

## Report of the Head of Planning, Sport and Green Spaces

**Address** AIRPORT BOWL BATH ROAD HARLINGTON

**Development:** Application to extend the life of existing planning permission (ref. 38807/APP/2008/3493 dated 16/03/2009): Redevelopment of site to provide a 5-star luxury hotel (560 rooms), a conference and ballroom facility, a new 20-lane bowling centre, car parking, landscaping and associated works (including demolition of existing Airport Bowl premises and car park).

**LBH Ref Nos:** 38807/APP/2011/3120

**Drawing Nos:**

- PL1499 02
- PL001 02
- PL1000 02
- PL1001 02
- PL1002 02
- PL1003 02
- PL1004 02
- PL0496 02
- PL0497 02
- PL1494 02
- PL1495 02
- PL1498 02
- PL1500 02
- PL1501 02
- PL1502 02
- PL1503 02
- PL0504 02
- PL1505 02
- PL1506 02
- PL1507 02
- PL2800 02
- PL3200 02
- PL3201 02
- PL3205 02
- PL3206 02
- Interim Travel Plan ref: CS/27305/D8F dated February 2009
- Letter from David Bonnett Associates dated 02/02/09
- Planning Strategy Report dated December 2008
- Design & Access Statement dated December 2008
- Energy Statement dated December 2008
- Sustainability Statement dated December 2008
- Addendum Transport Assessment dated December 2008
- PERS Assessment dated December 2008
- Daylight and Sunlight Assessment dated June 2008
- Air Quality Assessment dated June 2008
- PL1508 02
- PL1800 02
- PL1801 02
- PL1802 02
- PL1803 02
- PL1804 02

PL1850 02  
PL1851 02  
PL1852 02  
PL1853 02  
Accoustic Consultants Report dated June 2008  
Public Exhibition Report dated August 2008  
Updated Access Statement - 27/02/2012  
Energy and Sustainability Addendum - 26/03/2012  
Addendum to Transport Assessment - 03/07/2012  
Travel Plan - July 2012  
Response to TFL - 18/07/2012

**Date Plans Received:** 23/12/2011                      **Date(s) of Amendment(s):**

**Date Application Valid:** 10/02/2012

## 1. **SUMMARY**

Planning permission ref. 38807/APP/2008/3493 was granted 16/03/2009, and expired on 16/03/2012. This application is to extend this permission, and was received prior to the previous application expiring. The previous permission was granted for the redevelopment of the site to provide a 5-star luxury hotel (572 rooms), a conference and ballroom facility, a new 20-lane bowling centre, car parking, landscaping and associated works (including the demolition of the existing Airport Bowl premises and car park).

The previous planning permission was approved with a time frame of three years, which expired 16 March 2012. The previous planning permission is a substantive material consideration for this application, particularly in light of changes to procedures introduced in October 2009 concerning applications to extend planning permissions.

The proposal would contribute to the regeneration of this part of Bath Road. All details are identical to those previously approved.

The proposal is considered to comply with current London Plan and Local Plan Policies. Accordingly, approval is recommended.

## 2. **RECOMMENDATION**

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

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

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

2. The provision of a Coach Management Plan for the site, including the provision of a service bay for a Hopper Bus Service, or the provision to review the provision of such a bay within 12 months of the date of the permission.

3. A financial contribution of up to £90,000 towards upgrading of bus stops in the area.

4. A financial contribution of £25,000 towards air quality monitoring initiatives.

5. A financial contribution of £2,500 for every £1million build cost towards construction training initiatives with an additional proportion earmarked for a construction training co-ordinator.

6. A scheme detailing how hospitality training initiatives will be incorporated and run on site.

7. Public realm improvement works to Nobel Drive, adjacent to the site. These works will include matters such as road and pavement realignment and paving, street planting, lighting and bollards. The estimated cost of these works are in the vicinity of £400,000. The applicant will undertake these works at their own expense.

8. A scheme detailing how parking demand will be monitored at 6-monthly intervals once the development is in place, and off-site provision will be investigated should the monitoring indicate that additional parking is required.

9. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

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 any abortive work as a result of the agreement not being completed.

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 28/03/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, 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 provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of public realm, transport, air quality, and training). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

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

**1 T8 Time Limit - full planning application 3 years**

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

REASON

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

**2 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 PL001 02; PL1000 02; PL1001 02; PL1002 02; PL1003 02; PL1004 02; PL1494 02; PL1495 02; PL0496 02; PL0497 02; PL1498 02; PL1499 02; PL1500 02; PL1501 02; PL1502 02; PL1503 02; PL0504 02; PL1505 02; PL1506 02; PL1507 02; PL1508 02; PL1800 02; PL1801 02; PL1802 02; PL1803 02; PL1804 02; PL1850 02; PL1851 02; PL1852 02; PL1853 02; PL2800 02; PL3201 02; PL3205 02; PL3206 02; PL3200 02, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 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 has been completed in accordance with the specified supporting plans and/or documents:

Interim Travel Plan ref: CS/27305/D8F dated February 2009  
Letter from David Bonnett Associates dated 02/02/09  
Planning Strategy Report dated December 2008  
Design & Access Statement dated December 2008  
Energy Statement dated December 2008  
Sustainability Statement dated December 2008  
Addendum Transport Assessment dated December 2008  
PERS Assessment dated December 2008  
Daylight and Sunlight Assessment dated June 2008  
Air Quality Assessment dated June 2008  
Accoustic Consultants Report dated June 2008  
Public Exhibition Report dated August 2008  
Updated Access Statement - 27/02/2012  
Energy and Sustainability Addendum - 26/03/2012  
Addendum to Transport Assessment - 03/07/2012  
Travel Plan - July 2012  
Response to TFL - 18/07/2012

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

REASON

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

**4 M1 Details/Samples to be Submitted**

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

**REASON**

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

**5 M3 Boundary treatment - details**

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied. Development shall be carried out in accordance with the approved details.

**REASON**

To safeguard the visual amenities of the area in accordance with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**6 MCD10 Refuse Facilities**

No development shall take place until details of facilities to be provided for the covered, screened and secure storage of refuse at the premises have been submitted to and approved in writing by the Local Planning Authority. These shall include recycling facilities for all grades of paper and cardboard, cans, plastic bottles, and glass bottles and jars. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

**REASON**

In order to safeguard the amenities of the area, in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 5.17 of the London Plan (July 2011).

**7 NONSC Archaeological Work**

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

**REASON**

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**8 NONSC Bird Hazard Management Plan**

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

- Management of any flat/shallow pitched roofs on buildings within the site which may be

attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

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

**REASON:**

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and because it is necessary to manage the roof areas in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

**9 NONSC Soft/Water Landscaping**

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority. Details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design', and shall include:

- Grassed areas
- The species, number and spacing of trees and shrubs
- Details of any exterior water features

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

**REASON**

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and to avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

**10 COM9 Landscaping (car parking & refuse/cycle storage)**

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 (which shall be covered and secure)
- 2.b Cycle Storage (including secure storage for at least 140 cycles)
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including the provision of no more than 139 car parking spaces, and including at least 14 disabled parking spaces, and demonstration that at least 28 parking spaces are served by electrical charging points)
- 2.e Hard Surfacing Materials
- 2.f External Lighting

## 2.g Other structures

### 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

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 provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 5.11 and 5.17 of the London Plan (July 2011)

#### **11 NONSC Tree Planting**

Prior to the commencement of the development, details of the tree pits and roof structures designed to support the proposed tree planting and the pergola/plant support system over the access ramp on the east boundary, shall be submitted to and approved in writing by the Local Planning Authority.

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **12 NONSC Lighting**

Before development commences details of any construction and permanent lighting proposed for the development shall be submitted to the Planning Authority for their written approval. The approved lighting scheme is to be implemented as approved, no subsequent alterations shall take place unless first submitted to and approved in writing by the Local Planning Authority.

#### REASON

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and because it is necessary to control the construction and permanent lighting arrangements on this development to avoid confusion with aeronautical ground lights which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

#### **13 NONSC Delivery and Servicing Plan**

Prior to commencement of development details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority.

#### REASON

To encourage out of hours/off-peak deliveries and servicing to help mitigate the site's contribution to local congestion levels in compliance with policy AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

NONSC



**14** Prior to commencement of construction, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority.

**REASON**

To encourage out of hours/off-peak construction vehicle movements to help mitigate the site's contribution to local congestion levels in compliance with policy AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**15 NONSC Environmental Management Plan**

Before the development hereby approved commences, an Environmental Management Plan (EMP), incorporating a noise plan shall be submitted to and approved in writing by the Local Planning Authority. The EMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The EMP shall address issues including hours of work, noise and vibration, air quality, water quality, visual impact, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, and distribution of information to, the local community and adjacent local authorities relating to relevant aspects of construction. The EMP shall adhere to the GLA London Best Practice Guidance: The Control of Dust and Emissions from Construction and Demolition - Nov 2006. Construction of the development shall be carried out in accordance with the approved EMP unless otherwise agreed in writing by the LPA.

**REASON**

To protect the environment and occupiers of the surrounding area from the adverse effects of demolition, construction and enabling works associated with the development, accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**16 NONSC Noise**

The rating level of the noise emitted from the site shall be lower than the existing background noise level by at least 10dB. The noise levels shall be determined at the boundary of the nearest noise receptive premises. The measurements and assessment shall be made in accordance with the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas.'

**REASON:**

In the interests of residential amenity in compliance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**17 NONSC Music / Amplified Sound Hours**

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

**REASON**

In the interests of residential amenity in compliance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**18 NONSC Delivery Hours**

The site shall not be used for the delivery and the loading or unloading of goods outside the hours of 0700 and 2200, Monday to Saturday, and not at all on Sundays or Bank



Holidays.

**REASON**

In the interests of residential amenity and to comply with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**19 NONSC Bowling Alley Hours**

The bowling alley shall not be used outside the hours of 0700 and 2330.

**REASON**

In the interests of residential amenity and to comply with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**20 NONSC Landfill Gas Survey**

Before any part of the development is commenced, the applicant shall carry out and submit details of a landfill gas survey for the ground at the development site. Some of the landfill gas tests within the survey shall be taken below the proposed footprint of any new building. If landfill gas is found, the applicant shall install remediation measures to prevent gas ingress to any buildings on the development site, to the satisfaction of the Local Planning Authority.

**REASON**

To ensure that there is no significant gas migration from the landfills to the new development site, in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). The Council's records show that the development site is within 250 metres of 3 landfill sites.

**21 NONSC Renewable Energy**

Prior to commencement of development details of the gas fired CHP, boreholes, photovoltaics and energy efficiency measures, all as detailed in the Energy Statement and Sustainability Statement, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the site and thereafter permanently maintained.

**REASON**

To ensure a sustainable approach to energy efficiency and carbon reductions is met across the site, in accordance with Policies 5.2, 5.3 and 5.7 of the London Plan (2011).

**22 NONSC SUDS**

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

**REASON**

To ensure the development does not increase the risk of flooding in accordance with policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 5.12 of the London Plan (July 2011).

**23 NONSC Water Recycling**

Prior to the development of the site, details shall be submitted to, and approved in writing by the Local Planning Authority detailing the provision of grey water recycling systems to be implemented within the development. The development shall then proceed in strict

accordance with the measures approved.

**REASON**

To ensure that the development adopts a sustainable management system for the use and disposal of water/grey water on site in accordance with policies 5.13 and 5.14 of the London Plan (July 2011).

**24 NONSC Parking/Access**

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

**REASON**

To ensure that adequate car parking and disability standard car parking spaces and servicing facilities are provided in compliance with policies AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**25 H10 Parking/Turning/Loading Arrangements**

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

**REASON**

To ensure that the loading, roads, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

**26 NONSC Parking Management Strategy**

Prior to occupation of the development a parking management strategy shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be implemented as soon as any of the uses hereby permitted are brought into use and the strategy shall remain in place thereafter unless changes to the strategy are agreed in writing by the Local Planning Authority.

**REASON**

To ensure the efficient operation of the parking facilities, especially at peak demand periods, in accordance with policies AM2 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**27 NONSC Disabled Parking**

Notwithstanding the approved plans, at least 10% of parking spaces (14) shall be provided to wheelchair disability standards. These should be located close to the conference facility and hotel lifts and close to the bowling alley entrance.

**REASON**

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with policy AM5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**28 DIS1 Facilities for People with Disabilities**

The development hereby approved shall ensure the quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en-suite bathrooms within the required accessible bedrooms to have a level access shower.

#### REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2011).

### **29 DIS4 Signposting for People with Disabilities**

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

#### REASON

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **30 OM14 Secured by Design**

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

#### REASON

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

### **31 NONSC Levels**

No development shall take place until plans of the site showing the existing and proposed

ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

#### REASON

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

#### **32 NONSC Cafe Details**

Prior to commencement of development fully detailed elevational drawings, as well as sections, for the ground floor cafe area shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the approved drawings.

#### REASON

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

### INFORMATIVES

#### **1 I52 Compulsory Informative (1)**

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

#### **2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
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.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 4.6	(2011) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

**3**            **11**                    **Building to Approved Drawing**

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

**4**            **12**                    **Encroachment**

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

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

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

**6**            **16**                    **Property Rights/Rights of Light**

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

**7**            **111**                    **The Construction (Design and Management) Regulations 1994**

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

**8**            **112**                    **Notification to Building Contractors**

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

**9**            **119**                    **Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that



the development could have on local foul or surface water sewers, including building over a public sewer. Contact:

- The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
- Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804).

#### **10            I25                    Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. To display an advertisement without the necessary consent is an offence that can lead to prosecution. For further information and advice, contact - Planning, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250230).

#### **11            I46                    Renewable Resources**

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO<sub>2</sub>) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

#### **12**

Bird Hazard:

The Bird Hazard Management Plan, referred to in condition 8, must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff.

Before any bird dispersal takes place it will be necessary to contact the Airside Operations Safety Unit on 020 8745 6459.

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

#### **13**

Bird Hazard:

In respect of condition 9 you are advised that in this location the planting should contain less than 5% berry/fruit bearing species and that those species must be dispersed throughout the planting palette to ensure that pockets of exploitable habitat are not formed.

Oak or Scots Pine must not be included in the planting palette as they form broad canopies which can be attractive to corvids and pigeons for nesting and roosting. All other trees must be planted at 4m centre so that continuous canopies are not formed for the reason stated above.

#### **14**

Lighting:

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

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

You are also advised to liaise with Heathrow Airport regarding the construction programme and in particular crane usage. The person that you will need to contact is Gary Hudson, Development Assurance Deliverer on 020 8745 0859.

## **16**

Construction Noise:

Special statutory provisions for the control of noise from construction sites are contained in the Control of Pollution Act 1974.

Section 60 of the Act enables local authorities to serve a notice imposing requirements as to the way in which the works are to be carried out. The notice may in particular:

- (a) specify the plant or machinery which is, or is not, to be used;
- (b) specify the hours during which the works may be carried out;
- (c) specify the level of noise which may be emitted from the premises in question or at any specified point on those premises in question or which may be so emitted during specified hours; and
- (d) provide for any change of circumstances.

Alternatively, an application for prior consent can be made under Section 61 of the Act. The application should contain particulars of:

- (a) the works, and the method by which they are to be carried out; and
- (b) the steps proposed to be taken to minimise noise resulting from the works.

The British Standard 5228 (Part 1) states that the aim at each stage of a project is to minimise levels of site noise whilst having regard to the practicability and economic implications of any measures. The standard provides a clear message that the measures should be fully considered before the works are carried out. It recommends that potentially excessive noise and vibration levels should be avoided and that this can be achieved by giving careful consideration to the design of a proposed project, the processes and equipment implied by the design and the phasing of operations. It goes on to add that a project design should be so arranged that the number of operations likely to be particularly disturbing is kept to a minimum.

During the execution of the works, the standard advises that all available techniques should be used to minimise, as far as is necessary, the level of noise to which operators and others in the neighbourhood of the start operations will be exposed. A number of measures are given for the protection of neighbouring areas, which are briefly summarised below:

a) planning the hours of work,

b) where reasonably practicable, ensuring the use of quiet working methods, the use of the most suitable plant, reasonable hours of working for noisy operations, and economy of speed of operations,

c) controlling noise and vibration at source and limiting the spread of noise. The standard goes on to provide further guidance on the control of noise. The control measures are: 1) the substitution of noisy plant and processes by less noisy alternatives, 2) reducing noise from existing plant and equipment by modification or by the application of improved sound production methods, 3) enclosure of significant sources of noise, 4) siting equipment away from noise sensitive areas or directed away from sensitive areas, shutting down of equipment when not used, and the proper use of equipment and handling of materials, 5) proper maintenance of plant and equipment.

Setting noise limits and monitoring noise levels may also be appropriate. The Council's Environmental Protection Unit should be consulted at an early stage in order to discuss whether noise limits and other measures are likely to be required.

The following measures illustrate the typical measures required within Hillingdon:

\* no activities with the potential to cause disturbance would be permitted at night or during the evening, unless it can be demonstrated that the said activities are essential and unavoidable or, alternatively, particular circumstances exist e.g. the site will predominantly affect commercial interests. It is the normal policy to permit working Monday to Friday between 08.00 and 18.00 hours and Saturday between 08.00 and 13.00 hours. No working will be allowed on Sundays, Public or Bank Holidays. The Environmental Protection Unit should be consulted at an early stage if work is intended outside those working hours;

- no potentially disturbing vehicle movements would be permitted at sensitive periods unless it can be demonstrated that such activities are essential and unavoidable. In general haulage vehicles should not enter or leave the site between 1800 and 0800 hours;

- access to construction vehicles to the site and on local roads should be controlled so as to protect noise sensitive receiver locations. Wherever practical, construction vehicle movements through or close to sensitive locations should be avoided;

- sites likely to adversely affect dwellings, schools or hospitals and other sensitive locations will be required to provide a method statement and predicted noise levels. The method statement should describe the works, plant, phasing and the steps to be taken to minimise levels of noise and vibration. The British Standard 5228 provides a prediction method;

- noise limits may be set which reflect standards of best practice;

- best practicable means should be used at all times so as to minimise the emission of noise;

- adequate measures for the supervision of noise generating activities and monitoring of noise levels, if necessary, should be adopted. All steps should be taken at each phase of the works to minimise disturbance from noise and vibration. The guidance given in the British Standard 5228 (Part 1) Code of Practice should be followed;

- adequate arrangements are made for liaison and consultation with officers of the Council and the public should be put in place; and

- adequate arrangements should be made for the investigation of complaints.

#### Shuttle Bus:

You are encouraged to consider the use of an electric or alternative fuel shuttle bus for shuttle runs between the hotel and airport terminals. You are also encouraged to consider the provision of electric charging points in the car park for use by customers.

#### 18

##### Archaeology:

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

#### 19            I14C            **Compliance with Building Regulations - Access**

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

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

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

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

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

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

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

#### 20            I15            **Control of Environmental Nuisance from Construction Work**

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

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

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site comprises a 0.975 hectare roughly rectangular shaped plot located on the north side of Bath Road in Harlington. The southern part of the site is currently occupied by a large 1960s built single-storey building with approximately 3,093sqm of floorspace, which is used as a 36-lane bowling alley. The rear (north) of the site houses a two-level multi-storey car park with parking for 187 cars.

The site is bounded to the west and north by Nobel Drive, which is accessed at both ends via Bath Road and provides access to both commercial and residential properties. Beyond Nobel Drive to the west is a four-storey high office building. To the north are three-storey residential properties, beyond which is land falling within the Green Belt. The site is bounded to the east by the 5/6 storey Ibis Hotel, and to the south by the A4 dual-carriageway, beyond which are relatively small scale commercial and industrial buildings within the Heathrow Airport boundary.

The north side of Bath Road is largely characterised by commercial office buildings and hotels, and there are several other hotels, including the Ibis, Holiday Inn, Sheraton, Marriott and Radisson Edwardian, within the vicinity. The southern side of Bath Road is more characterised by smaller scale commercial and industrial buildings, and large car parks associated with Heathrow Airport.

The site falls within the developed area as shown on the Hillingdon Unitary Development Plan Proposals Map. Bath Road is designated as a Strategic Route and open land beyond the residential properties to the north is designated as Green Belt.

#### **3.2 Proposed Scheme**

The application seeks to extend the life of planning permission (ref.38807/APP/2008/3493 dated 16/03/2009). This was a full planning permission for the demolition of the existing Airport Bowl building and multi-storey car park, and the erection of a 7-storey (plus 6 levels of basement) 5-star luxury hotel and ancillary facilities.

The building would take on the formation of six individual rectangular blocks, of differing sizes, which would be connected at each level by enclosed walkways. Light wells would be incorporated into the scheme to allow light penetration to the lower two levels to reduce the need for lighting. These blocks would be enclosed within a glazed envelope, which would appear to hang from the roof, and would provide a buffer to external elements such as noise, pollution and weather, whilst helping to control the climate of the building. The main pedestrian access to the hotel would be in the western elevation via Nobel Drive.

In addition to 7-storeys above ground, 6 levels of basement would be provided which, in addition to bedrooms, would provide a 1,200 delegate international conference facility/ballroom, bars, restaurants, a new 20 lane bowling alley, parking for 139 cars and servicing. In total, the building would provide approximately 60,000sqm of internal floorspace.

Internally the following facilities would be provided on each floor:

- Basement Level 06 - 20 lane bowling alley with ancillary reception area, fast food kitchen, gaming area, office, WC and changing room facilities, staff room and storage room; parking for 69 cars; motorcycle parking; plant and storage rooms.
- Basement Level 05 - Parking for 70 cars, storage rooms.
- Basement Level 04 - 1,255sqm ballroom/conference facility with 535sqm foyer area with water feature; 365sqm conference room, 2 x 120sqm amphitheatres each capable of seating 81 people; several breakout/meeting rooms; catering areas and kitchen preparation area for the ballroom; toilets; storage areas; plant rooms.
- Basement Level 03 - 3 restaurants located around a central pool/water feature; 2 bars; business centre; meeting room; kitchen areas; storage space; toilets; staff dining area; back of house area for waste, recycling, linen, storage, plant, etc.
- Basement Level 02 - 919sqm spa including 5m x 20m swimming pool, sauna, gym, beauty treatment rooms, etc; 6 'pavilions' or blocks comprising bedrooms and staff areas.
- Basement Level 01 - Bedrooms; staff secure bicycle storage area; administrative offices and meeting room.
- Ground Floor - 2 separate reception areas for hotel guests and the conference facility; concierge; baggage storage; two 75sqm and one 120sqm retail units; staff room; infirmary; bar/lounge; WC facilities; bedrooms; entrance and lobby for bowling alley.
- Levels 1-6 - Bedrooms
- Level 7 - Plant rooms

The space within the conference centre and ballroom would be organised in such a way as to provide flexibility to allow various events to take place. The aim is for the conference facility to provide facilities that would be attractive to both national and international customers, and to provide a key venue for the Asian wedding market.

A 20-lane bowling alley, with associated shop, restaurant and gaming area would be reinstated in the basement. This would be operated and managed separately from the hotel and would be available to both members of the public and hotel guests. The centre would be independently accessed via Nobel Drive.

Parking for 139 cars, including 11 disability standard bays, and 4 delivery vehicle bays,



would be provided over two basement levels of the hotel. The car parking would be accessed via a ramp off Nobel Drive to the north of the site. In addition 168 secure cycle spaces and 19 motorcycle spaces would be provided.

In terms of landscaping, it is proposed to enhance the existing urban environment around the site by providing additional planting, including trees and lawns, along the Bath Road and Nobel Drive frontages. A hard landscaping scheme across Nobel Drive to the west of the site is also proposed in order to provide a shared surface, incorporating traffic calming measures, and to enhance the entrance to the hotel.

### **3.3 Relevant Planning History**

38807/APP/2008/3493 Airport Bowl Bath Road Harlington

Redevelopment of site to provide a 5 star luxury hotel (560 rooms), a conference and ballroom facility, a new 20-lane bowling centre, car parking, landscaping and associated works (including demolition of existing Airport Bowl premises and car park).

**Decision:** 16-03-2009 Approved

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

Planning permission ref. 38807/APP/2008/3493 was granted 16/03/2009, and expired on 16/03/2012. This application is to extend this permission, and was received prior to the previous application expiring, in line with legislation.

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

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (July 2011)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

#### **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.CI2 (2012) Leisure and Recreation  
PT1.EM1 (2012) Climate Change Adaptation and Mitigation  
PT1.EM5 (2012) Sport and Leisure  
PT1.EM6 (2012) Flood Risk Management  
PT1.EM8 (2012) Land, Water, Air and Noise  
PT1.T1 (2012) Accessible Local Destinations

PT1.T4 (2012) Heathrow Airport

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.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
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.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 4.6	(2011) Support for and enhancement of arts, culture, sport and entertainment provision

- LPP 5.1 (2011) Climate Change Mitigation
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.7 (2011) Renewable energy
- LPP 5.10 (2011) Urban Greening
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.21 (2011) Contaminated land
- LPP 6.1 (2011) Strategic Approach
- LPP 6.9 (2011) Cycling
- LPP 6.10 (2011) Walking
- LPP 6.11 (2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 6.13 (2011) Parking
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.5 (2011) Public realm
- LPP 7.6 (2011) Architecture
- LPP 7.13 (2011) Safety, security and resilience to emergency
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **13th March 2012**

**5.2** Site Notice Expiry Date:- **20th March 2012**

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 116 local owner/occupiers on 21/02/2012. The application was also advertised by way of site and press notices. Two letters of objection have been received which raise the following concerns:

- i) Construction nuisance
- ii) Loss of bowling alley

Officer Comment:

Construction nuisance is dealt with by other legislation, and the Considerate Contractors Scheme. The bowling alley is to be replaced as part of this proposal.

BAA:

The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We, therefore, have no objection to this proposal. We would however like to ensure that the existing conditions in place on this carried are applied to any time extension.

NATS:

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

GLA:

The only requirement this application for an extension of time limit should meet is compliance with the new policies of the 2011 London Plan, in particular with policies related to energy, transport and CIL. The application complies with some of these policies but not with others, for the following reasons:

Energy - Although an addendum to the previous energy strategy is submitted, further revisions and information is required as detailed before the proposals can be considered acceptable.

Transport - Although the applicant has confirmed that it is preparing one, no revised transport statement has been submitted. The travel plan should also be reviewed to ensure it is in accordance with the latest TFL guidance.

Officer Comment:

Revised Transport details were received, and TFL states that the outstanding issues have now been addressed, subject to the local planning authority securing the stated measures via appropriate conditions/obligations.

Additional energy details have been received, and it is considered that the GLA's concerns can be addressed via appropriate conditions.

#### **Internal Consultees**

ACCESS OFFICER:

Having re-evaluated the above application in context to the Design & Access Statement submitted with the original application in 2008, the scheme is considered to be acceptable from an accessibility perspective with the exception of the number of accessible bedrooms proposed, which should be increased from 5% to a minimum of 10%.

Since the application was granted in 2009, British Standard 8300 has been revised, and the Council in 2010 revised its Supplementary Planning Document 'Accessible Hillingdon' which adopted the guidance contained in the said British Standard. In addition, the 2011 London Plan, policy 4.5, seeks to achieve 40,000 net additional hotel bedrooms by 2031, of which at least 10% should be wheelchair accessible.

The following accessibility provisions should be secured by way of a suitable planning condition attached to any renewal of planning permission:

1. For new buildings, the minimum provision of accessible bedrooms as a percentage of the total

number of bedrooms should be:

- i. 5% without a fixed tracked-hoist system (see example in Figure 59 of BS8300);
- ii. 5% with a fixed tracked-hoist system or similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails).

2. Based on the above, a minimum of 56 bedrooms should be accessible. Detailed plans should be required to ensure the design of such bedrooms accords with the design specifications detailed in BS 8300:2009.

Conclusion: acceptable, subject to a suitable planning condition attached to any grant of planning permission.

#### TREES AND LANDSCAPE OFFICER:

##### Context:

The site is currently occupied by a bowling alley complex which is set back from the north side of the Bath Road at the junction of Nobel Drive. Situated along the northern boundary of Heathrow Airport, Bath Road is the main road link between Heathrow Airport and London. Although characterised by hotels and other large buildings with airport related businesses the local planning authority encourages the enhancement of the landscape quality of this strategic route.

The green open space between the airport bowl and the Bath Road is currently poorly managed and features the vandalised remains of trees around the site boundaries which are viewed as an eyesore within a the landscaped tree-lined which otherwise characterise the area.

##### Considerations:

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

- The landscape quality around the Airport Bowl is extremely poor. No trees or other landscape features of merit will be affected by the development.
- The masterplan proposal for the luxury hotel proposes high quality buffer of hard and soft landscaping along the Bath Road frontage and on the Nobel Drive frontage to the north and west. The southern elevation will be set back from the main road by a landscape buffer featuring earth sculpting and new tree planting. The sunken service access road on the eastern boundary will be part screened by a steel pergola clad with climbing plants. The final character and appearance of the hard and soft landscape will depend on a high quality design, specification and implementation, supported by ongoing management and maintenance.
- Due to the proximity of the site to Heathrow Airport, the selection and management of planting on the around the building will need to comply with BAA's Birdstrike Avoidance Guidance. Advice from BAA's 'Safeguarding Team' should be sought.
- A landscape management / maintenance plan should be submitted to ensure that the landscape is established and maintained in accordance with good practice.

##### Recommendation:

No objection, subject to the above considerations and conditions COM6 and COM9.

##### EPU:

The present application is to extend the life of existing planning permission 38807/APP/2008/34936. That existing permission concerned redevelopment of the site to provide a

5 star luxury hotel (560 rooms), a conference and ballroom facility, a new 20-lane bowling centre, car parking, landscaping and associated works (including demolition of existing Airport Bowl premises and car park).

I have noted the committee report and conditions included in the existing planning permission. I assume that the issues in the present application remain the same as in the existing permission. I therefore assume that the conditions in the existing permission will be appropriate for the present application.

## **7. MAIN PLANNING ISSUES**

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

The principle of development was established under the original planning permission ref: 38807/APP/2008/3493.

There have been no material policy changes since the decision was issued. There is no objection therefore to the principle of the development.

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

The application seeks the erection of a hotel and bowling alley. Residential density is therefore not relevant to the consideration of this application.

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

English Heritage have confirmed that whilst the site lies in an area where archaeological remains may be anticipated, they have no objections to the proposed development subject to an appropriate condition requiring the applicant to secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation.

### **7.04 Airport safeguarding**

BAA and NATS have raised no objections to the scheme.

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

Policy OL5 of the Local Plan seeks to protect the Green Belt from nearby developments which may prejudice its visual amenity. Seen in context with other large buildings along Bath Road, and Heathrow Airport beyond, it is not considered that the proposed development would have any significant visual impact on the Green Belt.

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

There has been no change to the policy context with regard to character and appearance since the approval of the 2009 Permission.

The proposal remains identical in terms of design, external layout and appearance to that previously granted and accordingly no objection is raised in this regard.

### **7.08 Impact on neighbours**

There has not been any significant material change in adopted planning policy or guidance with regard to the assessment of impacts on neighbouring properties or occupiers since the grant of the original planning permission.

The proposal would not have any detrimental impacts on neighbouring occupiers and accordingly would comply with Policies OE1, OE3, OE5, BE20, BE21, BE22 or BE24 of the Local Plan.

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

The proposal is for a hotel with associated facilities and a bowling alley, accordingly the living conditions of future residential occupiers is not considered relevant to the application. However, it is considered that an appropriate environment would be achieved to cater for hotel visitors.

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



The applicant has submitted an addendum to the original transport statement to address minor changes in policy and conditions since the determination of the original application. Transport for London raise no objection to the proposal, subject to appropriate condition and obligations.

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

There is not considered to have been any significant material change to planning policy with regard to design or security considerations. Accordingly, no objection is raised in this respect.

There has been a change to the Council's Accessibility Guidance since determination of the previous application with the adoption of Accessible Hillingdon SPD. The issue of access is addressed in the following section.

#### **7.12 Disabled access**

The original planning permission made provision for level entrance into the hotel and that level access would be provided to all rooms and facilities via lifts to all floors. 5% (28) of the rooms were to be disability standard, with the potential to increase this to 10% if the need dictates. A number of other facilities such as appropriate accessible WC facilities, the use of hearing enhancement systems in meeting rooms and conference facilities, induction loop systems, etc, would also be provided.

The Council's Access Officer has stated that Since the application was granted in 2009, British Standard 8300 has been revised, and the Council in 2010 revised its Supplementary Planning Document 'Accessible Hillingdon' which adopted the guidance contained in the that British Standard. In addition, policy 4.5 oof the 2011 London Plan seeks to achieve 40,000 net additional hotel bedrooms by 2031, of which at least 10% should be wheelchair accessible.

The following accessibility provisions should be secured by way of a suitable planning condition attached to any renewal of planning permission:

1. For new buildings, the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms should be:

- i. 5% without a fixed tracked-hoist system (see example in Figure 59 of BS8300);
- ii. 5% with a fixed tracked-hoist system or similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails.

2. Based on the above, a minimum of 56 bedrooms should be accessible. Detailed plans should be required to ensure the design of such bedrooms accords with the design specifications detailed in BS 8300:2009.

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

The proposal is for a hotel with associated facilities and a bolwing alley, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

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

The policy context in relation to trees, landscaping and ecology remains unchanged since the extant decision was allowed with respect to this type of development. With policy BE38 seeking to ensure the protection of landscape features of merit (including trees

subject to Tree Preservation Orders).

No changes have been made to the landscaping which was previously considered acceptable subject to landscaping conditions. Accordingly, it is considered that subject to appropriate conditions the proposal would be acceptable in terms of landscaping in accordance with saved policy BE38.

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

The method of refuse storage and collection of the proposal are established as appropriate under the extant planning application. It is not considered that there have been any material changes in adopted planning policy which would alter this, and accordingly it is considered that the proposal would achieve sustainable waste management.

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

There has been a material change since the extant planning permission regarding renewable energy and sustainability given the publication of The London Plan (July 2011). The GLA has been consulted on the application and raised concerns with the proposed development with regards to carbon reduction. However, it is considered that these issues can be successfully addressed via an appropriate condition to ensure the final design incorporates the details outlined in the Energy Statement Addendum.

As such, it is considered that, subject to appropriate conditions, the proposal would be acceptable in terms of renewable energy and sustainability in accordance with the London Plan (July 2011).

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

The site does not fall within a flood zone, and is under 1 hectare in size. As such, there are no flooding issues raised as a result of this development. A sustainable urban drainage system condition is recommended to ensure suitable drainage is installed on the site.

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

The appropriateness of the proposal in terms of noise and air quality issues was considered at the time of the previous application. There are not considered to have been any material changes in adopted planning policy which would alter the appropriateness of the application with regard to these matters.

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

As discussed above, construction nuisance is dealt with by other legislation, and the Considerate Contractors Scheme, and the bowling alley is to be replaced as part of this proposal.

#### **7.20 Planning obligations**

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

1. The provision of a Green Travel Plan to be prepared in accordance with TfL guidance and to include a bond of £20,000.
2. The provision of a Coach Management Plan for the site, including the provision of a service bay for a Hopper Bus Service, or the provision to review the provision of such a bay within 12 months of the date of the permission.

3. A financial contribution of up to £90,000 towards upgrading of bus stops in the area.
4. A financial contribution of £25,000 towards air quality monitoring initiatives.
5. A financial contribution of £2,500 for every £1million build cost towards construction training initiatives with an additional proportion earmarked for a construction training co-ordinator.
6. A scheme detailing how hospitality training initiatives will be incorporated and run on site.
7. Public realm improvement works to Nobel Drive, adjacent to the site. These works will include matters such as road and pavement realignment and paving, street planting, lighting and bollards. The estimated cost of these works are in the vicinity of £400,000. The applicant will undertake these works at their own expense.
8. A scheme detailing how parking demand will be monitored at 6-monthly intervals once the development is in place, and off-site provision will be investigated should the monitoring indicate that additional parking is required.
9. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

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

Not required in this instance.

#### **7.22 Other Issues**

There are no other issues considered relevant to this application.

### **8. Observations of the Borough Solicitor**

#### **GENERAL**

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in "Probity in Planning, 2009".

#### **PLANNING CONDITIONS**

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

## PLANNING OBLIGATIONS

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

## EQUALITIES AND HUMAN RIGHTS

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have "due regard" to the above goals means that members should consider whether persons with particular "protected characteristics" would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances."

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

### 9. **Observations of the Director of Finance**

None.

### 10. **CONCLUSION**

Planning permission is sought to extend the time frame of a previous permission by up to a further three years. The application proposes full planning permission to extend the life of existing planning permission (ref.38807/APP/2008/3493 dated 16/03/2009), for the redevelopment of the site to provide a 5 star luxury hotel (572 rooms), a conference and ballroom facility, a new 20-lane bowling centre, car parking, landscaping and associated works (including the demolition of the existing Airport Bowl premises and car park).

The proposal would contribute to the regeneration process of this part of Bath Road. All details are identical to those previously approved.

The proposal complies with current London Plan and Local Plan Policies. Accordingly, approval is recommended.

### 11. **Reference Documents**

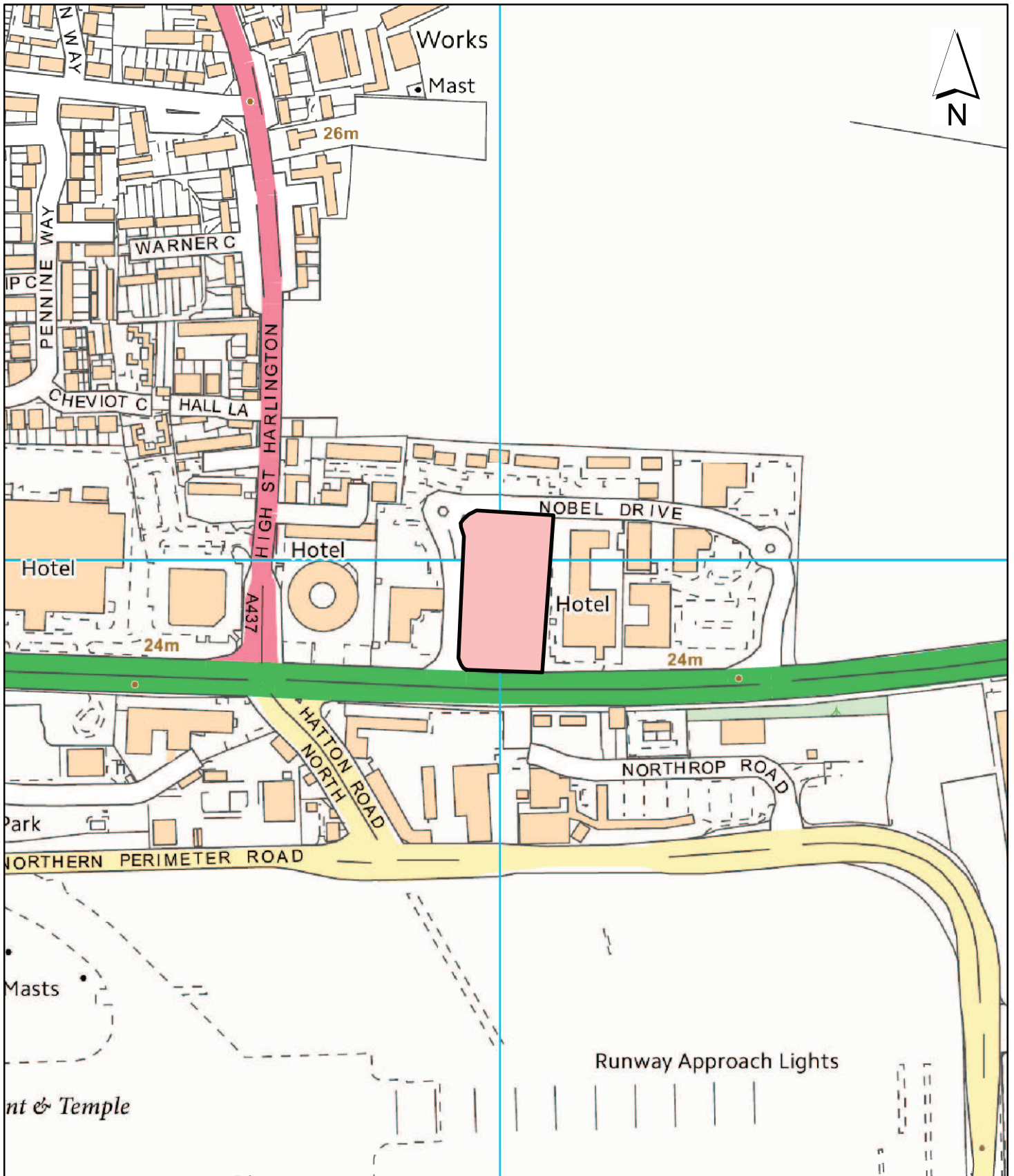
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (July 2011)  
National Planning Policy Framework

Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

**Contact Officer:** Adam Flynn

**Telephone No:** 01895 250230





<p><b>Notes</b></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).</p> <p>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 style="text-align: center;"><b>Airport Bowl Bath Road Harlington</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Residents Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;"><b>38807/APP/2011/3120</b></p>	<p>Scale</p> <p style="text-align: center;"><b>1:4,000</b></p>	 <p style="text-align: center;"><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p style="text-align: center;"><b>Major Application</b></p>	<p>Date</p> <p style="text-align: center;"><b>January 2014</b></p>	