

Report of the Head of Planning, Sport and Green Spaces

Address FORMER ROYAL BRITISH LEGION CLUB SIPSON ROAD SIPSON

Development: The redevelopment of the existing vacant club/pub site at 560 Sipson Road to accommodate a new 4 storey 54 room hotel with associated parking and landscaping.

LBH Ref Nos: 829/APP/2013/1618

Drawing Nos: 833/RDP/FIG2
833/RDP/V01/C (CGI)
833/RDP/V02/C (CGI)
833/RDP/V03/C (CGI)
833/RDP/PO1 REV. A
833/RDP/PO2 REV. B
833/RDP/PO3 REV. A
Design & Access Statement Rev. A
Waste Management, Refuse And Recycling Statement
draft Green Travel Plan, dated June 2013
Tree Survey and Arboricultural Impact Assessment, dated 6 March 2013
Air Quality Assessment (REC Report: 33400r3), dated 11 June 2013
Bird Hazard Management Plan, dated June 2013
Energy Statement (report No. 13/2112 ene Rev. A), dated May 2013
Land Contamination Report (Desk Study And Conceptual Site Model)
Marketing Summary, dated 23 May 2013
833/RDP/FIG1 (existing site plan)
833/RDP/LSO1 (Site landscaping plan)
833/RDP/P04
833/RDP/P05
Statement For Sustainable Urban Drainage Scheme & Greenfield Runoff
Estimate, dated June 2013
drawing title 'Site Survey'
Transport Assessment
Disabled-shower pod detail
833/RDP/FIG3

Date Plans Received: 14/06/2013 **Date(s) of Amendment(s):**

Date Application Valid: 19/07/2013

1. SUMMARY

The scheme would redevelop the vacant Royal British Legion Club site (involving the demolition of the existing out dated 1 - 2 storey club building) with a new 4 storey hotel with 54 guest rooms, a basement car park and associated landscaping. There is no objection in planning policy terms to the change of use that would involve the loss of a vacant private members club (D1 Use Class) to use of the site as a hotel (C1 Use Class).

The site is located on the west side of Sipson Road, with the site surrounded on three sides by the Park Inn Hotel complex with the other site boundary being Sipson Road that lies immediately to the north east. Given this site context the scheme raises no adverse amenity issues to residential neighbours nor does the new building's massing and

outlook prejudice the existing hotel developments on the adjacent site. The car parking provision and highway access arrangements are considered consistent with planning policy and acceptable including the arrangements for service delivery and guest drop off/collection.

The height of the development is consistent with the surrounding Park Hotel development and in visual appearance terms the treatment of the elevations is considered appropriate and the proposed landscaping to street adequate. In summary the scheme is considered to comply with relevant London Plan and Hillingdon Local Plan Part 1 and Part 2 policies and, accordingly, approval is recommended subject to appropriate conditions and planning obligations.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to

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

i) Highways: to secure all necessary works and the provision of a Travel Plan.

(ii) Construction Training: Either if the construction time exceeds 3 months and the construction cost is in excess of £2m.

(iii) Air Quality: a contribution for the sum of £12,500.

(iv) Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contribution.

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

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

D) If the Legal Agreement/s have not been finalised within 3 months, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to agree to undertake all necessary highway works and to provide contributions towards the improvement of air quality and construction and employment training. The proposal therefore conflicts with Policy EM8 of the Local Plan Part 1 and Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD.'

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

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

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 833/RDP/FIG2, 833/RDP/V01/C, 833/RDP/V02/C, 833/RDP/V03/C, 833/RDP/PO1 REV. A, 833/RDP/PO2 REV. B, 833/RDP/PO3 REV. A, 833/RDP/FIG1, 833/RDP/FIG1, 833/RDP/P04, 833/RDP/P05, 833/RDP/P06, 833 RDP FIG3, drawing title 'Site Survey' and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (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 have been completed in accordance with the specified supporting plans and/or documents:

Accessible Design Measures: Design and Access Statement Rev. A

Secure Cycle Parking: 833/RDP/PO2 REV. B

Refuse and Recycling Storage: Waste Management, Refuse And Recycling Statement and Drawing 833/RDP/PO2 REV. A

Thereafter the development shall be retained/maintained 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 the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 COM15 Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it (follows the strategy set out in Suds Statement, produced by RDP Architects dated June 2013, and) incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. Provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified

as well as any hazards, (safe access and egress must be demonstrated).

c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;

d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

ii. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

iii. Provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iii incorporate water saving measures and equipment.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

5 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

6 COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

8 COM9 Landscaping

No development shall take place until a landscape scheme 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 not less than a scale of 1:100),
 - 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 5% of all parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Provision of CCTV and secure entrance arrangements to the basement car parking.

3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.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.

4. Schedule for Implementation

5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and 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 ensure the development provides a safe and secure environment in accordance and 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 7.1 and 7.3 of the London Plan.

9 NONSC Air Quality

Prior to first occupation of the development an air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality. The development must be operated in accordance with the approved plan.

REASON

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part

1.

10 NONSC Detailed energy assessment

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 25% from a 2010 Building Regulations compliant development in accordance with the outline Energy Assessment (Richard Child, 13/2112 ene rev A, May 2013). The detailed assessment shall clearly set out the baseline energy demand (kWhr) and associated emissions (KgCO₂); the measures to reduce the emissions through energy efficiency including how they impact on the baseline; the size, specifications, input and outputs and location of any proposed CHP and how it impacts on the baseline; and finally full details, specifications and performance of any renewable energy with corresponding plans where necessary. The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

11 NONSC Scheme for the reduction in water use

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

REASON:

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

12 NONSC Living walls/roofs

Prior to commencement of development a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations. The development should proceed in accordance with the approved plans.

REASON

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan.

13 NONSC Ingress of polluted air

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 Local Plan: Part Two Saved UDP Policies (November 2012).

14 NONSC 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 Local Plan: Part Two Saved UDP Policies (November 2012).

15 NONSC Details of clean energy provision

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. Where a scheme to mitigate emissions is required, this shall be submitted to the LPA for approval. The said scheme should be implemented, and maintained for the life of the development.

REASON:

To safeguard the amenity of neighbouring properties in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

Note: This condition relates to the operational phase of residential or commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the types of authorised fuels and appliances can be found at www.defra.gov.uk.

16 COM29 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing

by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to protect the ecological value of the area in accordance with Policy EC3 of Part 1 of the Hillingdon Local Plan.

17 COM31 Secured by Design

The building 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 has been achieved.

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.

18 COM7 Materials & Fenestration Detailing

No development shall take place until details of all materials (including physical samples where appropriate) are provided of external surfaces and 1:20 drawings of the angled window bays above ground floor and of the external fins and louvres have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such thereafter.

REASON

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

19 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until further detail are submitted to and approved in writing by Local Planning Authority of:

- (i) The access to the building entrances including the provision of non-slip surface and adequate lighting and use of clearly defined texture and visual contrasts;
- (ii) Further details of internal doors across circulation routes to incorporate a suitable zone of visibility.
- (iii) Details of the lift to facilitate the evacuation of disabled people in the event of a fire emergency.

Thereafter, the development shall be implemented in accordance with the approved details and the accessibility features shall thereafter be retained in perpetuity.

REASON

To ensure that people with disabilities have adequate access to the development and to ensure that older and disabled people, and others who may be unable to evacuate by

stairs, can leave the building independently during a fire emergency in an efficient, controlled and dignified manner in accordance with Policy R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan Policies 3.1, 3.8 and 7.2.

20 NONSC Car parking use only for duration of guests staying at hotel

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).

INFORMATIVES

1 I3 Building Regulations - Demolition and Building Works

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

2 I23 Works affecting the Public Highway - Vehicle Crossover

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

3 I23B Heavy Duty Vehicle Crossover

Prior to work commencing, you are advised to submit an application for a Heavy Duty Vehicle Crossover to Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW to prevent damage to the highway from construction vehicles entering and leaving the site.

4 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway.

This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

5 143 **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.

6

The onus is on the service provider to ensure the safety and evacuation of disabled people. It is not the responsibility of the fire service to enable routine evacuation of disabled people.

7 160 **Cranes**

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

8 152 **Compulsory Informative (1)**

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

9 153 **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) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
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.
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
R16	Accessibility for elderly people, people with disabilities, women and children
OL5	Development proposals adjacent to the Green Belt
OE1	Protection of the character and amenities of surrounding properties and the local area
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.17	(2011) Waste capacity
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.7	(2011) Renewable energy
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 7.14	(2011) Improving air quality
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations
NPPF	

3. CONSIDERATIONS

3.1 Site and Locality

The site is located to the north of Heathrow Airport on the western side of Sipson Road. Sipson Road is a classified A road (A408). The site is located to the east of the M4 and north of the A4 (Bath Road), the latter forming part of the northern boundary to Heathrow Airport.

The site forms part of a larger 'island' block that is ringed by heavily trafficked transport infrastructure. Within the 'island' there is a large hotel complex, with associated health and fitness and restaurant facilities with significant levels of surface car parking. These buildings are generally between 4 - 6 storeys high.

To the north east of the site and Sipson Road is Sipson Farm, designated Green Belt

land, which has consent for sand and gravel extraction and to the east of the site, on the other side of Sipson Road is a children's nursery that is located over 100 metres away from the site and housed within two buildings known as Sipson Court and Sipson House. Sipson House is Grade II listed. The nearest residential dwellings to the site are located over 110 metres to the south of the site and on the opposite side of Sipson Road.

The site itself comprises a 1 -2 storey building, formerly used as a Club house for the Royal British Legion, that served alcohol. It has a steeply pitched roof to the two storey element with a flat roof to the single storey side and rear 'wings'. It is of no architectural merit having been substantially altered over the years and appears in a poor state of repair.

The existing building is set well back from the road, but is close in part to the southern and eastern site boundaries. The eastern boundary comprises a timber boarded fence, with dense trees and shrub planting within the neighbouring site hard up to the site's boundary. Beyond this boundary lies an expanse of surface parking. The boundary to western edge is also timber boarded fencing and at its northern most part lies within close proximity of the eastern flank of the adjacent hotel complex.

Existing vehicle access is off Sipson Road with an expanse of hard surface that previously accommodated the parking and servicing space for the Club. The site previously accommodated surface car parking spaces, although there is no indication of the number of such spaces.

It has a PTAL rating of 3. The land is potentially contaminated. The site is currently vacant and has been for approximately two years.

3.2 Proposed Scheme

The proposed scheme involves the demolition of the former Royal British Legion Club and the erection of a 4 storey 54 bedroom hotel development with basement car park set beneath the hotel. The proposed hotel is targeted at the budget end of the hotel market and would primarily serve guests using Heathrow Airport. All the bedrooms are located on the upper 3 floors. 6 of the guest bedrooms are designed to accommodate wheelchair users.

The building has 4 sides to it each of different lengths and would take a loosely triangular form on plan with a much narrower rear elevation that mirrors the narrowing of the plot towards its southern boundary. The building would be centred around a triangular atrium located in the core of the building. The atrium would fall from roof level to ground floor level.

The ground floor would have a reception area, a hotel lobby, a luggage room, an office, sets of toilets, a security office, 2 public lifts to (1 serving the upper floors the other serving the basement), a stair core, an under-croft service yard and bin stores (the latter 2 elements both built into the main frame of the building). Toward the rear of the ground floor would be a small kitchen bar and restaurant overlooking a small landscaped garden that would open off the back of the hotel building.

The basement would be accessed by a vehicle ramp of a maximum gradient of 1:12 set immediately to the east of the new building. The basement would provide 17 car parking spaces including 4 blue badge bays, 2 secure bike stands (that would be protected by CCTV) for 22 bicycles, a storage and maintenance room and laundry room. The building would rise to a maximum height of 21 metres, finished with a flat roof, containing a terrace

(that would not be open to guests). The internal gross floor area of the hotel excluding the basement area is approximately 2,270 square metres.

The treatment of the elevations and general massing is of a simple contemporary design. The main external surface treatment is intended to be white render, interspersed with rhythmic coloured infill panel and plain glazing (not tinted coloured glazing as the indicative computer generated images (CGI's) suggest). The elevations have been revised following pre-application discussions with the Council to provide a greater degree of animation to both the front elevation and the east elevation: with the introduction of projecting and recessed window bays on the upper 3 floors; greater glazing to the hotel foyer from the street; and a different treatment to the windows on the northwest corner of the building to break the monotony of the form. and to provide a greater vertical emphasises to the building envelope & to help unify the upper floors.

3.3 Relevant Planning History

Comment on Relevant Planning History

None relevant to this planning scheme.

4. Planning Policies and Standards

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.EM11 (2012) Sustainable Waste Management
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- 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.
- BE1 Development within archaeological priority areas
- BE13 New development must harmonise with the existing street scene.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
R16	Accessibility for elderly people, people with disabilities, women and children
OL5	Development proposals adjacent to the Green Belt
OE1	Protection of the character and amenities of surrounding properties and the local area
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.17	(2011) Waste capacity
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.7	(2011) Renewable energy
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 7.14	(2011) Improving air quality
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations
NPPF	

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **20th August 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A site notice was displayed and the application was advertised in the local newspaper. Adjacent site owner have been consulted.

1 written response has been received from the adjacent hotel site raising an objection on the following grounds:

Pt. 1) Concerned about the additional traffic a hotel on this site would generate particularly on

Sipson Road. Only 17 car park spaces are provided. A hotel of this size with staff and guests would require far far more and would be very concerned our parking facilities would be used.

Pt. 2) The inconvenience to my hotel guests whilst work is being done/ noise & poor views over a building site.

Pt. 3) Heathrow has an oversupply of hotel rooms no logic in increasing bed stock in the area

EXTERNAL:

ENGLISH HERITAGE (Archaeology Unit):

As the development lies within the proposed Heathrow Archaeological Priority Zone I have appraised the proposals for archaeological impact. However, it is concluded that there would be little or no archaeological impact in this case as the proposed works are modest in scale and largely contained within the footprint of the former building. I therefore recommend that any requirement for mitigation of archaeological impact in respect to the current application can be waived.

METROPOLITAN POLICE:

No objection subject to the attachment of the Secure by Design condition

NATS (air safeguarding):

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

HEATHROW AERODROME SAFEGARDING:

No objection.

Harmondsworth and Sipson Residents Association:

This proposed building will be of no or little value to the local community as it is not offering a service to the community but adding to the frustration of the traffic flow in an often congested and dangerous road for speeding traffic. Congestion arises because of the parked vehicles on the motorway bridge which will only allow single lane traffic when a bus, lorry or coach is trying to negotiate the bridge. Congestion also arises when large coaches turning into the Park Inn Hotel are required to manoeuvre back and forth repeatedly to accommodate the acute turning angle; thus blocking Sipson Road. Speeding (over 40 mph) regularly occurs around the bend of the Sipson Road as drivers approach the motorway bridge (coming from the direction of the Bath Road) and there has already been one fatality in that location in recent years due to this problem. It is anticipated that by positioning a hotel on the proposed site will compound these problems. The previous premises provided a social meeting place for the village and neighbouring communities and it would be more appropriate if this land could again provide a service to the local community in terms of facilities which could be used by them. This village already has 3 large hotels (2 Holiday Inns and a Park Inn) but it does not have a newsagent, GP surgery, bakers, greengrocers, chemist (we cannot access the chemist in Harlington due to the parking restrictions and parked minicabs), library to name but a few of the amenities that other villages have and enjoy.

Internal Consultees

HIGHWAY ENGINEER:

The proposal is for a 57 bed hotel, with no conference facilities, and 17 underground car parking spaces. Based on the TA the average maximum two-way peak hour traffic is likely to be 10 vehicles between 7.00 and 8.00 am.

The average car parking ratio for all Heathrow hotels with consents/awaiting consents from 2012-2013 is 1 space:4 rooms. This development provides car parking at a ratio of 1 space: 3.35 rooms. There are 'Any time' double yellow line waiting restrictions on Sipson Road for a considerable distance either side.

Auto tracks have been provided showing a 9.8m refuse vehicle being able to access the site. It should be noted that commercial premises do not rely on the Council providing a refuse collection service.

Coaches and Hopper buses are unlikely to be able to easily manoeuvre in and out of the site. It is considered unreasonable to expect a modest sized hotel to provide coach parking. Hopper bus H1 from Terminals 1,2 and 3 serves the Holiday Inn at M4 Junction 4 and the Novotel hotel and the Hopper bus H51 from T4 and T5 serves the Holiday Inn at M4 junction 4, Crown Plaza, Novotel and the Thistle Hotel on Bath Road. It is assumed that the Hopper buses use the M4 spur as this is the fastest route avoiding the traffic calmed Sipson Road.

It is not considered financially viable to expect a hotel of this size to sign up to the Hopper bus. The adjoining Park Inn is served by Hopper buses H2 and H54 and could be used by patrons of this hotel if required.

CONCLUSION: No objection

FLOOD AND WATER DRAINAGE MANAGER:

Following a review of the information provided and in light of the large expanse of hardstanding on the site currently no objection, subject to attachment of the Council's standard sustainable water management/drainage condition.

TREES AND LANDSCAPING OFFICER:

Landscape Character/Context:

The site is occupied by a vacant plot, formerly a club/pub building surrounded by concrete hardstanding. The site comprises a truncated triangle of land, situated on the edge of a larger land parcel occupied by the Heathrow Inn Hotel. The Heathrow Park Inn Hotel lies to the south-east, south-west and north-west of the site, with the north-east boundary fronting onto Sipson Road. The site is close to the junction with Bath Road, to the south of which lies Heathrow Airport.

There is a strip of soft landscape along the east boundary but there are no trees or landscape features of merit within the site, which might constrain development. Off-site trees and shrubby vegetation line the boundaries with the neighbouring hotel. There are no Tree Preservation Orders or Conservation Area designations affecting the trees in this area. Land to the north-east of Sipson Road is designated Green Belt.

Landscape Considerations:

- Section 11 of the National Planning Policy Framework, adopted 2012, expects that 'the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes..'
- Saved local 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'.
- A Tree Report and Arboricultural Impact Assessment has been prepared by OMC Associates, dated March 2013, in support of the application. This considers the implications of the proposal on the nearby trees - and the affect of nearby trees on the proposed development.
- Contrary to the statement in section 2.2 of the report, none of the trees in the vicinity (on, or off-site) are protected by Tree Preservation Order (or Conservation Area designation).
- The report assesses the condition and value of 18No. individual trees and 1 No. group, only one of which is within the site boundary, a Sycamore (T12 on the schedule). All other trees are on the neighbouring site but may influence, or be influenced by, the proposed development.
- 1No. 'A' grade (good) tree has been identified. 8No. 'B' grade (fair) trees are noted. 9No. 'C' (poor) grade are identified and 1No. 'U' grade tree whose quality and condition justify removal on the grounds of good arboricultural management.
- In clause 4.2 the report considers the affect of the development on nearby trees. It confirms that 1No. 'C' grade tree, a self-set Sycamore (T12 on the schedule) will be removed in order to facilitate the development. There will also be marginal encroachment into the root protection areas (RPA's) of a number of off-site trees and shrubs alongside the proposed ramp on the east boundary, with some cutting back of overhanging branches required.
- At 4.3 the affect of the trees on the development is considered. It is acknowledged that the Hornbeams may obstruct some natural daylight as they mature, the affect of which could be controlled by the trimming back of overhanging branches in future years, if necessary.
- In the summary of the report (4.4) it is recommended that an Arboricultural Methodology Statement and Tree Protection Plan are prepared prior to development in order to safeguard the trees along the south-east boundary.
- A Bird Hazard Management Plan has been submitted which refers to BAA's Advice Note 8 Safeguarding of Aerodromes. While this advice may influence the design and detailing of hard and soft landscape features, the perceived constraints should not diminish the expectation of, or objectives for, a high quality landscape design for this site.
- RDP's drawing No. 833/RDP/C102 provides a ground-floor site layout with indicative hard and soft landscaping. Some amendments to the planting plan is recommended and additional supporting information (plans, schedules, specifications and management / maintenance plans should be conditioned.

Recommendation:

No objection subject to the above observations and conditions COM6, COM7, COM8, COM9 (parts 1,2,4,5 and 6) COM10.

The redevelopment of the existing vacant club/pub site at 560 Sipson Road to accommodate a new 4 storey 54 room hotel with associated parking and landscaping.

SUSTAINABILITY OFFICER:

Air Quality

The site is in an area suffering from exceptionally poor air quality. Data suggests that the site is current exceeding minimum standards for air quality and therefore has a significant detrimental impact on health. The proposed development will add to the traffic which is the primary source of the air quality problems. The following condition is therefore essential:

Condition

Prior to first occupation of the development an air quality action plan shall be submitted to and

approved in writing by the Local Planning Authority. The action plan shall set out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality. The development must be operated in accordance with the approved plan.

Reason

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

Energy

The submitted energy statement is borderline acceptable for this stage of the planning process. However, there are a number of deficiencies that need to be resolved but these can be rectified through a planning condition.

In particular the assessment doesn't refer to the correct policy and set outs emissions savings of 20% from renewable sources. This was approach was outdated when the current London Plan was adopted in summer 2011. The report does not provide an adequate baseline, i.e. what is the kWhr and kgCO₂ associated with space heating, hot water, lighting etc. The lack of this information makes it difficult to assess the conclusions.

The report also mentions CHP units without giving information on the size and also PV panels without providing their locations.

The following condition is therefore necessary:

Condition

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 25% from a 2010 Building Regulations compliant development in accordance with the outline Energy Assessment (Richard Child, 13/2112 ene rev A, May 2013). The detailed assessment shall clearly set out the baseline energy demand (kWhr) and associated emissions (KgCO₂); the measures to reduce the emissions through energy efficiency including how they impact on the baseline; the size, specifications, input and outputs and location of any proposed CHP and how it impacts on the baseline; and finally full details, specifications and performance of any renewable energy with corresponding plans where necessary. The development must proceed in accordance with the approved details.

Reason

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

Water Efficiency

The Council is in a severely water stressed area and is therefore mindful of the additional burdens placed on water consumption by new development. The proposed development will have a significant water demand, with the hotel having a particularly high water consumption rate. The following condition is therefore necessary:

Condition

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

Reason

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

Living Walls and Roofs

The development is within an air quality management area and will result in the loss of most vegetation on the site. Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. The following condition is therefore necessary:

Condition

Prior to commencement of development a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations. In particular, road facing facades should supporting living walls to aid improvements to air quality. The development should proceed in accordance with the approved plans.

Reason

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan.

ACCESS OFFICER:

The design of this development application demonstrates commitment to the principles of access and inclusion.

The basement car park is served by a lift for hotel guests, has a minimum vehicle clearance height of 2.6m and a gradient on the ramp no greater than 1:12 that is considered acceptable from an accessibility stand point.

Revised details have been received from the applicant and the following is noted:

The ground floor would provide an accessible toilet designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004. The toilet would be signed either "Accessible WC" or "Unisex", as confirmed in the DAS.

Corridors are shown on plan providing the requisite 1500mm width.

As shown on plan the en-suite bathrooms conform with BS8300:2009.

The Design and Access Statement confirms the alarm system shall be designed to allow deaf people to be aware of its activation.

The application provides details of evacuation for disabled people in the event of the fire including protected rooms with 60 minutes fire resistance provided on each upper floor

CONCLUSION:

No objection, subject to following condition

"Development shall not commence until further detail are submitted to and approved in writing by Local Planning Authority of:

- (i) The access to the building entrances including the provision of non-slip surface and adequate lighting and use of clearly defined texture and visual contrasts;
- (ii) Further details of internal doors across circulation routes to incorporate a suitable zone of visibility.
- (iii) Details of the lift to facilitate the evacuation of disabled people in the event of a fire emergency.

Thereafter, the development shall be implemented in accordance with the approved details and the accessibility features shall thereafter be retained in perpetuity.

REASON

To ensure that people with disabilities have adequate access to the development and to ensure that older and disabled people, and others who may be unable to evacuate by stairs, can leave the building independently during a fire emergency in an efficient, controlled and dignified manner in accordance with Policy R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan Policies 3.1, 3.8 and 7.2.

Plus an informative added that states-

The onus is on the service provider to ensure the safety and evacuation of disabled people. It is not the responsibility of the fire service to enable routine evacuation of disabled people.

ENVIRONMENTAL PROTECTION UNIT:

The following information was submitted with regard to air quality:

- Air Quality Assessment, 560 Sipson Road, West Drayton, by REC Ltd for RDP Architects Ltd (11 June 2013)

The following information was submitted with regard to land contamination:

- Desk Study and Conceptual Site Model for the site at 560 Sipson Road, West Drayton UB7 0JD, by Land Science for RDP Architects Ltd on behalf of Interpoise Ltd (23 March 2013)

Air Quality

The proposed development is within the declared AQMA and in an area which currently appears to be exceeding the European Union limit value for annual mean nitrogen dioxide, based on CERC modelling undertaken on behalf of the London Borough of Hillingdon. The air quality assessment indicates the magnitude of the impact as 'imperceptible' and 'negligible' for 2015 at the nearby residential receptors. NO₂ levels are indicated as remaining above the EU limit value of 40 $\mu\text{g}/\text{m}^3$ at all the receptor locations except one by 2015.

It should be noted the air quality assessment is limited to background levels of pollution which is only slightly on the low side and assumes no change in background or emission factors for future year 2015 from 2011, which is quite a conservative approach. However, it is not clear if the AADT traffic data for 2012 for the stretch of road are correct (5266 vehicles over 24 hours and HDV proportion of 13.7%). The figures for 2015 indicate a considerable increase in AADT to 8997, but the suggestion is only 150 vehicle movements relate to the proposed development. The air quality assessment does not include emissions from the energy generation at the site. Therefore, the change in the predicted NO₂ concentrations for 2015 based on road traffic sources by enlarge and with development this varies from 0.07 to 0.21 $\mu\text{g}/\text{m}^3$ based on the proposed use, at the impacted residential receptors.

There is limited information in the report with regard to the predicted NO₂ levels at the development site, which are indicated to be below the EU limit value above the ground floor level, with all exceedances indicated at the ground floor level. The modelled levels are indicated to vary from 37.88 to 47.77 $\mu\text{g}/\text{m}^3$.

As the development is in and will cause increases in an area already suffering poor air quality the following Section 106 obligation is required up to £25,000 should be sought for contribution to the air quality monitoring network in the area.

Only the ground floor is indicated to be above the EU limit values, and receptors at the second and third floor were not assessed based on the assumption NO₂ levels drop off with height, and exceedances are not indicated at the first floor. The ingress of polluted air condition is

recommended due to exceedances at the ground floor level, and we cannot rule out possible exceedances on the first floor as the background is likely to be higher than indicated in the assessment due to its proximity to the airport. The ingress of polluted air condition should also be considered with regard to any exhaust flue at the site, to ensure polluted air is not drawn back into the building.

Air Quality Condition 1: Ingress of Polluted Air

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.

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.

Based on the Energy Statement a microgeneration gas CHP has been recommended alongside PV. The conclusions in the report indicates, if this is insufficient, biomass should be considered. We would not recommend this option in an area of poor air quality. Should this option be seriously considered, they need to provide an air quality assessment that includes emissions from this source. The following condition is recommended with regard to energy generation on site. We would recommend using ultra low NOx gas CHP, to limit emissions.

Air Quality Condition 2 - Details of Energy Provision

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. Where a scheme to mitigate emissions is required, this shall be submitted to the LPA for approval. The said scheme should be implemented, and maintained for the life of the development.

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

Notes: This condition relates to the operational phase of residential or commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the types of authorised fuels and appliances can be found at www.defra.gov.uk.

A travel plan has been submitted for the hotel application. Due consideration needs to be given to ensure sustainable modes of transport are available to staff and customers of the hotel.

Soil Contamination

The soil contamination comments are for the whole site and particularly the future areas of soft landscaping, as the proposed development by enlarge is of low sensitivity. A desk study has been submitted with regard to land contamination, and it appears no ground investigation information is available for the site. The former use is an orchard rather than woodland as indicated in the desk

top study. There is a small possibility of contamination associated with made ground at the site, which is almost entirely covered in building and hard standing based on 2012 aerial photos. The report does recommend further investigation including for ground gas. The standard contaminated land condition is provided below and covers gas investigation as well. As it appears soil in any landscaped areas may have to be imported, the soil testing condition is also provided below.

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).

URBAN DESIGN OFFICER:

The application was subject to extensive charged pre-application advice and the design of the scheme has been appropriately modified to reflect these discussions with the Urban Design Team including:

- Enhanced soft landscaping on the street boundary;
- A reduction in the building's overall footprint, setting the building further off the street;
- Greater animation introduced into the elevations, to help reduce the monolithic character of the building and provide greater visual interest - including opportunities for shadow lines when sun light is cast across the elevations;
- The introduction of a loggia feature that provides visual interests, unifies the floors vertically and successfully integrates the hotel's signage into the design as whole rather than left as an additional

intrusive stand feature;

- Greater glazing at ground floor on the street elevation into and out of the reception/foyer space to provide greater life from the development in the street scene and the added benefit of providing increased natural surveillance of the front forecourt area.

The final success of the scheme in architectural terms will depend on the choice and quality of the materials used in the elevations, to the attention to detail in the finish of the elevations and the quality of the landscaping (both soft landscaping & hard landscaping including the boundary treatments). All these detailing matters should be controlled by pre-commencement planning conditions.

PLANNING OBLIGATIONS OFFICER:

Refer to section 7.20 of the report.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy 3.6 of the London Plan deals with the protection and enhancement of social infrastructure and states:

"Proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realist proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered."

Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states hotels, guest houses and other tourist accommodation will be acceptable in principle provided:

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

In light of the site's location and the adequate car parking provision (refer to section 7.10 of the report) it is considered the scheme is acceptable in principle assessed against Policy T4.

The existing premises on site has been vacant for approximately two years with evidence provided in support of the application that the site has been actively marketed for over 12 months. The details provided of marketing show there has been significant interest in the site (over 60 enquiries) but with very limited expressions of interest in retaining the existing building or any D1 Use on the site.

Based on the combination of both the marketing evidence provided; the distance of the site from a main residential catchments area; and given the poor state of repair of the building as witnessed during the case officer's site visit, it is not considered on balance there is robust sustainable development reasons to resist the change of use (from D1 use to C1) as assessed against Policy 3.6 of the London Plan. Accordingly there is no objection to the principle of change of use in planning policy terms from D1 Use to C1 Use.

7.02 Density of the proposed development

The application seeks to construct a hotel, therefore residential density is not pertinent to the consideration of this application.

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

The site does not lie within an area of special character or a conservation area. The site does lie within the forthcoming Heathrow Archaeological Priority Zone. However English Heritage Archaeology Unit advice there are no issues given the given the nature of the works and the fact the development would be largely contained within the footprint of the former building and area of hardstanding.

7.04 Airport safeguarding

The proposal would not conflict with aircraft safeguarding criteria.

7.05 Impact on the green belt

The site does not lie in Green Belt however the land to the north of the site on the opposite side of Sipson Road is in designated 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."

Given the new development would be 'book ended' by existing hotel development of a far greater footprint to either side of it (to the west and east) and to the rear of the site (to the south) and given this existing hotel development rises to a greater building height than the 4 storey development proposed it is not considered the scheme would have a negative impact on the visual amenities of the Green Belt or impact significantly to traffic generation on Sipson Road. Accordingly the scheme is considered to comply with Policy OL5 of 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.

The building would be flanked by existing hotel development of 4 to 6 storey height. Accordingly the proposed height of the building at 4 storeys is considered in street scene terms acceptable given the street context and the height of the neighbouring properties.

The scheme seeks to provide enhanced visual interest to the main elevations visible from the street through the introduction of angled window bays that alternate between being angled 'out' and angled 'in' from the main building line thus helping to sculpt the block as a whole, reduce any risk of the development having a plain monolithic character, also this elevation feature provides a welcome opportunity for shadow lines. In addition on the north east corner of the front elevation there would be a is a loggia type feature finished with the hotel signage that provides further interest to the front elevation.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks 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.

Given there is no residential development within over 100 metres from the site and these residential dwellings lie on the other side of Sipson Road it is not considered the scheme will give rise to any detrimental impact to residential neighbours from loss of light, over-dominance or loss of privacy.

Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties. Given the neighboring properties are hotel developments and the proposed hotel development does not have large internal floor area allocated for conference, bar or banqueting purposes it is not considered the scheme will give cause to noise annoyance to surrounding properties.

Whilst there are no adopted planning standards in respect to potential loss of privacy/overlooking between 1 set of hotel guest bedrooms and another set of hotel bedrooms but were the Council's residential development overlooking distances applied as a benchmark this scheme would comply with the Council's minimum distance to avoid unacceptable overlooking/loss of privacy with no hotel bedrooms from the new development, located within a 45 degree radius, being within 21 metres of hotel bedroom windows on the neighbouring Park Inn Hotel complex. As such the scheme is considered acceptable in this respect.

An overshadowing diagram has been undertaken by the case officer and the scheme would cast no overshadowing after 10am (on 21 March of any year) to hotel rooms in the neighbouring development.

7.09 Living conditions for future occupiers

The scheme is for the provision of a hotel, accordingly there will be no future residential occupiers.

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 site is surrounded by the large Park Inn Hotel which has two vehicle accesses from Sipson Road with one of these entrances is approximately 50 metres to the north west and the other main entrance is to the south and is approximately 250 metres along the street. Immediately opposite the site are green fields that are separated from Sipson Road by mature hedging. Approximately 60 metres to the south of the proposed new vehicle entrance to the site is the vehicle entrance to Sipson Court and Sipson House on the opposite side of Sipson Road, which is a site used as a children's day nursery. Sipson Road is a 30 mph single carriageway 'A' classified highway with double yellow line with waiting restrictions on both sides of the road.

The Council's Highway Engineer concurs with the applicant that Sipson Road is one of the more lightly trafficked sections of Greater London's 'A'-class road network, being closely paralleled by the M4 Heathrow Spur Motorway although it does provide an important local link to Sipson village further to the north.

The existing single vehicle access point would be replaced by a two vehicle crossovers from Sipson Road plus a short roadway on the site running from 1 highway access point to the other. The 54 bedroom would be served by 17 on-site car parking spaces including 4 disabled car parking bays. The car parking spaces would be located in the basement that is served by a pedestrian lift for guests and a vehicle ramp with a maximum gradient of 1:12. The basement would house 22 secure bicycle spaces.

The application is accompanied by a Transport Assessment and tracking diagrams which show that both guests cars and large refuse vehicles can access the site from Sipson Road. The Council's Highway Engineer has no issue with the tracking information provided and accepts this is adequate for servicing arrangements. Due to the physical constraints of this small & tight site there would be no opportunity for the Heathrow hopper bus or other larger coaches to enter the site to drop off/collect guests. Instead the applicant proposes any coaches or Airport Hopper Bus service would pick up passengers lawfully at the kerbside on Sipson Road and the Transport Assessment considers this acceptable given it is relatively small hotel. It is noted that hopperbuses serve the neighbouring Park Inn Hotel and there may be an opportunity for guests to share this facility.

With regard to the level of car parking provision for ratio of 1:3 guest rooms is greater than with other hotel developments approved by the London Borough of Hillingdon in the last 4 years located nearby and serving Heathrow Airport. Furthermore the parking provision is consistent with the Council's adopted maximum parking standards, therefore the scheme is considered to comply with Policies AM14 and AM15 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 issue of traffic generation, vehicular accesses, the drop off /collection of guests from the public highway and the overall layout and 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).

Whilst it is acknowledged the prospect of guests being dropped off/collected by mini bus/coach from the public highway is not ideal in this particular circumstance it is not considered to provide a reason of refusal given it is a: relatively modestly sized hotel; sightlines outside the site on Sipson Road are adequate in both directions, there is no opportunity for permanent car parking on the street (double yellow lines are in place along Sipson Road) and the road is relatively lightly traffic with no great pressure on the road at peak hours. These views are shared by the Council's Highway Engineer.

7.11 Urban design, access and security

URBAN DESIGN:

Addressed in Section 7.07 of the report.

ACCESS:

Addressed in Section 7.12 of the report.

SECURITY:

The Metropolitan Police Officer Crime Prevention officer has reviewed the scheme and

has no objection to the attachment of the Secure by Design condition.

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. Other features include disabled toilets on ground floor, lifts from the car park basement to the rest of the hotel, an agreement from the applicant to secure a set of lifts that can be used in the event of a fire by disabled and infirm persons and 60 minute fire refuges on each upper floor,

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 a hotel, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING:

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) 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 site as it stands is largely devoid of vegetation, albeit there are some trees off-site that lie close to the south eastern boundary of the site. An accurate site survey has been submitted with the application which plots trees on and close to the site, the tree species, and their quality and spread. None of the trees in the vicinity are protected by a Tree Preservation Order or by Conservation Area designations. The only on-site tree is a Sycamore that is of 'C' grade and would be lost as a result of the development. The Council's Landscape Officer has made a site visit and considers the sycamore of little merit and with its 'C' grade has no objection to its removal.

With regard to the off site trees the Landscape Officer is satisfied that with the appropriate tree protection measures in place these trees can be protected (and neighbouring shrubs) with only marginal encroachment into the root protection required. Future pruning of the neighbouring hornbeams maybe required to safeguard natural light to hotel bedrooms and this is considered a feasible approach by the Landscape Officer. With regard to the ground floor site layout the scheme provides an improvement over the existing expanse of hard standing and palisade fencing with details provided of indicative hard and soft landscaping. Subject to the relevant planning conditions in respect of landscape maintenance, tree protection and revisions/further detail on the planting plan the scheme is considered to provide a satisfactory landscape arrangement that complies with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

ECOLOGY:

The site is currently almost entirely given over to hardstanding. In view of this and the

safeguarding measures detailing within the application documents in respect to trees and shrubs on neighbouring sites it is not considered the scheme will have an adverse impact on the areas ecology.

7.15 Sustainable waste management

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site.

The application is accompanied by a Waste Management, Refuse and Recycling Statement and plans provides details of a dedicated space within the ground floor of the building allocated to store the bins for recycling and household & kitchen rubbish generated by the hotel and the tracking plan provides details for the large refuse vehicles to collect the waste. The scheme provides space for 14 euro bins that accords with the Council's capacity standards for 2/3 star hotels. The bin area is an enclosed area in the ground floor with access from inside for the member of staff and access from Sipson Road for the refuse collectors. The store room will have continuous mechanical ventilation. A drop kerb will be provided for easy movement of the wheelie bins to the refuse vehicles. The owner/occupier will have a contract with Biffa in place prior to the occupation of the premises. This statement details a weekly collection early in the morning.

The level of waste and recycling store provision, its location and means of collection by refuse vehicles is considered to comply with the requirements of the Council's Waste Development Team and the Council's Highway Engineer. As such the scheme is considered satisfactory and complies with the standards set out in London Plan policies 5.16 and 5.17

Notwithstanding the above it should be noted the hotel ultimately has considerable discretion over which waste management methods are used on site.

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 to determine the application favourably albeit more information will needed to be provided by the applicant. This extra information can be handled by planning condition.

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 site does not fall within a flood zone and no issues relating to flooding have been identified.

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to

its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

London Plan policies 5.12 and 5.13 requires that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding. The scheme would undertake rainwater harvesting including the provision of a ground storage tank and permeable paving to replace the existing large expanse of non permeable hard standing.

Subject to conditions, the proposal is considered to comply with the intentions of the Hillingdon Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan policies 5.12 and 5.13.

The Council's Flood Risk/Drainage Officer raises no objection to the scheme, subject to the application of the relevant SUDS and sustainable water management planning condition.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit has been consulted on the application and raises no objection on noise or air quality subject to appropriate conditions and planning obligations in respect of air quality monitoring and provision of green walls or green roof.

7.19 Comments on Public Consultations

With regards to the objection raised by Park Inn Hotel, points 2 and 3 are not material planning considerations. With regards to point 1 the parking ratio is commensurate with other recent hotel consents approved around Heathrow.

With regard to the points raised by Harmondsworth and Sipson Residents Association:-

1) The proposed land use (as a hotel) is considered to comply with relevant planning policy including Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). Furthermore it needs to be noted the site's location set some distance from the centre of any local residential community means the site does not readily lend itself to a future community use (D1) accessed either by foot or by public transport, especially as the site is not well served by neighbourhood buses.

2) Regarding the concern over flow of traffic on Sipson Road this is dealt with section 7.10 of the report and by the scheme's legal agreement with provision of mini-bus service, if deemed necessary regarding safe flow of traffic on Sipson Road.

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 policies are supported by more specific supplementary planning guidance.

Proposed Heads of Terms:

1. Highways: to secure all necessary works and the provision of a Travel Plan.

2. Construction Training: in line with the SPD if the construction time exceeds 3 months and the construction cost is in excess of £2m then the construction training obligations will apply. In line with the formula either an in-kind scheme or financial contribution should be secured.

3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.

4. Project Mgmt and Monitoring Fee: in line with the SPD if a s106 agreement is entered into the a contribution equal to 5% of the total cash contributions is sought to enable the mgmt and monitoring of the resulting agreement. Please note that a public realm contribution may or may not be required dependent upon your assessment of the scheme

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

There is no objection to the principle of the development involving the change of use of

the site to a hotel.

The general size, height and massing of the proposed building is considered acceptable echoing the height and scale found on the surrounding Park Inn Hotel complex. It is not considered that the development would have any detrimental impact on the street scene, or upon anyone's residential amenity or upon the setting of the Green Belt land lying opposite.

Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off (including the possibility of direct drop off/collection of guests by coach/mini bus from Sipson Road) and these matters taken together are not considered would have any significant detrimental impact on the existing highway network or highway safety given the sightlines outside the site, the bar on cars parking for any length of time (with double yellow lines in place), the small number of vehicular movements anticipated (as a 54 bedroom budget hotel) serving Heathrow where most guests will arrive by public transport or taxi .

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 would deliver on these objectives, bringing an estimated 17 full time equivalent jobs on site (plus additional job creation in off site hotel servicing role) and secure the regeneration of a site that presently is unused and does not presently positively contribute to the street scene and with little prospect that the existing building being brought back to active life.

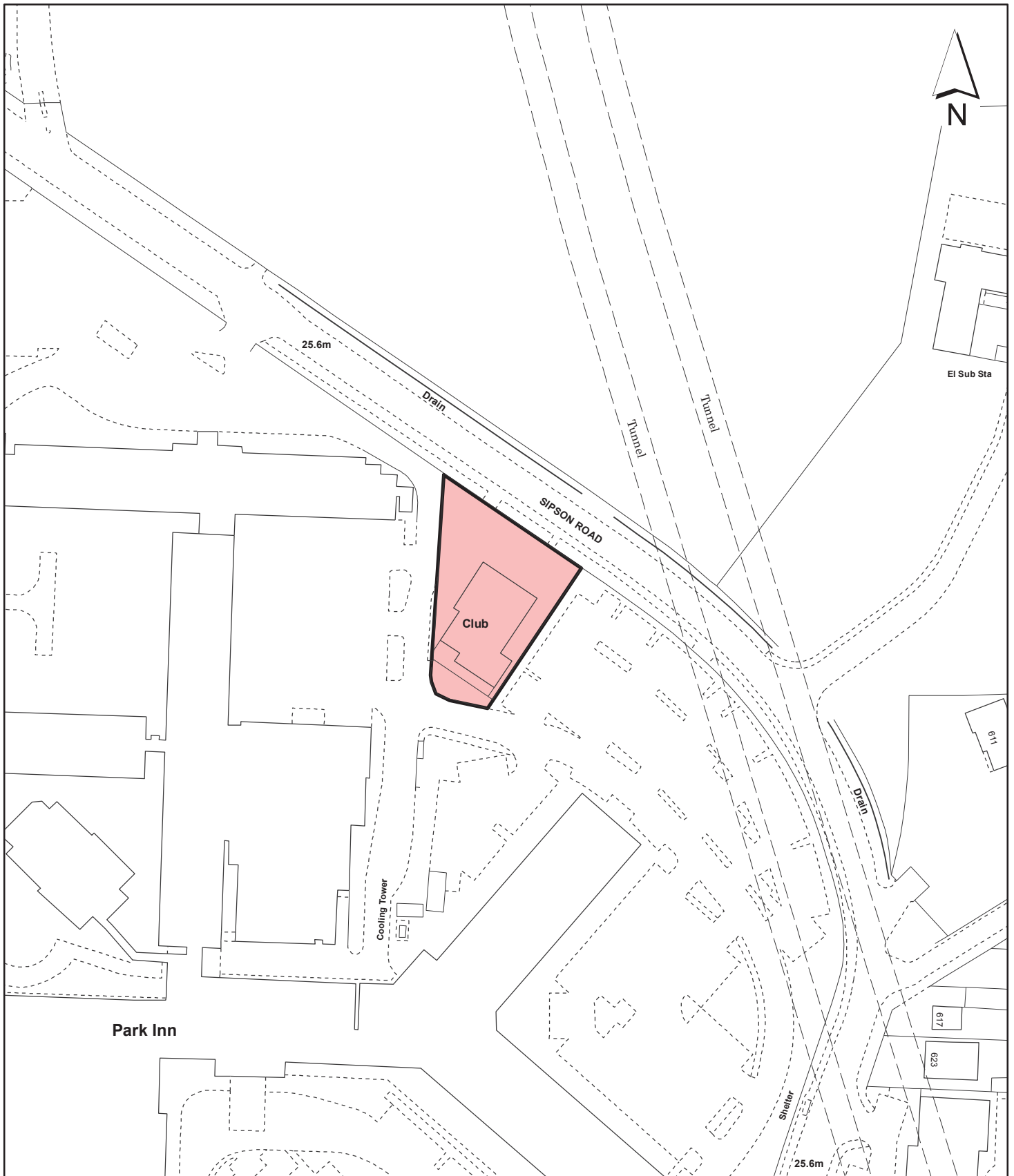
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

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 HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)
Planning Obligations Supplementary Planning Document (July 2008)
London Plan
National Planning Policy Framework (March 2012)

Contact Officer: Gareth Gwynne

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<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>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.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">Former British Legion Club Sipson Road</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">829/APP/2013/1618</p>	<p>Scale</p> <p align="center">1:1,250</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p align="center">Major Applications</p>	<p>Date</p> <p align="center">October 2013</p>	