2012
 Archaeological Desk Based Assessment (CgMs) - August 2011
 AECOM Noise Impact Assessment Rev. 6 dated 10 December 2012
 NK016731 0221 (Proposed Unit 2 Building & Office Plan)
 NK016731 0222 (Proposed Unit 3 Building & Office Plan)
 NK016731 0223 (Proposed Unit 4 Building & Office Plan)
 NK016731 0232 Proposed Unit 4 Building Elevations)
 NK016731 0240 (Proposed Unit 1 & 2 Roof Plan)
 NK016731 0241 (Proposed Unit 3 Roof Plan)
 NK016731 0242 (Proposed Unit 4 Roof Plan)
 NK016731 0250 (Proposed Fencing Details)
 1304-01 Sht. 1 Rev. K (Layout Showing Proposed Landscaping Areas)

Date Plans Received: 30/08/2011 **Date(s) of Amendment(s):**
Date Application Valid: 30/08/2011

DEFERRED ON 21st December 2012 FOR SITE VISIT . 18th January 2012

The application was deferred from the 13 December 2011 planning committee to enable members to undertake a site visit and for additional information relating to the height of the proposed development in relation to the surrounding context to be provided. The deferred details are detailed below. However, in view of the substantive changes to the scheme since deferral and the change in policies both at Hillingdon and nationally with the National Planning Policy Framework the main body of the report has been updated.

SITE VISIT: Undertaken 18 January 2012

ADDITIONAL PLANS AND VIEW DETAILS RELATING TO HEIGHT:

The following amended and additional details have been provided:

9912-T-01-0000-ZXX (Height Study of Surrounding Buildings)
Design and Access Statement Addendum, November 2012 containing verified key view)
Committee Presentation containing existing views
Addendum Verified Views Methodology Appendix.

PLANNING OFFICER COMMENT:

The above information does not alter the overall massing of buildings within the proposed scheme, although layout of the industrial units has been amended and their height reduced by between 300mm and 600mm. However, it does seek to justify the massing in light of the heights of surrounding buildings.

ADDITIONAL INFORMATION RELATING TO IMPACT ON CONSERVATIONS AREA

The applicant provided the following statement in relation to the impact of the proposal on Conservation area:

"The nearest part of the CA to the proposed development are those immediately north of Skyport Drive beyond the Green Belt residential properties along Hatch Lane and Candover Close.

In relation to Candover Close the CA Statement sets out:

"5.3 Candover Close has a pleasing plan form, being shaped with rounded turning circles to the north and south ends. The points at which the turning circles open out are particularly attractive because the properties are set slightly back from the road on the corners, providing a good sense of space. The Close is characterised by semi-detached houses with hipped roofs of red tile, and front gables with sweeping rooflines. The finish of the properties varies, some are pebble-dashed while others are of brick.

5.4 Many of the properties have attractive low boundary walls and hedges, and attractive greenery to the frontages with trees visible to the front and through to the rear of the properties. The walls and hedges are important to the setting of the buildings and there will be a presumption in favour of retention of features contributing to the character of the area. "

Policy BE4 of the Hillingdon Local Plan: Part Two (November 2012) states new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy HE1 of the Hillingdon Local Plan: Part One (November 2012) recognises a commitment to conserve and enhance the Borough's heritage and their settings by ensuring new developments are of high quality design appropriate to the significance of the heritage asset, and sensitive to the wider historic environment .

In assessing the potential impact of the proposed hotel and new industrial development on the Conservation Area we must first consider its significance.

The Conservation Area Appraisal identifies that the area of greatest significance is the centre

of the village close to the High Street and views along this route; both features being located at the far side of the Conservation Area over the village. The proposed development is located some 650m south of the core area of historical significance and given the distance of the application site from the core element of the CA and the specific heritage assets of interest, the development proposals would not have any impact on that part of the Harmondsworth Conservation Area, including in particular the listed buildings.

Based on the commentary in the Conservation Area Appraisal, Candover Close, whilst identified as having a pleasing form, is not of notable significance to the Harmondsworth Conservation Area as a Heritage Asset, particularly compared to the historic core of the village. Furthermore, the street formation of the area and the housing arrangement, which is what makes the street so unique, is neither impacted on nor compromised visually by the proposed development.

The Design and Access Statement Addendum contains verified visual montages (Key Views) which have been produced to compare the difference between the existing and proposed views from properties located on Candover Close. These demonstrate that there would be no significant visual impact arising from the proposals and it is considered that the more subdued materials being used along this boundary actually improve the situation.

Additionally, the proposed landscaping zone around the development site provides a further buffer from the proposed development and its structured, year round, strategy is itself a major improvement.

In conclusion, the proposed development will not have any harmful impact on the nature or setting of the Harmondsworth Conservation Area. The proposals are therefore in accordance with Policy HE1 of the Hillingdon Local Plan: Part One (November 2012) and Policy BE4 of the Hillingdon Local Plan: Part Two (November 2012), and London Plan Policy 7.8.

PLANNING OFFICER COMMENT:

Officers consider the applicant's assessment to be an accurate picture of the impact of the proposal.

Given the significant separation between the proposed development and the core area of historical significance (and given the distance of the application site from the core element of the Harmondsworth Conservation Area) and the specific heritage assets of interest. It is considered that the development proposals would not have any impact on that part of the Harmondsworth Conservation Area , including in particular the listed buildings.

ADDITIONAL INFORMATION RELATING TO IMPACT OF THE HEIGHT AND MASS OF PROPOSED HOTEL IN THE STREET SCENE ON BATH ROAD:

The applicant has provided 2 verified views (photo montages) from Bath Road. One of these montages ('View 4') is taken from a bus stop located on the south side of the Bath Road to the east of the Chinese restaurant that occupies north east of Hatch Lane and Bath Road and another verified view ('View 5') from the east along the Colnbrook Bypass.

PLANNING OFFICER COMMENT:

From 'View 4' it is considered the verified perspective view highlights that the impact of the hotel when viewed from the west along the Bath Road is acceptable, the building would be screened by trees at a lower level would be an appropriate height having regard to the surrounding skyline and context. To the east, from long 'View 5' where the green buffer on the

Colnbrook bypass is greatest, the impact outside winter months would be virtually negligible (given the bulk is barely visible and screened by existing established dense tree cover that fronts the north side of the highway).

Viewing the hotel from the opposite side of the Colnbrook Bypass the 5 storey height of the hotel will be most apparent. However, care has been taken with the detailing of the elevations to reduce the visual bulk and the height of hotel is comparable to other hotels in the area. The Council's Urban Design Officer also considers the height of the hotel helps to distinguish it from the surrounding industrial units, enhancing the legibility of the built form and providing for enhanced interest in the roofscape. Overall, officers are of the view that the height is both appropriate and acceptable having regard to the context and surroundings of the site and that the development as a whole would achieve a high quality appearance which would enhance the surroundings.

An additional material consideration is paragraph 19 of the National Planning Policy Framework which states "The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system", the proposed development will secure the on-going use of the site, which is currently underutilised partly due to the sub-standard units, providing/retaining between 271 and 316 jobs within the borough when fully occupied (an increase of 139-184 from the existing situation).

Having regard to the acceptable design of the development, which is considered high quality by the Council's Urban Design Officer, and the need to balance any concerns with the economic benefits of the development it is not considered any objection to the proposal in terms of height would be sustainable.

1. SUMMARY

Planning permission is sought to redevelop the site to provide a 301 bedroom hotel (Class C1) and 4 new industrial units accommodating a combined total of 9,562sqm floor space (Use Classes B1(b), B1(c), B2 & B8) involving alterations to access arrangements (including from Hatch Lane) with landscaping and associated parking and demolition of the existing industrial building on site.

The proposed works represent a redevelopment of an industrial area located within a designated Industrial and Business Area (IBA). There is no objection in principle to the introduction of a hotel use within part of the site designated as an IBA in that a significant amount of Use Class B1 and B8 are also proposed within the wider site.

The applicant has demonstrated that the current specification of The Summit Centre does not meet the needs of modern occupiers with the loading yards inadequately sized for goods vehicles. The applicant has agreed to enter into a S106 legal agreement to ensure existing employment uses on the site will be retained (including throughout the construction stage) until their lease expires. An Employment Land Statement has been submitted with the application justifying the release of part of the industrial land and also outlining the significant employment and economic benefits the scheme would have for this part of Harmondsworth and the wider area.

This application was taken to the Central & South Planning Committee Planning Committee on 13 December 2011 with an officer recommendation for approval. The application was deferred following concerns raised by Members of the Committee with

regard to the height of the proposed scheme within the streetscene on Bath Road, the visual impact of the scheme upon the neighbouring Green Belt fields to the north of the site and with respect to the impact in visual amenity terms to the quality and character of the views looking out from the Harmondsworth Conservation Area (further to the north again).

Since deferral the scheme has been amended (although the height of the hotel remains the same as was previously proposed) and the industrial units have been subject of relatively minor lowering in the overall roof heights. However verified views of the scheme have been produced post deferral, taken from a site in the Green Belt land to the north and from a series of key locations along the Bath Road. It is considered this additional information demonstrates that the development will not have unacceptable impacts with respect to the concerns raised by Members. The proposed development is considered to deliver a high quality scheme, which would be in keeping with the character and appearance of the existing area.

The most significant change to this revised scheme since December 2011 is in terms of the layout of 2 of the 4 industrial units. The revised industrial unit layout would result in an unbroken building form along the Hatch Lane frontage that would mean the scheme can avoid the need for any acoustic barrier on Hatch Lane and protecting the houses on the opposite side of Hatch Lane from noise breakout from the loading bays serving the industrial unit and removing the necessity to limit the hours of operation of the 4 industrial units. The updated noise report also considers any potential for the noise arising from the hotel car park and from vehicles using Hatch Lane to access the site, it concludes that neither of these activities will result in an increase in noise which would be noticeable or harmful to nearby residents and this has been verified by the Environmental Protection Units Noise Officer. The original submission presented to Committee contained a requirement to control the hours of operation of the industrial units by planning condition, however this has been shown to undermine the future attractiveness/commercial viability of these units being let to existing and prospective new tenants. On the basis of the amended and additional information, the scheme as revised does not require a restriction on the hours of operation and not only represents an improved situation in terms of economic benefits (which is a material consideration) but also offers a greater level of protection to nearby occupiers from noise generated within the site.

Consideration has been given to the issue of traffic generation on the public highway and it is considered that the proposal would not have a detrimental effect on the existing highway given the level of vehicular movements expected. The revised layout provided added benefits in terms of not imposing potential noise and disturbance upon residential neighbours. Delivery and Service Plans will be attached to any approval mitigating further any potential for noise and disturbance. It is not considered that the proposed buildings would result in any undue loss of light, outlook or privacy to the adjoining commercial units or residential properties. The development would therefore not be detrimental to the character or amenities of surrounding properties.

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals deliver on these objectives securing the delivery of a significant level of new jobs including training and job opportunities for local people that will be secured through a Section 106 agreement.

The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and UDP policies and, accordingly, approval is recommended subject to appropriate conditions and planning obligations

2. RECOMMENDATION

2.1 That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning, Sport and Green Spaces to grant planning permission, subject to any relevant amendments agreed by the Head of Planning, Sport and Green Spaces and also those requested by the Greater London Authority and 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:

1. Transport:

i) All highways works required by the Council's Highway Engineer are to be implemented with the cost met by the applicant.

ii) A Pedestrian Environment Review System (PERS) audit will be undertaken and any necessary works identified by the audit implemented by the applicant.

iii) A bus stop audit within the vicinity of the site again will be undertaken and any necessary works identified by the audit implemented by the applicant.

2. Green Travel Plan including a Delivery and Servicing Management Plan: A Green Travel Plan including a Delivery and Servicing Management Plan (addressing both highway and noise impacts) will be provided for the operation of each unit/use on the site and a £20,000 bond provided to ensure compliance with the approved travel plan..

3. Construction Training: A contribution in the sum of £62,500.

4. Hospitality Training: A contribution in the sum of £20,000.

5. Air Quality: A contribution in the sum of £25,000.

6. Project Management and Monitoring Fee: in line with the SPD a financial contribution equal to 5% of the total cash contributions is to be secured to enable the management and monitoring of the resulting agreement.

7. Phasing: The phasing of the development, including the order and timing of development. Required to protect existing employment during works and ensure the delivery of the proposed industrial units.

b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement 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.

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 by the 28th March 2012, or any other period deemed appropriate by the Head of Planning, Sport and Green Spaces then

delegated authority be granted to the Head of Planning, Sport and Green Spaces to refuse the application for the following reason:

'The development has failed to secure obligations relating to transport, travel plans (including servicing and delivery plans), construction training, hospitality training, air quality monitoring/mitigation, or to ensure the appropriate phasing of the development. Accordingly, the proposal is contrary to policies R17, OE1, LE1, LE2, AM2, and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Air Quality SPG.'

e) That subject to the above, the application be deferred for determination by the Head of Planning, 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:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers NK016731 0230, NK016731 0231, 9912-T-00-0100-ZXX Rev. 1, 9912-T-00-0110-Z00 Rev. 4, 9912-T-00-0120-ZXX Rev. 1, 9912-T-00-0121-ZXX Rev. 3, 9912-T-01-0130-Z00 Rev. 2, 9912-T-01-0131-Z01 Rev. 2, 9912-T-01-0132-ZT1 Rev. 2, 9912-T-01-0133-Z04 Rev. 2, 9912-T-01-0134-Z06 Rev. 2, 9912-T-00-0140-ZAA Rev. 1, 9912-T-00 9912-T-00-0143-ZDD Rev. 1-0141-ZBB Rev. 1, 9912-T-01-0142-ZCC Rev. 2, 9912-T-00-0143-ZDD Rev. 1, 9912-T-00-0150-ZEA Rev. 1, 9912-T-01-0151-ZSO Rev. 1, 9912-T-00-0152-ZWE Rev. 1, 9912-T-00-0153-ZNO Rev. 1, 9912-T-00-0161-ZT2 Rev. 1, NK016731 0200, NK016731 0201, NK016731 0210, NK016731 0211, NK016731 0212, NK016731 0213, NK016731 0220, NK016731 0221, NK016731 0222, NK016731 0223, NK016731 0240, NK016731 0241, NK016731 0242, NK016731 0250, 1304-01 Sht. 1 Rev. K, 1304-02 Sht. 2 Rev. H, 1304-02 Sht 1 Rev. K, 1304-02 Sht 2 Rev. J, 4016-217, 12-T-00-0171-Z00 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part One and Part Two (November 2012) and the London Plan (July 2011).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Landscaping of the Site and Landscape Maintenance (Landscape Management Manual Report by Viewpoint Associates Updated Report November 2012, Soft Landscape Specification Report by Viewpoint Associates Updated Report November 2012)

Noise Mitigation Measures (AECOM External Noise Survey Report dated August 2012,

AECOM Noise Impact Assessment Rev. 6 dated 10 December 2012 and Dwg. 12-T-00-0171-Z00)

Thereafter the development shall be retained/maintained and managed in accordance with these details for as long as the development remains in existence.

REASON

To ensure that the development complies with the objectives of Policies BE38 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 COM7 Materials (Submission)

No phase of development shall take place until details of all materials and external surfaces for the relevant phase have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development of the relevant phase shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 COM9 Landscaping and Acoustic Barrier

No phase of development shall take place until a landscape scheme for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

- 1.a Planting plans (at a scale to be agreed with the Council's landscape Officer),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including demonstration that 20% of all parking spaces are served by electrical charging points)
- 2.e Hard Surfacing Materials

3. Details of the acoustic barrier and associated living wall between the hotel development and the industrial units.

4. Details of Landscape Maintenance

- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

Thereafter the development of each relevant phase shall be carried out and maintained in full accordance with the approved details for the relevant phase.

REASON

1) To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011); and

2) To ensure that the proposed development will protect the amenity of nearby residential properties from noise in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011).

6 COM6 Levels

No phase of development shall take place within either phase 1, phase 2a, phase 2b or phase 2c until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings within the relevant phase 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 of the relevant phase 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 COM29 No floodlighting

No floodlighting or other form of external lighting shall be installed within any phase unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority for the relevant phase. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is 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

1) To safeguard the amenity of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan Part Two Saved Policies (November 2012): and

2) To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare in accordance with Policy A6 of the Hillingdon Local Plan Part Two Saved Policies (November 2012).

8 NONSC Control of Lighting near Airport

Any 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 avoid endangering the safe operation of aircraft through confusion with

aeronautical ground lights or glare in accordance with Policy A6 of the Hillingdon Local Plan Part Two Saved Policies (November 2012).

9 COM31 Secured by Design

The buildings shall achieve '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). No building shall be occupied until accreditation for that building has been achieved including details of the provision of Closed Circuit Television to the buildings.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

10 DIS1 Provision for people with disabilities including car parking

Notwithstanding submitted plans no development with respect to phase 1 (the hotel) shall commence until full details have been submitted to and approved in writing by the local authority, and that these details shall demonstrate fully on plan that 10% of the hotel bedrooms are fully wheelchair accessible to BS 8300:2009 and these bedrooms contain a transfer space or handrail. In addition the plans shall demonstrate a further 5% of the hotel guest bedrooms are capable of full adaptation should future demand dictate.

No phase of development shall be occupied until the facilities for people with disabilities in the relevant phase have been implemented (including requisite parking space provision) as shown on approved plans and any further details agreed in respect of this condition.

The facilities thereafter shall be retained for the life of the development.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy AM13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 3.1, 3.8 and 7.2 of the London Plan (July 2011).

11 COM27 Traffic Arrangements

Development shall not begin within any phase, until details of all traffic arrangements relevant to that phase (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development in the relevant phase shall not be occupied until all approved works for the phase have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

12 NONSC Greater Detailed Energy Report

No phase of the development shall take place until an updated and more detailed Energy Report/Assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall set out the baseline (2010 building regulations) energy demand for each unit, the details of how each unit contributes to an overall 25% reduction carbon emissions, the types of technology to be used, the impact of the technologies on the baseline, the phasing of the technology and finally plans and elevations showing inclusion of the technology.

The assessment shall also include details of any plant, machinery or fuel burnt, as part of the energy provision for the development including pollutant emission rates with or without mitigation technologies.

Thereafter the development of the relevant phase shall not be carried out other than in accordance with the approved details and be retained as such for the life of the development.

REASON

1) To ensure the development contributes to a reduction in carbon emissions in accordance with London Plan Policy 5.2: and

2) To safeguard the amenity of neighbouring properties and mitigate impacts on Local Air Quality in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy 7.14 of the London Plan (July 2011) and the Council's Air Quality SPG.

13 H11 Visibility at Junctions

Unobstructed pedestrian visibility splays shall be provided and permanently maintained, within the applicant's land ownership, above a height of 1m on both sides of the entrances to the site along Hatch Lane and Skyport Drive, for a distance of at least 2.4m in both directions along the back edge of the footway or verge.

REASON

To ensure that adequate sight lines are provided and thereafter retained in the interests of highway safety in accordance with Policy AM7 of Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

14 COM30 Contaminated Land

(i) No phase of the development hereby permitted shall commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

(c) A written method statement providing details of the remediation scheme and how the

completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

(ii) If during development or works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed prior to occupation of the relevant phase and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

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 in accordance with policy OE11 of the Hillingdon Local Plan: Part One and Part Two (November 2012)

15 COM15 Sustainable Water Management

No phase of the development shall be commenced until a scheme for the provision of sustainable water management for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

ii. include a timetable for its implementation;

iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

No phase of the development shall be occupied until a scheme to demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling for the relevant phase has been submitted to and approved by the LPA.

This scheme will:

iv. provide details of water collection facilities to capture excess rainwater;

v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter 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 Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

and London Plan (July 2011) Policy 5.

16 NONSC Flood Risk Assessment

The development permitted by this planning permission shall only be carried out in accordance with the approved Material Reviewed: Summit Centre Flood Risk Assessment, Reference 3523, Job Number 60197775, dated August 2011 and the following mitigation measures detailed within the Flood Risk Assessment:

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

REASON

To prevent the increased risk of flooding in accordance with National Planning Policy Framework 25 and Policy 5.13 of the London Plan (July 2011).

17 NONSC Surface Water Drainage

Development shall not begin within any phase until a surface water drainage scheme for the relevant phase, 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.

REASON

To prevent the increased risk of flooding in accordance with Policy 5.15 of the London Plan (July 2011).

18 NONSC Risk Assessment

Prior to the commencement of development within any phase, the following components of a scheme to deal with the risks associated with contamination of the relevant phase shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:
 - (i) all previous uses.
 - (ii) potential contaminants associated with those uses.
 - (iii) a conceptual model of the site indicating sources, pathways and receptors.
 - (iv) 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 results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON

To protect ground and surface waters and to increase water efficiency in accordance with Policy 5.13 and 5.15 of the London Plan (July 2011).

19 NONSC Non Standard Condition

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: To protect ground and surface waters in accordance with PPS25 and Policy 5.13 of the London Plan (July 2011). Historical and current activities on this site could potentially result in contamination of the soils and/or groundwater and the site is underlain by a principal aquifer, the Taplow Gravels that is vulnerable to contamination. No soakaways may be installed in contaminated ground.

20 NONSC Piling

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

REASON

To protect ground and surface waters in accordance with PPS25 and Policy 5.13 of the London Plan (July 2011). Historical and current activities on this site could potentially result in contamination of the soils and/or groundwater. Piling operations have the potential to cause pollution by the creation of preferential pathways and the site is underlain by a principal aquifer, the Taplow Gravels that is vulnerable to contamination.

21 NONSC Bird Hazard Management Plan

Development shall not commence within any phase until a Bird Hazard Management Plan for the relevant phase 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. The Bird Hazard Management Plan for the relevant phase shall be implemented as approved, on completion of the development the phase 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 in accordance with Policy A6 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 NONSC Hotel Car Parking for Staff and Guests Only

The car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, 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 or short 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 Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

23 NONSC Level of Noise (Industrial & Hotel Units)

The rating level of the noise emitted from plant and machinery at the site, industrial and hotel units, shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential premises. 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 residential amenity of the occupiers of adjoining and nearby properties in accordance with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24 NONSC Non Standard Condition

No phased of the development shall commence until a demolition and construction logistics plan has been submitted to, and approved in writing by the Local Planning Authority. The plan shall detail:

- (i) 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).
- (ii) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (iii) The storage of demolition/construction materials on site.

Thereafter the development of each phase shall be carried out in accordance with the approved details for the full duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas and ensure that the development works do not result in adverse impacts on the highway network in accordance with Policy OE1 and AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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).

2 153 Compulsory Informative (2)

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

OL5	Development proposals adjacent to the Green Belt
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE25	Modernisation and improvement of industrial and business areas
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
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
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
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
NPPF	

3

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

4 111 **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).

5

The Council regards the provision of satisfactory noise levels in the hotel accommodation as being the responsibility of the developer. You are advised to ensure that suitable noise criteria are met in guest bedrooms and any staff accommodation. Advice on noise criteria is given in the Council's Supplementary Planning Document on noise.

6

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use best practicable means as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in The control of dust and emissions from construction and demolition: best practice guidelines, Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

7 112 Notification to Building Contractors

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

8 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

9 124 Works affecting the Public Highway - General

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

10 134 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of

buildings', or with

· BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

11 147 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).

12 143 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

13

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.

14

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).

15

You are advised to ensure visibility splays are maintained.

16

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

17

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.

18 I28 **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).

19

The hotel is to be located along the Bath Road which has poor air quality. In addition, the CHP plant is indicated on the roof of the hotel building along side the air handling units (AHUs). Every effort should be made at the design stage to ensure polluted air will not be drawn into the ventilation systems on site, and where this is unavoidable appropriate filtration or treatment measures are implemented.

Notes: In areas where there the air pollution levels are above, or close to, the national and European limits, this is designed to safeguard the future residents/users of the site from the ingress of the poor outdoor air quality. The design must take into account climate change pollutants and ensure there are no trade-offs between local and global pollutant emissions. Suitable ventilation systems will need to: take air from a clean location or treat the air and remove pollutants; designed to minimise energy usage; be sufficient to prevent summer overheating; have robust arrangements for maintenance.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located to the north of Heathrow Airport on the north-west corner of Bath Road (A4), which is also known as Colnbrook By-pass, and Hatch Lane junction. The site measures approximately 3 hectares and is currently occupied by The Summit Centre, six industrial units with ancillary offices, of two-storey or equivalent in height, arranged around a central courtyard and providing 16,089m² of floorspace in total. Three of these six units are currently vacant.

Car parking (264 spaces) is currently provided at the north of the site, in the central yard area, and also in a small car park towards the south east corner of the building, accessed off Hatch Lane. The main vehicular access to the site is via Skyport Drive to the north.

The main uses in the surrounding area include industrial, hotels, residential, an Immigration Centre and smaller commercial units. The land to the southern side of Bath Road is predominantly in the ownership of BAA and includes the airport plus land used for associated airport purposes; such as car parking and storage.

Development to the eastern side of Hatch Lane comprises a series of terraced and semi-detached residential properties and detached Chinese restaurant located at the junction of Hatch Lane and the A4. Land further east includes a mix of more commercial uses including hotels and offices.

Immediately to the west there is another area of industrial uses, and similarly, further west along Bath Road the area is characterised by a mix of uses including the Sheraton Hotel, the Harmondsworth Immigration Detention Centre and a large office/commercial development occupied by BAA.

To the north of the site, beyond Skyport Drive and a line of trees and landscaping, is an open green space designated as Green Belt. This area is bounded by industrial uses, including the immigration centre, to the west and residential development comprising the village of Harmondsworth to the north.

The site is identified in the Hillingdon Unitary Development Plan as an Industrial and Business Area (IBA). The Colnbrook By-Pass is designated as a Strategic Route.

3.2 Proposed Scheme

Planning permission is sought for the redevelopment of the site to provide a 301 bedroom hotel (Class C1) and 4 new industrial units accommodating a combined total 9,562sqm of floor space (Use Classes B1(b), B1(c), B2 & B8) alterations to access arrangements (including from Hatch Lane), associated landscaping and car parking. It is proposed to demolish the existing buildings on site.

The existing access point along Skyport Drive will be retained to give access to the proposed industrial units. The existing access on Hatch Lane will be relocated slightly to the north and will serve as the main entry point to the hotel and its associated car park.

The hotel will be located at the southwest of the site, fronting Bath Road, with parking to the east situated in front of the main entrance to the hotel. The hotel is made up of two five-storey bedroom wings linked by a full-height entrance atrium. Above ground level, the

wings are connected by link bridges overlooking the ground floor entrance space. Situated between the two wings is an open-air garden providing breakout space for the ground floor restaurant located off the main entrance. The hotel will be set back 6 metres from the rear of the Bath Road pavement to allow a green buffer zone along the Bath Road frontage.

The industrial development will provide a total of 9,562sq.m in floor space comprising the following: Unit 1 - 2124sq.m, Unit 2 - 3,447sq.m, Unit 3 - 1276sq.m and Unit 4 - 2715sq.m.

The four units are grouped around a central access spine which utilises the access from Skyport Drive. Each industrial unit will have its own secure service yard and dedicated staff parking area.

209 car parking spaces would be provided on the site, which would be allocated as follows:

Unit 1 (B1(b), B1(c), B2 & B8) - 15 spaces
Unit 2 (B1(b), B1(c), B2 & B8) - 32 spaces
Unit 3 (B1(b), B1(c), B2 & B8) - 11 spaces
Unit 4 (B1(b), B1(c), B2 & B8) - 23 spaces
Hotel (C1) - 128 spaces

The applicant has submitted a detailed Transport Assessment, which justifies the number of parking spaces and assesses the traffic impacts of the development. Interim Travel Plans, which sets out a framework of aims and objectives to manage the travel demand generated by the developments, have also been provided for the hotel and industrial site.

The layout of the proposal as a whole takes into consideration the proposed phasing of the development with phase 1 comprising the managed construction of the hotel followed by phase 2a (Industrial Units 1 & 2) and phase 2b (industrial Unit 3). Industrial Units 1, 2 and 3 shall be delivered no later than 3 years from first occupation of the hotel. The phasing of the development has been developed to take account of existing tenancies and allow business operations of various tenants to continue on site during the phased construction of the hotel and industrial components. Phase 2c will deliver Unit 4 when the industrial occupier of existing Unit 1 will be given the opportunity move into one of the new completed units on site.

Detailed technical studies have been produced to consider the environmental issues and constraints affecting the proposal, and cover Employment land, Ecology, Noise, Flood Risk, Sustainability, Energy, Geo-Environmental, Archaeological, Travel Plans, Transport Assessment, Consultation, Arboricultural and Landscape.

The following changes to the scheme have been made since it was last presented before Central & South Planning Committee in December 2011

A) Revised layout for the proposed industrial Units 1 and 2, as such that proposed unit 2 now sits parallel to Hatch Lane (as opposed to perpendicular) and that these Units 1 and 2 are now joined together to form a single continuous building frontage to Hatch Lane.

B) A minor increase in industrial floorspace within proposed Unit 2 of 218sq.m.

C) An increase, by 10 in number, in the provision of cycle parking spaces for the industrial development and a reduction in three car parking spaces (the 3 spaces lost to Unit 2).

D) A reduction of height to the industrial units of between 300mm and 650mm compared to the originally submitted proposals.

E) Relocation of the proposed PV cells to Unit 4 , but the level of PV cells at 146sq.m remains unchanged from the original proposals.

F) The provision of additional supporting information in the form of Verified [photomontage) Views of the proposed scheme and a Heritage Advice Note, the latter note regarding the affect of the proposed 5 storey hotel and other buildings on the significance, including setting, of the Harmondsworth Conservation Area.

3.3 Relevant Planning History

9420/BA/84/0319 Heathrow Summit Centre Skyport Drive Harmondsworth
Erection of 6 industrial units & provision of a widened access.

Decision: 19-02-1985 Approved

Comment on Relevant Planning History

The site has an extensive planning history dating back to the 1970s and would appear to have been in industrial or part-industrial use since at least that time. The Summit Centre, as seen now, appears to have been granted planning permission during the mid 1980s. The relevant planning history since then, both relevant to the entire site and to individual units, can be summarised as follows:

Entire site:

9420/BA/84/319: Erection of 6 industrial units and provision of a widened access - Approved 19/02/85

9420/BC/85/1414: Erection of clock tower - Approved 21/10/85

9420/BD/88/774: Extension to existing parking area and extension to existing vehicular access - Approved 28/06/88

9420/BE/92/1636: Provision of additional car parking spaces and closure of existing vehicular access onto Hatch Lane; Renewal of planning permission ref: 9420/BD/88/774: Approved 23/11/92

9420/BF/96/1008: Renewal of planning permission ref: 9420/BE/92/1636; Provision of additional car parking spaces and closure of existing vehicular access onto Hatch Lane - No Further Action 20/03/97

Units 1 & 2:

60495/APP/2005/992: Installation of new loading bay door and alterations to the external elevations - Approved 07/06/05

Unit 1:

41791/G/99/4018: Enlarge workshop area by removing partitioning and disused staircase, modification of mezzanine and enlargement of doorways - Approved 28/01/99

41791/APP/2002/619: Installation of roller shutter doors to rear of unit - Approved 05/07/02

41791/APP/2005/549: Change of use from Class B1(c) and B2 (Industrial with ancillary offices) to class B1 and B8 (unrestricted) - Approved 29/04/05

Unit 2:

41278/87/2527: Change of use from light industrial to warehouse (Class B8) and ancillary office/showroom/demonstration area and repair facility - Approved 24/05/88

41278/G/99/726: Change of use from Class B8 (Storage and Distribution) to mixed class B1 and Class B8 - Approved 18/05/99

Unit 4:

41879/B/96/1406: Change of use from Class B2 (Industrial) to Class B8 (Warehousing) including ancillary office and ancillary retail use - Approved 16/10/96

Unit 5:

41628/88/595: Change of use from industrial to storage (Class B8) with workshops, offices and canteen - Approved 26/04/88

Unit 6:

38121/86/263: Change of use to industrial use - Approved 19/03/86

4. Planning Policies and Standards

London Plan (July 2011)

National Planning Policy Framework

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.T4 (2012) Heathrow Airport
- PT1.EM6 (2012) Flood Risk Management
- PT1.T1 (2012) Accessible Local Destinations
- PT1.24 To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.
- PT1.25 To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.
- PT1.28 To encourage the provision of a range of hotel and conference facilities provided development does not harm the environment.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.39 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

BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE25	Modernisation and improvement of industrial and business areas
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
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
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
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
NPPF	

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 28th September 2011

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

With the original submission in 2011 consultation letters were sent to 230 local owner/occupiers and the Harmondsworth and Sipson Residents Association and the Harmondsworth Conservation Area Advisory Panel. The application was also advertised by way of site and press notices.

The applicant voluntarily wrote to the residents of Hatch Lane to advise them of the amendments at the time of submitting them and the Council has undertaken a re-consultation on the amended plans.

The consultation on the revised proposals elicited a single letter of objection from a resident in Harmondsworth raising the following points:

- (i) The site is a dangerous location for a hotel given its located on two main roads.
- (ii) The site car park is used by the customers of the Chinese restaurant opposite.
- (iii) The street drainage is not adequate and regular flooding incurs on Holloway Lane and Hatch Lane due to no foundation to the roads. This scheme will exacerbate the flooding problems.
- (iv) The airport authorities complained the hotel is too high.
- (v) There was a listed building previously on the site.
- (vi) Another hotel on Bath Road was responsible for breaking a sewer effecting residents drains in the area.
- (vii) A local business establishment is alleged to be guilty of not cleaning its fat traps on a regular basis which broke all the sewers on the area.
- (viii) Hotels, restaurants and food shops in the area are responsible for attracting rats to the area. Special bins should be used to aid the problem.
- (ix) The Council's plans for the Heathrow environs do not tally with plans that I have heard 1st hand from government inspectors when they visited the area in respect of other sites surrounding the airport.
- (x) The water table is very high in the area, this has caused problem with an other hotel in the area.
- (xi) Terminal 5 is sinking fast and the roof is cracking. The ground is moving across the whole of the south east with potential for flooding under the airport taxiways.
- (xii) The noise and pollution levels in the area are over the limit.

The consultation on the original proposals led to the receipt of 4 individual written representations raising the following concerns;

(i) This building is just outside of the Harmondsworth Conservation Area. Due to the height of the building, it will be clearly visible from within the conservation area and will detract from the surroundings.

(ii) Harmondsworth is the last Middlesex village where it is surrounded on all four sides by fields. This building will make the area less attractive.

(iii) The number of rooms is 301, the parking provision is much less, which means the majority of hotel residents and employees will end up parking in the Village or Candover Close.

(iv) We are already suffering from an excess amount of people parking their cars in the

conservation area for in excess of 2 weeks while they go on holiday The volume of traffic that runs through Hatch Lane and into the conservation area is making the road dangerous and polluted.

(v) The area where the hotel is to be built is in an area designated Locally Significant Industrial site and not an area for hotel growth, see LBH Core Strategy 2011.

(vi) Hatch Lane cannot stand any more traffic and the access required from Hatch Lane to proposed site will cause more congestion..

(vii) Office/warehouse unit layouts and hotel will increase level of traffic onto Hatch Lane.

Following the scheme's redesign and the submission of revised drawings in the autumn of 2012 a further round of public consultation took place with the original 230 local owner/occupiers and the Harmondsworth and Sipson Residents Association, alongside statutory consultees and internal specialist officers.

HARMONDSWORTH CONSERVATION AREA ADVISORY PANEL - comments received with the original submission

Harmondsworth Conservation Area Advisory Panel was consulted on the application and is opposed to the development for the following reasons;

1. The increased height of the industrial units compared with the present ones, and their siting much closer to Hatch Lane, will reduce the open, rural feel of the approach to Harmondsworth Conservation Area and so have a negative impact on it.
2. The height of the proposed hotel is out of keeping with its situation and will also have a negative impact on the approach to the Conservation Area, dwarfing all the existing buildings in the area.
3. The height and mass of the development means that the buildings will intrude into the views across the green belt land from the southern part of the Conservation Area, reducing the quality of its setting.
4. Although a voluminous transport assessment has been submitted, it does not seem to reflect the reality of regular peak hour congestion at the junction of Hatch Lane with the Bath Road. Adding another major junction onto Hatch Lane so close to the traffic lights will only add to this problem, as will the proposed barriers to the hotel parking.
5. Despite the laudable efforts to persuade the hotel staff and guests to use public transport, we believe that there will be an additional demand for parking in the locality, especially as the application says the hotel will not encourage park-and-fly arrangements; the guests will just street park in Harmondsworth village, creating nuisance and knock-on parking problems for residents.
6. The London Plan designates the area of this site as an industrial zone. As there is so much hotel development in the immediate vicinity we hope this site will remain in industrial use so a variety of land-use is preserved.

HARMONDSWORTH & SIPSON RESIDENTS ASSOCIATION comments received with the original submission

We raise the following concerns:

- (i) A hotel which has the potential to exert a negative impact on both the environment and local community.
- (ii) Height of the hotel is considered excessive.
- (iii) The overall design is lacklustre and yet another concrete and glass monstrosity on the

landscape.

(iv) Hotel jobs will not necessarily be taken up by local residents and hotel workers may not support community facilities.

(v) This hotel will not have any facilities on site which can be utilized by local residents whereas other hotels are able to offer restaurants, bars, meeting rooms, spas and swimming pools.

(vi) Users of the Chinese Restaurant currently use this site to leave their vehicles as the restaurant car park is too small for the venue and cars turning on and out of both premises currently add to the congestion of the junction of the Bath Road and Hatch Lane. There are concerns that alternative parking will be sought in the village.

ENGLISH HERITAGE - received with the original submission

The present proposals are not considered to have an affect on any significant heritage assets of archaeological interest, due to the past levels of build on the site. I would therefore advise that any requirement for pre- or post-determination archaeological assessment/evaluation of this site in respect to the current application could be waived.

ENVIRONMENT AGENCY - comments remain as per the original submission

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

Condition 1:

The development permitted by this planning permission shall only be carried out in accordance with the approved Material Reviewed: Summit Centre Flood Risk Assessment, Reference 3523, Job Number 60197775, dated August 2011 and the following mitigation measures detailed within the Flood Risk Assessment:

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

REASON: To minimise flood risk.

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.

REASON: To minimise flood risk.

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:
 - (i) all previous uses
 - (ii) potential contaminants associated with those uses
 - (iii) a conceptual model of the site indicating sources, pathways and receptors
 - (iv) 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 results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON: To protect ground and surface waters.

Advice for condition 3:

We support the recommendations made in the document Geotechnical and Geo-environmental Report attached to the planning application stating that, based on the findings of the geo-environmental and geotechnical assessments, it is recommended that further ground investigation and appraisal work is carried out on this site. The report states that this recommendation is based on historical and current activities that could potentially result in contamination of the soils and/or groundwater.

Condition 4:

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: To protect ground and surface waters. Historical and current activities on this site could potentially result in contamination of the soils and/or groundwater and the site is underlain by a principal aquifer, the Taplow Gravels that is vulnerable to contamination. No soakaways may be installed in contaminated ground.

Condition 5:

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

REASON: To protect ground and surface waters. Historical and current activities on this site could potentially result in contamination of the soils and/or groundwater. Piling operations have the potential to cause pollution by the creation of preferential pathways and the site is underlain by a principal aquifer, the Taplow Gravels that is vulnerable to contamination.

BAA AERODROME SAFEGUARDING - revised comments

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria.

To avoid this potential conflict the 2 following relevant conditions relating to the submission of a Bird Hazard Management Plan should be attached to any planning permission and the Control of Lighting on the Proposed Development

"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 avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare.

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

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. An informative to that effect should be added drawing the applicants 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.

NATIONAL AIR TRAFFIC SERVICES (N A T S) - comments received as per original submission

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

THAMES WATER - comments as per the original submission

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of the application. Should the local planning authority 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 work, has been submitted to and approved by the local planning authority in consultation with the sewage undertaker. No discharge of foul or surface water from the site shall be accepted into the public 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. "

For Information purpose only

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. REASON: To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

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.

TRANSPORT FOR LONDON - received a series of revised comments:

Parking:

The additional documents submitted for the amended proposal stated that the amended proposal includes a reduction of three parking spaces for unit 2 from the original proposal. This level of car parking across the scheme is fine.

Electric Vehicle Charging Points

TfL welcomes the proposal to provide electric vehicle charging points (ECVP's) close to the hotel entrance. TfL are satisfied with the provision of 25 for hotel users plus 2 for hotel staff and the requisite 20% level of provision for the industrial units.

Disabled Parking Spaces:

The proposed provision of 12 disabled spaces for the hotel and 11 disabled spaces for the industrial units comply with the London Plan standards requiring disabled parking to be provided at 5% of the total capacity and a further 5% should be capable of enlargement for future provision. TfL would be satisfied with the officer's recommendation that submission of details of ECVP provision be secured by condition.

Coaches:

A total of 3 coach parking spaces are proposed. The London Plan states that hotel developments should provide coach parking at 1 space per 50 rooms which equates to 6 coach parking spaces to serve the site. On balance, given the location and nature of the site, TfL considers that the proposal to provide only 3 coach parking bays is reasonable. TfL would be satisfied with this coach parking arrangement following submission of swept path analysis for coach access would be secured by condition.

Cycling:

A total of 16 cycle parking spaces are proposed for the hotel use; 10 for staff and 6 for use by visitors. London Plan policy 6.9 Cycling states in table 6.3 that 1 space should be provided per 10 members of staff. TfL therefore welcome this level of provision. A total of 32 cycle parking spaces were originally proposed for the industrial uses. The amended proposal provides an additional 10 (8 for unit 2 and 2 for unit 4) cycle spaces; this equates to a total of 42 spaces. This figure also complies with London Plan standards and is therefore supported by TfL.

Walking:

With the original proposals, TfL requested that a PERS (pedestrian environmental review system) assessment be carried out to identify improvements that could be made for pedestrians, cyclists and wheelchair users on routes to and from the site with a particular focus at the A4/Hatch Lane junction. This should be submitted for the local and highway authority's review prior to the committee to consider the proposal; hence improvements would be secured by S106 obligation.

Trip Generation:

The trip generation assessment to support the original proposals remains acceptable as the

amendments do not result in any change to highway or traffic impact.

Buses:

As with the original proposals, TfL requests that a bus stop audit is undertaken on the two nearest stops along Bath Road and Hatch Lane in line with TfL's Bus Stop Accessibility Guidance. A financial contribution towards upgrades should also be secured if needed. TfL is nevertheless satisfied with the officer's recommendation in the previous committee report that such audit and contribution will be secured by obligation. For information, the total cost of upgrading a bus stop is approximately £20,000 per stop. The section 106 agreement should allow for such a capped sum per stop to be reviewed.

Servicing, deliveries and construction:

TfL requests the submission of a Delivery Servicing Plan (DSP) and Construction Management Plan (CMP) to comply with London Plan policy 6.14 Freight. The DSP must now form part of the travel plan as set out in TfL guidance. TfL is satisfied with the previous committee recommendation that these will be secured by condition.

Travel Plan

TfL requests the submission of a Travel Plan to be secured by obligation. This should include but not be limited to travel information for staff and guests, the provision of shower and locker facilities for staff, cycle training for staff and upfront loans for staff to purchase bikes or travel cards. TfL is satisfied with the previous committee recommendation that this would be secured by obligation to comply with London Plan (2011) Policy 6.3 Assessing effects of development on transport capacity.

CONCLUSION:

In summary, TfL considers that the principle of this application is generally acceptable. TfL supports Hillingdon's approach taken with the original proposals with regard to the recommendation that travel plan, DSP, CMP, swept path analysis for coaches, bus stop audit and contribution toward upgrade would be secured by conditions or obligations. However, TfL considers that PERs assessment should be submitted before the Council's committee to consider the proposal; as such pedestrian improvements would be subsequently secured by obligation.

GREATER LONDON AUTHORITY - Initial Response

The Mayor of London's Stage 1 (PDU/2528/01 dated 17 October 2011) can be summarised as follows

London Plan policies on hotel use, loss of industrial land, urban design and landscaping, inclusive design, sustainable development, flooding, employment and training, transport and parking are the relevant strategic issues to this application. The application complies with some of these policies but not with others, for the following reasons:

(i) Hotel use and employment: The proposed development for hotel and industrial uses is acceptable.

(ii) Urban design: The issues relating to design have been addressed.

(iii) Inclusive design: The access arrangement incorporates the principles of inclusive design, however all the provisions should be secured through condition.

(iv) Sustainable development: The proposed energy strategy complies with the London Plan. However, the applicant should confirm the location of the proposed combined heat and power plant and the floor area of this plant room.

(v) Flooding: The proposal complies with the London Plan. The mitigation measures should be secured.

(vi) Employment and training: A strategy should be submitted incorporating hospitality training to the local people. These should be secured as part of the s106 agreement.

The Council should impose all the necessary and appropriate conditions to secure the above.

GREATER LONDON AUTHORITY - reponse to amended plans

Following receipt of the revised/amended plans submitted on 9 October 2012. The GLA case officer provided further comments on aspects of the proposal which are summarised below.

Design Layout:

The revised layout for Units 1 & 2 can be considered acceptable if visual permeability is created between Hatch Lane and what happens inside the Units. However, the GLA maintain concerns that the level of activity and permeability on this elevation should be increased so as to increase overlooking and natural surveillance of the street.

Transport:

The GLA advise to refer to TfL's comments sent by separate cover [refer to TfL comments reported above].

The GLA consider the principle of this application as generally acceptable.

Note:

Finally, the applicant should address all outstanding issues raised above and those raised at stage 1 (PDU/2528/01 dated 17 October 2011).

PLANNING CASE OFFICER COMMENT - The comments of the Greater London Authority in respect of design are noted, however it is important to find the correct balance between material planning considerations and in this instance, the layout is influenced by the need to provide the maximum protection to the residential properties from noise arising from the proposed use.

The design and landscaping has been given careful consideration in order to provide the most appropriate appearance within the street. It is considered that adequate natural surveillance of the street is provided by the existing residential properties and that any amendments to increase permeability of the site would have detrimental impacts on the amenity of these residents and result in a convoluted internal layout to the units and site overall.

METROPOLITAN POLICE CRIME PREVENTION DESIGN ADVISOR:

Subject to provision of site CCTV that can be addressed by means of imposition of the standard Secure by Design condition no objection

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT - NOISE OFFICER

I refer to the above application for demolition of existing buildings and redevelopment to provide a 301 bedroom hotel and 4 new industrial units, associated landscaping and car parking together with revised access from Hatch Lane.

My comment on noise issues are given below. I have considered the Noise Impact Assessment

report prepared by Aecom in its final form dated 10 Dec 2012, and also the earlier External Noise Survey report prepared by Aecom dated 10 August 2011.

Road traffic noise

Road traffic noise is considered in section 4 of the noise impact report. Road traffic using Hatch Lane to access the service area of the hotel and the redeveloped industrial units is expected to change the traffic flows entering the application site. This change has the potential to influence the noise level at nearby residential properties in Hatch Lane. Comparisons between the predicted peak hourly traffic flow and the existing peak hourly flow indicate an increase in noise of 0.3 dB. A comparison of the predicted and existing 18 hour traffic flows has also been undertaken and an increase in noise of 1.2 dB has been predicted.

The report concludes that these road traffic noise increases will not be noticeable to the nearest residents, and that there will be no increase in noise disturbance as a result of the increase in road traffic associated with the scheme.

Car park noise

Car park noise is considered in section 5 of the noise impact report. The car park to the front of the site which serves the hotel will be larger than the existing car park and the report contains an assessment of noise resulting from vehicular activity in the new car park. Car park noise has been assessed in relation to the nearest residential properties in Hatch Lane.

The assessment takes account of noise from cars manoeuvring, car doors being slammed and car radios being played. These individual events have been combined based on worst case assumptions about the maximum number of noise events which may happen within the car park during the busiest hour. The assessment is claimed to be cautious because all of the noise has been assumed to occur in the car parking spaces nearest to the residential neighbours.

The car park noise has been assessed using the principles of BS4142. It is shown that the day time BS4142 rating level is at least 5 dB below the background noise level, while car park noise at night will be even less. Maximum noise levels from car park activities are also considered. The loudest typical event from cars manoeuvring in the closest car parking bay to the residents is predicted to be 56 dB L_{Amax}. This is claimed to be well below current ambient noise L_{Amax} noise levels. The report acknowledges that car horns and car alarms will produce higher noise levels, but assumes that the occurrence of such activities will be low within the proposed car park area.

The report concludes that noise from vehicle activity within the hotel car park will be at such a level so as to satisfactorily minimise the risk of noise disturbance to residential neighbours.

Delivery vehicle noise

Delivery noise is considered in section 6 of the noise impact report. The report contains an assessment of risk of noise disturbance to residents in Hatch Lane due to delivery yard activity associated with the 4 new industrial units. The assessment takes account of noise screening provided by the industrial units 1 and 2 nearest to the residential properties in Hatch Lane. In the present scheme, these two units have been combined as one large building. This provides improved screening compared with a previous scheme in which the buildings of the two units were separate so allowing noise to pass between them.

The final version of the noise report also takes account of the provision of a noise barrier to be provided along part of the southern boundary of the delivery yard. This noise barrier is in the form of a 9m gabion wall. The noise barrier is provided specifically to screen delivery yard noise propagation to the dwellings at the southern end of Hatch Lane. The plan submitted showing this noise barrier shows a gap between the gabion wall and the industrial unit 2. It is important that this gap is closed in order to avoid acoustic leakage reducing the performance of the gabion wall as a

noise barrier.

An assessment of delivery yard noise at residential properties in Hatch Lane has been carried out. The delivery yard noise predictions take account of noise from four specific activities: operating the heat rejection equipment serving a refrigerated lorry; unloading activities using a pallet truck; operation of a tailgate lift; and the slamming of lorry door. The assessment assumes that all 4 units will have deliveries simultaneously.

Daytime and night time BS4142 assessments have been carried out. The rating levels for daytime and night time noise are respectively 15 dB and 5 dB less than background noise. These noise levels meet the Council's requirement for the rating level to be at least 5 dB below the background noise level. The report also gives a prediction of the maximum noise level for the loudest delivery activity event as 37 dB LAmax. This is claimed to be well below current ambient noise LAmax noise levels. On the basis of the noise assessment carried out, the report claims that noise levels from unfettered delivery activities will be at such a level as to satisfactorily minimise the risk of noise disturbance to residential neighbours.

The delivery yard noise has been assessed on the basis that lorries use a dock leveller or dock shelter where provide or are backed up to the loading bay doors as opposed to unloading outdoors in the delivery yard. It is also important to minimise noise from engine running, radios and reversing alarms. In order to control noise from these activities, I suggest that a condition should be imposed requiring a delivery management plan. I understand that the applicants have proposed a form of wording for such a delivery management plan. A recommended condition to secure provision and implementation of the plan is given below.

Condition Delivery management plan

The development shall not begin until a delivery management plan which specifies the provisions to be made for the control of noise from delivery, loading and unloading activities at the industrial units has been submitted to and approved in writing by the Local Planning Authority. The delivery management plan shall include such combination of physical, administrative and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

With provision of the 9m gabion wall (and closing of the gap as mentioned) and a delivery management plan as above, I suggest that there is no justification for restricting operating hours of the 4 industrial units in order to protect residential amenity. It is understood that there is no hours restriction on use of the existing industrial units at the site.

Building services noise

Building service noise is considered in section 7 of the noise impact report. The report acknowledges that building services plant noise emission associated with the development should be controlled so as not to cause disturbance to residential neighbours. For this purpose, I recommend the following condition.

Condition plant noise

The rating level of the noise emitted from plant and machinery at the site shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential premises. 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.

Hotel noise issues

I have considered noise sources relating to the proposed hotel forming part of the development. Hotel car park noise is discussed above. Other potential noise sources at the hotel include entertainment, vehicle deliveries and plant noise. The latter is dealt with by the above plant noise condition. As regards entertainment and deliveries, I believe that the hotel is sufficiently far from the nearest residential properties in Hatch Lane for noise from these sources not to be a problem.

The Aecom External Noise Survey report contains measurements of external noise and makes recommendations for the necessary sound insulation performance of the hotel facades in order to achieve satisfactory internal noise levels. The provision of satisfactory noise levels within guest bedrooms and other accommodation at the hotel is regarded as a matter for developers. I therefore suggest that this issue can be dealt with by the following informative.

Informative hotel accommodation

The Council regards the provision of satisfactory noise levels in the hotel accommodation as being the responsibility of the developer. You are advised to ensure that suitable noise criteria are met in guest bedrooms and any staff accommodation. Advice on noise criteria is given in the Council's Supplementary Planning Document on noise.

Construction noise

In order to control environmental problems during demolition and construction, I recommend use of the following informative.

Informative - construction

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use best practicable means as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in The control of dust and emissions from construction and demolition: best practice guidelines , Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

Provided the conditions and informatives as above are applied, I have no objection to the proposal on noise grounds.

PLANNING OFFICER RESPONSE

The conditions sought by EPU relating to noise from delivery and servicing of the hotel and industrial unit are considered better dealt with by insertion within the individual Green Travel Plans for the future occupants of the industrial units and the hotel operator and are dealt with by the

section 106 agreement

URBAN DESIGN OFFICER:

These comments are based on the revised proposal whereby Units 1 and 2 have been re-orientated along Hatch Lane and reduced in height, and the elevations of all four of the business units have been amended with a greater vertical emphasis being proposed.

The application is accompanied by a series of verified views which enable a fuller assessment to be made as to the visual impact of the scheme from a range of vantage points including, sensitively, across green belt land.

This response provides a design assessment of the revised scheme including an assessment of the visual impact of the proposal based on the submitted existing and proposed verified views. It also provides an assessment of the impact of the five storey element of the scheme, the proposed hotel, located in the south west corner of the site fronting Colnbrook By-Pass.

Boundary Treatment and Landscaping

The site is bounded by significantly contrasting edges with two storey houses to the east, industrial 'sheds' to the west, a large expanse of surface car parking to the south, and greenbelt to the north.

The proposals have addressed the boundary treatment effectively and in response to these varying edge conditions with the introduction of a combination of hedging, brick walls, and formal tree and shrub planting. The effect is to create a soft perimeter edge to the site where it abuts the public realm with the northern edge, closest to the green belt, appropriately comprising dense tree and shrub planting. This will create an effective green screen to this most sensitive edge.

The removal of the previously proposed 5m acoustic barrier to Hatch Lane is a marked improvement.

The boundary treatment and associated landscaping will have a beneficial impact on the streetscene and when viewed from near and afar including from across green belt land to the north.

Elevational Treatment and reduction in height

The proposed amendments to the elevations introduce a stronger vertical expression to the facades of the 'sheds'. This has the beneficial effect of reducing the effect of the buildings' massing by creating both rhythm and a quiet animation to the facades. The designs are reflective of the function of the buildings but ensure that their visual impact is reduced through this simple detailing. Coupled with the slight reduction in height, the changes are considered beneficial and acceptable.

Verified Views - Impact Assessment

Verified views enable the assessment of the visual impact of the proposals as viewed from the surrounding context. Each of the five verified views is considered:

Views 1 & 2 - these are taken from the north looking southwards to the site, as viewed across the adjacent swathe of green belt land. The revised elevations and reduction in storey height to units 1, 3 and 4 result in a visual improvement with the contrasting vertical expression reducing the impact of the massing while subtly animating the elevation and yet not over-emphasising the buildings. The result is a 'quiet' as opposed to a 'dead' edge.

The impact of the height of the hotel from these vantage points is minimal. However the impact of the varying heights on the site as a result of the higher hotel element has the beneficial effect of creating variation to the roofscape which in turn helps to mitigate the impact of the overall mass of the site and that which is typically associated with industrial shed architecture.

Impact: Neutral

View 3 - The resulting impact from this vantage point is considered to be neutral. The landscaped boundary treatment to the fore with the clean lines and vertical fenestration of the buildings to the rear do not detract from the streetscape given the nature of the site and the function of the proposed buildings.

Impact: Neutral

View 4 - The hotel is visible from this vantage point. However, its height is not excessive in relation to the surrounding context both to the foreground of the view and those buildings visible in the background. Furthermore the proposed tree belt boundary treatment further reduces the impact of the mass and height of the proposed building. The architecture is simple and will not stand out as a prominent landmark in the area. From this angle the impact of the view of the hotel is therefore acceptable.

Impact: Neutral

View 5 - The hotel is visible albeit through dense tree cover. From this vantage point the visual impact of the development is imperceptible.

Impact: Neutral

Hotel Height Impact

The general storey height ambient of the locality is two to three stories. However there are two further hotels located within 200m of the proposed hotel, to the west and east of the site along Colnbrook By-Pass, each of a similar height at five storeys. This storey height helps distinguish the hotels from the surrounding industrial/warehousing uses, enhancing the legibility of the built form.

The change in height of the hotel from the surrounding existing and proposed new 'sheds' also reduces the potential monotony of a single level roofscape and is therefore beneficial in this respect as well.

Immediately to the south of the hotel site is a large expanse of surface car parking on which the proposed hotel will have no harmful impact. To the site's west lie a series of large warehouse sheds whose setting will similarly be unimpaired as a result of the height of the proposed hotel. The houses to Hatch Lane are separated from the hotel site by units 1 and 2, the road, and the proposed tree planting to the perimeter of the site. These houses will therefore not be impacted upon as a result of the 5 storey height proposed.

The siting of the hotel is set well back from the edge of the greenbelt land to the north and is further screened by Units 1, 3 and 4 together with proposed new tree planting to the northern perimeter.

Given the characteristics of the surrounding context and of the site itself, the proposed height of the hotel is considered to be acceptable and has been demonstrated as not resulting in having a detrimental visual impact when viewed from a number of vantage points including when viewed from the north across designated green belt.

ENVIRONMENTAL PROTECTION UNIT - AIR QUALITY AND LAND CONTAMINATION

The following information was submitted with regard to air quality:

- Air Quality, by AECOM for PRUPIM, Summit Centre, Heathrow (August 2011)
- Full Interim Employment Site Travel Plan by Bellamy Roberts for PRUPIM, Summit Centre, Heathrow (August 2011)

The following information was submitted with regard to land contamination:

· Geotechnical and Geoenvironmental Report (desk study) by AECOM for PRUPIM, Summit Centre, Heathrow (August 2011)

Please consider the following comments with regard to air quality and land contamination. Comments and a condition to deal with potential dust nuisance from the demolition/construction works have been provided separately. These need to be taken on board as there are residential receptors nearby. Noise comments are also due.

AIR QUALITY

The proposed development is within the declared AQMA and in an area which currently appears to be close to the European Union limit value for annual mean nitrogen dioxide, and may be exceeding the EU limit value adjacent to the Bath Road. The air quality assessment indicates the magnitude of the impact as imperceptible for 2015 (based on estimates for background levels and traffic only). A slight drop in NO₂ has been indicated in the modelling due to changes in the vehicle fleet at some receptors. NO₂ levels are indicated as remaining above the EU limit value at one receptor only, at 388 Bath Road in 2015.

It should be noted the air quality assessment is limited to background levels of pollution and from traffic generated by the proposed development (as set out by Bellamy Roberts traffic engineers) and the impact has been identified as imperceptible. Separate calculation of emissions was provided for the Gas powered CHP. The report notes assumptions had to be made at the time of the assessment such as 10 metre stack height. The assessment results for this based on advice in LAQM.TG(09) suggests emissions from a combustion source is likely to be below 1 mg/m³ annual mean ground level concentration for both NO₂ and PM₁₀. This may still be sufficient to push the NO₂ levels close to and possibly slightly over the EU limit value at some of the identified sensitive receptors and could represent a small increase (i.e. >0.4 mg/m³ increase) overall at many of the receptors.

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.

Hotel Proposal

The following conditions are advised specifically in connection the proposed hotel. The hotel is to be located along the Bath Road which has poor air quality. In addition, the CHP plant is indicated on the roof of the hotel building along side the air handling units (AHUs). As a precaution the following condition is advised. Every effort should be made at the design stage to ensure polluted air will not drawn into the ventilation systems on site, and where this is unavoidable appropriate filtration or treatment measures are implemented.

Based on the Energy Statement a 150 kWe CHP has been recommended alongside PV. It is not clear if this was the specification used in the air quality assessment which states the estimated gas consumption will be 346,398 m³/annum and a number of assumptions were made due to a lack of data to inform the assessment. The drawings indicate the CHP will be located at the hotel site. The following condition is advised in order to ensure relevant information with regard to pollution emissions from the energy provision at the site is provided, so that mitigation measures can be

agreed and implemented if necessary, as part of the development.

No travel plan has been submitted for the hotel development. This needs to be given due consideration to ensure sustainable modes of transport are available to staff and customers of the hotel.

Industrial/Commercial, Employment Units Proposal

The following condition is advised for the commercial aspect of the application. This development is within the boundaries of the London Low Emission Zone (LEZ) which sets strict pollutant emissions criteria for entry of certain types of diesel vehicles into the area within the M25. However, as this development is also within a declared AQMA and within an area already exceeding European Union limit values a detailed environmental management plan aimed at reducing emissions from the fleet is also required for the operational phase of the development. This should include, for example, selecting delivery companies who can demonstrate their commitment to following best practice such as the Freight Operator Recognition Scheme (FORS).

A full interim employment site travel plan has been submitted with the application. It includes proposals for electric charging points etc. for each unit. Prupim will retain responsibility for overall co-ordination of travel plans for the employment aspect of the development. It is proposed that full travel plans will be submitted for approval and implemented within 3 months of first occupation of each unit.

It should be noted besides the use of PV on the roof of the industrial units, nothing specific with regard to energy generation for this part of the development appears to have been provided.

In respect of air quality the Environmental Protection Unit have requested the imposition of the following conditions:

Air Quality Condition 1: Ingress of Polluted Air (Hotel)

Before the development is commenced a scheme for protecting the proposed accommodation from external air pollution shall be submitted and approved by the LPA. Any works which form part of such a scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

REASON: To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Air Quality Condition 2 - Details of Energy Provision (Hotel)

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies.

Air Quality Condition 3 - Green Travel Plan (Hotel)

Before any part of the development is occupied a Green Travel Plan shall be submitted for approval to the Local Planning Authority. Due to the development being within the AQMA, the Travel Plan submitted should include the consideration of providing a personalised travel planning service to employees and customers to maximise the take up of more sustainable modes of transport, including making available low/zero emission vehicles, electric charging points etc.

REASON: To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Air Quality Condition 4 Environmental Fleet Management (Employment)

Before any part of the development is occupied an environmental fleet management plan shall be

submitted for approval to the Local Planning Authority. The said scheme shall include the use of low emission vehicle technologies (e.g. use of electric and/or hybrid vehicles where appropriate, installation of electric charging points), environmentally aware driver training scheme (e.g. no idling), and fleet servicing and maintenance regime. The said scheme shall be implemented for so long as the development is available for use.

Reason: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Air Quality Condition 5 - Green Travel Plan (Employment)

Within three months of the development being occupied a Green Travel Plan shall be submitted for approval to the Local Planning Authority for each unit. 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.

REASON: To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

(OFFICER COMMENT:

Air Quality Condition 1 - this condition is not necessary as ventilation requirements are considered to be appropriately dealt with in other legislation under Part F of the Building Regulations.

Air Quality Condition 2 - the requirements have been incorporated into a condition requiring more detailed information regarding the energy reduction measures.

Air Quality Condition 3 - this has been dealt with as part of the proposed legal agreement.

Air Quality Condition 4 - aspects of this condition, such as provision of electric charging points, are dealt with as part of other conditions, however given the nature of the proposed development and likely future occupiers (who may not have control of their own fleets of vehicles) the condition as a whole is considered unreasonable and should not be imposed.

Air Quality Condition 5 - this has been dealt with as part of the proposed legal agreement.)

SOIL CONTAMINATION

The soil contamination comments are for the whole site and particularly the future areas of soft landscaping. A desk study has been submitted with regard to land contamination. The report identifies the most recent uses at the site. The former factory at the site is noted, however the use is not identified. Planning records indicate site was formerly used by Black & Decker. The British-History webpages indicate the site was occupied from 1940 with about 250 employees. In 1960 a large proportion of the firm's output was electric tools.

Potential sources of contamination identified in the report include made ground associated with the former use. Generally, potential contaminants considered include hydrocarbons, polycyclic aromatic hydrocarbons (PAHs), heavy metals, solvents and PCBs. Possible risk from ground gas will be considered. This may need to also include consideration of possible vapour intrusion. It is recommended the following conditions are included in any planning permission given.

COM33 - Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential

sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

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 in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Condition to minimise risk of contamination from garden and landscaped area

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

HIGHWAY ENGINEER

Further to reviewing the above, I note that in highway terms, there is no material change from the previous scheme at the site. Therefore, the previous highway observations which raised no objection are still applicable.

TREE AND LANDSCAPE OFFICER

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

(i) The tree survey assessed the quality and value of 98 trees and planted areas (shrubs) of which only one specimen Japanese Maple (T27) is given an 'A' rating (good). Approximately 32 No.

specimens are considered to be B rated (fair) and 45 No. 'C' (poor) with the remaining trees rated 'R' (justifying removal on the grounds of good arboricultural management).

(ii) A tree removal and management schedule specifies the 40 No. trees that will be removed to facilitate the development. A further 17 trees will be removed due to their poor health / condition. Approximately 28 trees will be retained notably around the Skyport Drive boundary and Hatch Lane boundary (northern end). Regrettably many of the better trees, currently growing in the open land parallel with the Colne Brook by-pass will be removed to accommodate the proposed car park and hotel development.

(iii) The tree report recommends that the Japanese Maple (T27) be professionally lifted and replanted to an appropriate location (p.8). Specific tree protection requirements are described for individual specimens and groups, as appropriate.

(iv) The general layout drawing shows the proposed landscape. The hotel and car park occupy the southern third of the site, with public access off Hatch Lane, and a separate service access to the north-west corner of the hotel, accessed from Skyport Drive. A tree and hedge lined boundary wraps around the Colne Brook By-pass frontage into Hatch Lane and the site entrance. The planting buffer widens in front of the hotel and narrows conspicuously on the south-east corner of the site (at the junction of Hatch Lane and Colne Brook by-pass). A small block of woodland planting is indicated in the south-west corner and in a band between the hotel and warehouses. The landscape associated with the hotel comprises structure planting of formal evergreen hedges with bold blocks of herbaceous plants and multi-stemmed specimen shrubs (including the translocated Japanese Maple) to provide year-round colour and interest. A total of 70 new trees will be planted around the hotel and car park, together with other structure planting including hedges and ornamental shrubs. A detailed planting plan has been submitted (Drawing No. 1304-02-Sht.3)

(v) The general layout drawing also indicates the layout to the north of the hotel of the warehouse units. Selected trees are to be retained along the northern and eastern boundaries. New landscape buffer strips and wedge-shaped areas provide space and opportunity for new / replacement tree planting to re-inforce the roadside landscape buffers.

The industrial estate roads and car parks also feature tree planting where practicable. In addition to the retained trees, a further 70 No. trees are to be planted in association with the industrial estate. Drawing No. 1304-01-Sht.2 Rev E provides detailed planting proposals for the industrial part of the site.

(vi) The landscape submission includes a comprehensive Soft Landscape Specification (dated August 2011), based on NBS clauses regarding landscape operations and maintenance and tree protection the industry standard. Structural tree pit sand by Urban Soils is specified for the tree pits to provide the best possible support for young trees within a hard landscape and aid the chance of successfully establishing .

(vii) The landscape submission is supported by a Landscape Management Manual (dated August 2011) which sets out the management objectives for the site and specifies the elements of work, standards of workmanship, specific requirements, all of which is scheduled in tables in section 4.

(viii) One of the outstanding hard landscape details not yet specified is the various types of boundary fencing. The use of palisade-type fencing should be avoided and coloured (preferably black /grey) weldmesh panels or Orsogril specified.

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

ACCESS OFFICER

Section 4.2.1.3 of BS 8300:2009 states that "hotels should have at least one parking space per accessible bedroom". I accept that it would be unreasonable to apply this standard rigidly in this instance, hence my previous advice to look at the options available to increase the proposed accessible parking. Exploring the options to reduce the number of transfer spaces would have increased the quantity of accessible parking and would not have affected the number of standard parking bays. However, I accept that best practice is to provide disabled motorists with the option to transfer on either side and, therefore, the advice provided by the applicant/agents concludes the matter.

For most wheelchair users, provision of an accessible bathroom is often the deciding factor when considering the suitability of overnight accommodation. The applicant has confirmed the scheme will provide 10% of the hotel bedrooms to be fully wheelchair accessible, in line with BS 8300:2009 standard, and these bedrooms will contain a transfer space or handrail, plus a further 5% of the hotel bedroom will be capable of full adaptation should future demand dictate. In light of these assurances that will be controlled planning condition there is no objection to the scheme.

SUSTAINABILITY OFFICER

Comments on GLA Response

The GLA's response contains a number of comments relating to how the conclusions in the submitted report show compliance with policy. However, the comments do not provide a link of this policy compliance to practical implementation. There is still some work to be undertaken to satisfy the Council that the proposed development can practically deliver to the conclusions set out in the submitted reports.

Water Collection

The applicant's initial report rejecting the storage of water through lack of space for the necessary tanks is rejected. The Borough is in a severely water stressed area as defined by the Environment Agency. There is no justification for not taking a sustainable approach to water consumption, particularly as the submission states that the hotel has a high water demand. The site is of a sufficient size that could easily incorporate water recycling facilities for the hotel. A combination of potable and recycled water can be used which renders the comment about a system failure unacceptable.

Water collection systems should also be installed next to the industrial buildings to allow a sustainable approach to water management which could include irrigation for the landscaping as well as industrial uses should they be required.

Energy and Carbon Savings

The Summit Centre Energy Assessment is broadly suitable, but there are still a number of gaps in it. These could have been rectified prior to determination, but given the need to make a decision, a pre-commencement condition was a suitable compromise.

Information still outstanding relates to:

- 1 - A clearer baseline energy demand per building, for regulated energy in KgCO₂ and kWhr
- 2 - Whether or not the CHP in the Hotel will supply power to the industrial buildings. At present the main energy saving comes from the CHP which will supply the hotel. However, the calculations are

not clear as to what the CHP will be supplying - it is supplying a lot of electricity which goes beyond the regulated demand of the site. This is not normal, so clarification is required as to what the CHP is serving.

3 - If the CHP is not linked to the industrial buildings at all, then if only the industrial buildings come forward, then there would be no policy compliance. So there needs to be clear linkages to deliver the industrial buildings once the CHP is installed.

4 - The CHP calculations do not include the amount of gas consumed to run it. This may distort the value of the CHP. Much clearer information on the inputs and outputs of the CHP is required.

There are some complications with the strategy that need to be sorted prior to commencement, as it might require a bigger CHP, or a few more PVs.

WASTE DEVELOPMENT MANAGER

Raises no objection to the scheme.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is not identified as a Strategic Industrial Location in the London Plan (July 2011). It is proposed to redevelop the site to provide a mixed-use development comprising industrial uses and a hotel. The submitted plans indicate that the site would essentially be divided into two distinct areas, with four industrial units, ranging in size from 1,276sq.m to 3,447sq.m with ancillary loading bays and parking at the northern side of the site and a 301-bedroom hotel with ancillary parking, provided at the southern side of the site.

The development would be phased through the part demolition of the existing buildings to provide the proposed hotel fronting Bath Road followed by the redevelopment of the remainder of the site. The partial demolition will be phased to allow existing industrial tenants to operate on site during the phased building out of the scheme as a whole..

Policy LE1 of the Hillingdon Local Plan Part 2 assesses the criteria for industrial, business and warehouse uses; in this case whether the proposal conflicts with the Local Planning Authority's overall objective of securing the development or regeneration of the area. The entire site falls within the Heathrow/A4 industrial and Business Area as designated in the Hillingdon Local Plan: Part Two Saved UDP Policies.

Policy LE2 states that Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (Use classes B1- B8) and for sui generis uses appropriate in an industrial area. The Local Planning Authority will not permit development for other uses in industrial and business areas unless it is satisfied that:-

- i) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future;
- ii) The proposed alternative use does not conflict with the policies and objectives of the plan;
- iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

Policy LE3 states that new development in designated IBAs should, where appropriate and practicable, include the provision of small units, particularly when existing small units are proposed to be demolished. The reorganisation of employment uses at the site, and redevelopment would provide modern facilities, of varying size which complies with the aims of Policies LE2 and LE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Whilst the reorganisation of employment uses at the site, and redevelopment to provide modern facilities, of varying size, complies with the aims of Policies LE2 and LE3, the proposal would nevertheless result in the loss of approximately 0.87 hectares of employment land. The existing floorspace measures 16,089sq.m and the plans submitted indicate 9,562sq.m of floorspace, thus resulting in a loss of 6,527sq.m.

The site is identified as an Industrial and Business Area for warehousing and industrial use in the Hillingdon Local Plan: Part One. This also needs to be considered against the National Planning Policy Framework London which has identified the economic benefits that new development offers as a material consideration in the determining of planning applications and provides a key objective of providing sustainable development.

The applicant has submitted a Planning Statement and Employment Land Statement to justify the loss of employment at this site.

The Employment Land statement states that the Summit Centre is not unfavourably placed however due to its age and specification it does not meet the needs of modern occupiers due to the following;

- (i) Loading area is constrained and very often congested.
- (ii) Existing units only provide one loading bay door, whereas current requirements are for two, given the short stay of stock.
- (iii) Modern occupiers demand secure self contained yards due to the generally high value of cargo transported to the airport.
- (iv) The office content at 25% is too high for modern occupiers who generally only require 10%.
- (v) The floor to ceiling heights are too low.

It is considered that these requirements can not be facilitated with the existing buildings at the Summit Centre.

The site is identified for industrial use in the Hillingdon Local Plan and the Employment Land Study, July 2009 (ELS). The ELS provides an important assessment of Hillingdon's employment sites and premises, its aim being to provide a robust evidence base to support the retention or release of existing employment land where appropriate in the emerging Local Development Framework. This confirms that the site still forms an important role in the provision of IBA land in the Borough and backs up the aims of Policy LE2.

With regards to the Bath Road IBA the Employment Land Study acknowledges that tenants continue to vacate the Summit Centre and the neighbouring Skyport Drive. Demand for space at this site is lower than it has been historically due in part to the design of the spaces and the sites location.

The ELS considers that circa 13ha of the Bath Road Locally Significant Employment Sites (within which the Summit Centre sits) could be lost to a third runway at Heathrow, however, the new Government has abandoned plans for this runway and therefore there should be no concern regarding the loss of this site. The ELS also identifies scope for release of some 15.8ha of surplus industrial and warehousing land between 2009-2027 in Hillingdon.

The applicant has submitted a Marketing Report which demonstrates that occupancy at the Summit Centre has dwindled mainly because the spaces are not suitable to meet the needs of today's occupiers since the last lettings were done in 2004/2005.

3 units out of 6 are now vacant, Units 4, 5 and 6 measuring 3,034sq.m, 3,191sq.m and 3,292sq.m respectively.

It is considered that the applicant has demonstrated sufficiently that there is scope for release of industrial land at this site. The Employment Land Statement submitted with the application justifies the release of part of the industrial land by indicating a consistent (since 2004) vacancy rate of 7.2%. This exceeds the 5% threshold for vacant industrial land, above which the GLA consider to show that there is not pent up demand for space at this site. Evidence of marketing since 2004 has been provided.

INTRODUCTION OF A HOTEL WITHIN AN INDUSTRIAL BUSINESS AREA

Policy T2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that the Council will encourage the provision of a range of accommodation and conference facilities on sites easily accessible from Heathrow airport, underground and railway stations and from the main road network provided the development does not conflict with the aim to maintain and improve the environment. The proposal for the hotel would be in keeping with Policy T2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Pt 1.28 of the encourage appropriate hotel and conference facility provision in the borough, and the London Plan 2011 identifies a need for a net increase in hotel rooms across London. The proposal is considered in keeping with Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

ECONOMIC AND EMPLOYMENT IMPACT:

Of the 16,089 sq.m of existing employment floorspace on site, currently 9,517 sq.m is vacant. 6,572 is occupied.

When the application was originally submitted the site employed 190 people. The site presently employs 132 people, as a result of a decrease in the number of employees in Unit 3 from 40 to 28 and Unit 6 becoming vacant which formerly employed 55 FTE employees.

Based on the Homes and Communities Agency employment density guidance the applicant states the proposed development is capable of providing between 120 and 165 new full time equivalent (FTE) positions. The hotel will provide approximately 151 new FTE positions. This equates to between 271 and 316 new jobs as a result of the development. Based on these calculation this equates to an increase in between 139 and 184 new FTE positions compared to the existing development.

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals deliver on these objectives securing the delivery of a significant level of new jobs including training and job opportunities for local people that will be secured through a Section 106 agreement.

The principle of the development is therefore supported. Planning obligations are recommended to ensure the hotel is not developed in isolation.

7.02 Density of the proposed development

The application seeks to construct four light industrial warehouse units and a hotel. Residential density is therefore not pertinent to the consideration of this application.

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

The site does not fall within an Archaeological Priority Area and as such no archaeological issues arise from the scheme. The site does not lie within an Area of Special Character or Conservation Area. However the rear of the site is visible from the Harmondsworth Conservation Area, located to the north of the site.

Following concerns raised by planning committee members at the 13 December 2011 Central & South Planning Committee and parallel concerns raised by the Harmondsworth Conservation Area Advisory Panel on the impact of the scheme upon the character and setting of the Harmondsworth Conservation Area the applicant has provided an extended Heritage Advice Note that considers the impact of the scheme upon the Harmondsworth Conservation Area and in addition a verified view showing the scheme 'built out' taken from the conservation area.

The historic core of the conservation area has no views of the site, as later housing development in the conservation area divorces the two. From the southern edge of the conservation area the Council's Urban Design officer has reviewed the scheme and with the benefit of the additional information provided with the re-submission considers that on balance the scheme will have a minimal visual impact from the conservation area. Furthermore the scheme would provide some marginal positive benefits in terms of views out from the Conservation Area arising from the higher hotel element that would have the beneficial effect of creating variation to the existing roofscape/skyline, which would help to mitigate the impact of the overall mass contained on the site and that which is typically associated with industrial shed architecture. Accordingly the scheme is considered to comply with Policy BE4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) that addresses new development within or on the fringes of conservation areas.

7.04 Airport safeguarding

The proposal would not conflict with aircraft safeguarding criteria.

7.05 Impact on the green belt

Land to the north of the application opposite Skyport Drive is open fields and designated as Green Belt.

Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states Hillingdon "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 siting, materials, design, traffic or activities generated."

The location of the hotel development is set towards the southern fringe of the development site. Given the scale of the industrial units proposed compared to that of the existing units it is not considered, with the additional benefit of the verified view of the scheme taken from the north, looking across the open fields opposite Skyport Drive, that the scheme would have a significant adverse impact on the open setting or appearance of the neighbouring Green Belt. The proposed new tree planting on the northern perimeter of the site will also assist in reducing the visual impact of the scheme to the neighbouring Green Belt.

The scheme is considered to comply with the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7.07 Impact on the character & appearance of the area

Policies BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development will complement and improve the character and amenity of the area. Policy BE25 further states that the Local Planning Authority will seek to ensure modernisation and improvement of industrial and business areas through careful attention to the design and landscaping of buildings and external spaces.

The hotel is positioned in the southwest of the site and is made up of five-storey bedroom wings linked by a full height entrance atrium. The hotel will be set back 6 metres from the rear of the Bath Road pavement to allow a generous green buffer zone along the Bath Road frontage. The hotel design was finalised after a series of revised layouts, each of which was refined through the course of pre-application discussions.

The 4 units are grouped around a central spine which utilised the existing access from Skyport Drive. The reconfigured scheme with the physical external conjoining of Industrial Units 1 and 2 mirrors the existing Summit Centre in as much as it provides a solid built form to Hatch Lane. This arrangement provides positive benefits over the original scheme by screening visually and acoustically the external loading bay areas & the internal driveways to the industrial units from housing opposite on Hatch lane.

In order to relieve the massing of the Hatch Lane frontage, which is closer to the road than the existing building, the reconfigured scheme introduces a stronger vertical expression to the facades of the industrial units. This is considered to reduce the effect of the building's massing, adding a degree of rhythm and quiet animation to the facades. The designs are reflective of the function of the buildings but ensure that their visual impact is reduced through this simple detailing. Coupled with the slight reduction in height, the changes are considered beneficial and acceptable.

The elevation along Skyport Drive will provide an arrival point and entry in to the industrial development. The cladding of the two units overlooking the Green Belt will be of darker colour to minimise visual impact when viewed from the Green Belt. Profiled cladding will generally be used on the larger areas of the warehouse. Flat panel cladding will be used to give a crisper finish to the office areas. External finishes will be in a range of warm grey and blue colours. A parapet roof solution has been adopted to complement the adjacent proposed hotel.

No objection is raised to the visual impact of the proposed industrial units given the nature of the existing buildings and the difference in scale and massing is not considered significant.

The layout, height, bulk and massing of the proposals are considered to be appropriate to the context and represent a significant improvement when compared to the existing. The proposals would not result in a detrimental impact upon the character and appearance of the area and as such the proposal is considered to accord with Policies BE13 and BE25 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

To the north of the site, beyond Skyport Drive and a line of trees and landscaping, is an open green space designated as Green Belt. This area is bounded by industrial uses,

including the immigration centre, to the west and residential development comprising the village of Harmondsworth to the north.

Immediately to the west there is another area of industrial uses, and similarly, further west along Bath Road the area is characterised by a mix of uses including the Sheraton Hotel, the Harmondsworth Immigration Detention Centre and a large office/commercial development occupied by BAA.

Development to the eastern side of Hatch Lane comprises a series of terraced and semi-detached residential properties. The extensive landscaping scheme proposed increases the planted buffer zone between the industrial and the residential properties on Hatch Lane by 3.5m compared to the existing.

Policy OE1 states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties and policy OE3 states buildings or uses which have the potential to cause noise annoyance will only be permitted if the impact can be mitigated.

The Environmental Protection Officer with responsibility for noise control acknowledges the reconfigured scheme, with Industrial Unit 1 and Unit 2 conjoined to form a single building line on Hatch Lane, provides a much improved arrangement in terms of avoiding acoustic breakout from the industrial units. Thus negating the requirement to limit the hours of, by condition, of the operation and deliveries to the new industrial units as was required by the original submission. This alteration and the removal of the requirement for such a condition is in full accordance with the National Planning Policy Framework which indicates that developments and existing sites should not have unreasonable restrictions placed on them.

Further amendments to the revised scheme include the provision of a 9 metre high 'green wall' constructed of gabions with a full acoustic limitation capability that would be erected between the loading yards to the industrial units and the hotel. This would further limit the potential for any acoustic breakout from the industrial units. This additional measure is welcomed by the Environmental Protection Officer. The precise design, height and planting detail associated with the acoustic wall shall be dealt with by condition, as it was a late addition to the re-submission scheme.

Each component of scheme - the hotel and the individual industrial units - will be subject to individual Delivery and Service Plans that will form a part of the individual Green Travel Plans and these will be secured by section 106 legal agreement. The Delivery and Service Plans will include requirements for all delivery vehicles to switch engines off whilst waiting to deliver and not to use reversing alarms and so forth after 23:00.

Therefore, it is considered that the proposal would not result in detrimental harm to residential amenities of nearby residential properties through noise and disturbance and overlooking and loss of privacy, in accordance with policies BE24 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

The proposal is for industrial buildings, ancillary offices and provision of a hotel, accordingly there will be no future residential occupiers.

Issues related to disabled access requirements are discussed elsewhere in this report. Considering the nature of the proposal and the layout of the building and spaces and

areas within it, it is considered that the proposal would provide adequately for future users. It is considered that an appropriate environment would be achieved to cater for hotel visitors.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) are concerned with traffic generation, and access to public transport.

Policies AM14 and AM15 are concerned with on-site parking. The hotel will provide 128 car parking spaces in total. This comprises 128 spaces for hotel patrons at the front of the hotel including 12 disabled spaces and 24 electric vehicle charging points. A further 10% of car parking spaces will be enabled for future provision of electrical charging points. Staff car parking would consist of 10 spaces including 1 space for disabled use. Two of these parking spaces would be equipped with electrical charging points and a further one enabled for future connection.

There will be taxi and coach drop off zones in front of the hotel and three coach parking spaces will be provided in the hotel car park. In addition 6 cycle spaces and 2 motorbike spaces will be provided in the hotel car park. Two pedestrian access points are proposed to the front of the hotel, one is positioned along Skyport Drive and the second is located along Bath Road with a pathway leading to the main front entrance.

The industrial element will provide 81 car parking spaces in total. This comprises 11 dedicated spaces for disabled users. Separate car parking is provided for each of the four proposed units. 20% of the car parking spaces will be equipped with electrical charging points and a further 10% enabled for future provision.

The potential conflict of public and service access was addressed by locating the service bay to the rear with an access road from Skyport Drive on the western boundary. This results in a more clearly defined entrance and drop-off to the hotel.

There will be 16 cycle spaces proposed for the hotel: 10 for staff and 6 for users. 42 cycle spaces will be provided for the industrial units. This level of provision is consistent London Plan Policy 6.9 and . Policy AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

The Council's Highway Officer has been consulted on the application and has carefully considered the principal issue of traffic generation on the public highway, vehicular accesses, the level of parking provision and the overall layout. Subject to minor refinements to the access road/highway junctions, that can be dealt with by planning condition, the Highway Engineer raises no objection to the scheme stating that the proposed development will not have a detrimental effect on the existing highway in accordance with the aims of Policies AM2 and AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Transport for London was consulted on the application and found the proposal generally acceptable subject to conditions relating to a Travel Plan, Delivery Servicing Plan, Construction Management Plan and swept path analysis for coaches.

Subject to conditions and other measures controlled by legal agreement the proposal is considered to comply with policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Policy BE25 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure modernisation and improvement of Industrial and Business Areas through careful attention to the design and landscaping of buildings and external spaces. Where appropriate it will seek improved vehicular and pedestrian access and circulation routes through the area, and environmental improvements.

The application was subject to extensive pre-application advice prior to the original submission in 2011. Substantive revisions were made to the pre-application scheme (both the hotel and the industrial units) following discussions with officers effecting the general layout, massing and design. Further changes have been forthcoming to the layout and height of the industrial units since the scheme was deferred from committee. These latter changes arose following a further round of discussions with officers and include alterations to the treatment of the elevations of the industrial units, most notably those fronting along Hatch Lane, in a bid to reflect previous Council and GLA comments. It is acknowledged that despite raising concerns over the design of the southern elevation the GLA are generally satisfied with the scale of the proposed hotel.

The application proposes four modern industrial buildings replacing the previous buildings which will enhance this part of the industrial estate. Careful consideration has been given to the facade treatment of the industrial units. Darker colours have been used along the Skyport Drive frontage to ensure that the industrial units do not stand out against the Green Belt context. The proposed external finishing materials for the industrial units comprise of silver, grey and white coloured metal cladding, powder coated aluminium windows and curtain walling with tinted glass are considered appropriate for the site. Windows have been introduced into the Hatch Lane elevation of the industrial units to provide a sense of natural surveillance to the street to address GLA concerns. The reduction in the height of the buildings on this elevation is also considered to reduce the dominance of the scheme on this street.

The proposed external finishing materials for the hotel comprise of white, light grey and dark grey aluminium cladding with opaque and clear glass with aluminium window frames. For airport hotels where air pollution is an issue, the applicant usually specifies a metal cladding. This can be easily cleaned to prevent staining from aviation fuel. Full details can be secured by an appropriate planning condition.

There is currently a wide landscaped strip, comprising grass, shrub and tree planting, along the Bath Road frontage. It is proposed as part of the scheme to considerably enhance and increase the landscape strip in order to protect the visual amenities of the street scene.

It is not considered that the proposal would give rise to any concerns in relation to security, which could not be addressed by the imposition of the standard security condition.

The scheme is therefore in accordance with the aforementioned policy.

7.12 Disabled access

Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that developments of this type incorporate inclusive design, as do Policies 7.1 and 7.2 of the London Plan. Further detailed guidance is provided within the Accessible Hillingdon SPD.

The hotel would be consistent with the London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms with: (i) 5% without a fixed tracked-hoist system; (ii) 5% with a fixed tracked-hoist system or comparable system and; (iii) 5% capable of being adapted in the future to accessibility standards.

All levels within the car park areas will have a gradient of less than 1:25, enabling wheelchair access and ambulant disabled to access the site without difficulty. Pedestrian routes around the site will be provided with dropped kerbs /tactile paving in accordance with best practice. Pathways will be a minimum of 1500mm wide. Appropriate external lighting will be installed throughout the pathways, designated parking bays and associated circulation areas. All floor finishes within the development are to be of a non-slip type, with carpets being of a shallow dense pile, allowing easy passage for wheelchair users. Where wall tiles are to be used, they are to have a satin finish to reduce glare.

Accessible car parking bays will be located within 50m of the main entrance to the hotel and will be in accordance with BS 8300:2009 and with appropriate high visibility signage and bay markings. Public access to enter and exit the hotel will be level and barrier free. A central bank of three lifts will provide access to all floors. Stairs cores will be located at the end of either bedroom wings.

Stairs will provide vertical access around the offices, with space allowed for a passenger lift to provide access from the mezzanine facilities down to warehouse floor level.

Subject to an appropriate condition it is considered that the proposal would provide an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)and Policies 7.1 and 7.2 of the London Plan.

7.13 Provision of affordable & special needs housing

The proposal seeks permission for an industrial building and ancillary offices, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

7.14 Trees, landscaping and Ecology

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

The tree survey assessed the quality and value of 98 trees and planted areas (shrubs) of which only one specimen Japanese Maple (T27) is given an A rating (good). Approximately 32 specimens are considered to be B rated (fair) and 45No. C (poor) with the remaining trees rated R (justifying removal on the grounds of good arboricultural management).

A tree removal and management schedule specifies the 40 trees that will be removed to facilitate the development and a further 20 trees will be removed due to their poor health/condition. Approximately 28 trees will be retained notably around the Skyport Drive boundary and Hatch Lane boundary (northern end).

The tree report recommends that the Japanese Maple (T27) be professionally lifted and re-planted to an appropriate location. A total of 70 new trees will be planted around the hotel and car park, together with other structure planting including hedges and ornamental shrubs. A detailed planting plan has been submitted. Selected trees are to be retained along the northern and eastern boundaries. New landscape buffer strips and wedge-

shaped areas provide space and opportunity for new / replacement tree planting to re-enforce the roadside landscape buffers. The industrial estate roads and car parks also feature tree planting where practicable.

The landscape submission includes a comprehensive Soft Landscape Specification based on NBS clauses regarding landscape operations and maintenance and tree protection the industry standard.

The landscape submission is supported by a Landscape Management Manual which sets out the management objectives for the site and specifies the elements of work, standards of workmanship, specific requirements, all of which is scheduled in tables in section 4.

The landscape proposals provide a strong green framework around the site perimeter and buildings which will help integrate the proposed development within its context. Along the Bath Road frontage and returning into Hatch Lane, an avenue of semi-mature columnar hornbeam trees will be planted to provide a screening function. Interspersed between these trees and set within manicured grass panels along the hotel's southern elevation will be field maples, under-planted with hedges of the same species. The revised scheme provides for a gabion construction acoustic green wall between the hotel component and the industrial units. This planted acoustic green wall should provide an attractive 'backdrop' to the hotel as viewed from Bath Road and the hotel car park. In addition it will screen the more 'functional aesthetic' appearance of the industrial units from the hotel. Given the means of construction, design and landscape maintenance regime of the barrier is not fully developed at this stage the final form and height of the barrier will be handled by condition but will rise to no greater than 9m.

The council's Trees and Landscape Officer has been consulted on the application and raised no objection subject to appropriate landscape conditions

7.15 Sustainable waste management

No refuse storage has been indicated on the plans submitted. A condition should be attached to any approval requiring details of waste management in accordance with OE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.16 Renewable energy / Sustainability

Policy 5.7 of the London Plan advises that boroughs should ensure that developments will achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible. Policy 5.4 of the London Plan requires submission of an assessment of the energy demand and carbon dioxide emissions from proposed major developments, which should demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development. The application has been supported by an Energy Statement that is considered satisfactory.

Subject to conditions to secure the installation of measures in accordance with the London Plan requirements the scheme complies with London Plan Policies 5.3, 5.4 and 5.7

7.17 Flooding or Drainage Issues

The Environment Agency has been consulted on the application and raised no objection subject to conditions relating to water pollution, land contamination and flooding.

Subject to conditions, the proposal is considered to comply with the intentions of the Hillingdon Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit has been consulted on the application and raised no objection subject to appropriate conditions. The noise impacts of the development are discussed in greater detail within section 7.08 of this report.

7.19 Comments on Public Consultations

The comments have been addressed either within the body of the report or dealt with by means of suggested planning conditions and s106 legal agreement. The exception to this is points (ii), (v), (vi), (ix), (x), (xi) raised by the sole additional objector since the scheme was deferred. These points are not considered material considerations to the application before committee.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These UDP policies are supported by more specific supplementary planning guidance.

Proposed Heads of Terms:

1. Transport: in line with the SPD any and all highways works are to be implemented with the cost met by the applicant. In addition to any highways works a PERs audit will be required with the result of this being implemented by the applicant. TfL have also requested a bus stop audit within the vicinity of the site again with the results of this survey being implemented by the applicant.

2. Green Travel Plan: in line with the SPD a Green Travel Plan including a Servicing and Delivery Plan is to be provided for the operation of the site as well as a £20,000 Bond to ensure compliance with the approved travel plan.

3. Construction Training: in line with the SPD a contribution in the sum of £62,500 is sought to address construction training during the construction phase of the development.

4. Hospitality Training: in line with the SPD a contribution in the sum of £20,000 is sought to address hospitality training matters as a result of the hotel operation.

5. Air Quality: in line with the SPD a contribution in the sum of £25,000 is sought to address air quality management in the area.

6. Public Realm: in line with the SPD either a financial contribution secured or an in-kind landscaping scheme accepted in lieu of a financial payment. It is considered in this instance that the extensive onsite landscaping is of a sufficient standard to address the public realm matters arising from this proposal. This is secured by conditions and accordingly a further obligation is not required.

7. Project Management and Monitoring Fee: in line with the SPD a financial contribution equal to 5% of the total cash contributions is to be secured to enable the management and monitoring of the resulting agreement.

8. Phasing of the development

As the scheme is to be bought forward in phases the phasing of the development will be managed through the s106 to ensure that the whole scheme is delivered, if approved.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

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

None.

10. CONCLUSION

Planning permission is sought to redevelop the site to provide a 301 bedroom hotel (Use Class C1) and 4 new industrial units accommodating a combined total of 9,565 sq.m of floor space (Use Classes B1(b), B1(c), B2 and B8) alterations to access arrangements (including from Hatch Lane) with landscaping and associated parking.

the proposed works represent a redevelopment of an industrial area located within a designated Industrial and Business Area. There is no objection in principle to the introduction of a hotel use within part of the site, having regard to the re-provision of modern industrial units on the majority of the site and the evidence which has been submitted by the applicant indicating that the existing units are not appropriate for modern occupiers and that the significant employment and economic benefits which can be delivered by the development.

There is no objection to the siting, general size or massing of the proposed building. While concerns were previously raised regarding the hotel, additional information has been received to address this issue, including verified views. Having regard to this information, the high quality design of the scheme and the comparable scale of nearby hotel developments on bath road it is not considered that the development would have any detrimental impact on the street scene, or nearby areas designated as being within the Green Belt or Conservation Areas.

Consideration has been given to the principal issues of traffic generation on the public highway and it is not considered that the proposal would have a detrimental impact on the existing highway given the number of vehicular movements anticipated. Careful consideration has also been given to the potential for noise and disturbance with appropriate design amendments and being secured and conditions proposed to address these. It is not considered that the proposed buildings would result in any undue loss of light, outlook or privacy to the adjoining commercial or residential properties. The development would not therefore be detrimental to the character or amenities of the surrounding properties.

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals deliver on these objectives securing the delivery of a significant level of new jobs including training and job opportunities for local people that will be secured through a Section 106 agreement.

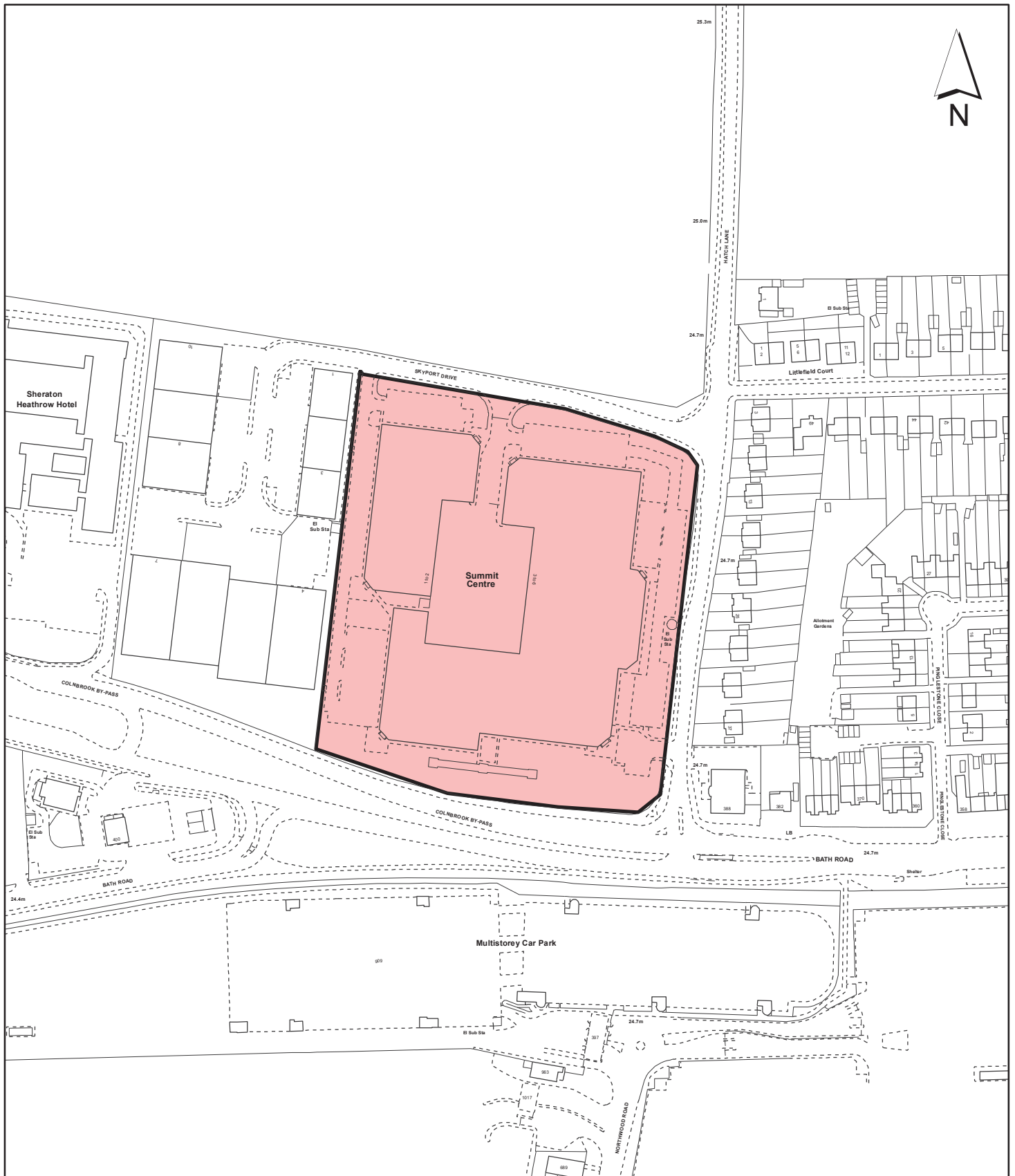
the proposed development is considered to deliver a high quality scheme, that should deliver economic growth and new jobs replacing obsolete industrial buildings with a new set of industrial buildings alongside a hotel with a design appropriate to the character and appearance of the existing area. The scheme is considered to comply with relevant Hillingdon Local Plan Policies (November 2012) Part One and Part Two, London Plan (July 2011) and the National Planning Policy Framework (March 2012) and accordingly, approval is recommended subject to appropriate conditions and a S106 Legal Agreement.

11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
London Borough of Hillingdon's Noise Supplementary Planning Document (adopted April 2006)
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (January 2010)
National Planning Policy Framework (March 2012)
Mayor's Industrial Capacity SPG (2008)
Revised Early Minor Alterations to the London Plan (June 2012)
National Planning Policy Framework (March 2012)

Contact Officer: Gareth Gwynne

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).

Unless the Act provides a relevant exception to copyright.

© Crown copyright and database rights 2012 Ordnance Survey 100019283

Site Address

**Heathrow Summit Centre
Skypoint Drive
Harmondsworth**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

9420/APP/2011/2119

Scale

1:2,500

Planning Committee

Central and South

Date

**December
2012**



HILLINGDON
LONDON