

Report of the Head of Planning, Sport and Green Spaces

Address 40A - 50 STATION ROAD HAYES

Development: Part conversion and part redevelopment to provide 5 retail units and a 64 bedroom hotel, with associated servicing facilities and car park.

LBH Ref Nos: 11563/APP/2013/2076

Drawing Nos: 12/AERIALPHOTO/50STAT/EXI/12
13/ALLPHOTOS/50STAT/EXI/12
01B/BLOCK/50STAT/EXI/500/12
014/EXIMONTAGE/50STAT/12
Daylight, Sunlight and Overshadowing Assessment, July 2013
Energy Statement
Air Quality Impact Assessment, dated 16/7/13
Outline Noise Assessment of Proposed Mechanical Services Plant, July 2013
Planning, Design & Access Statement
Travel Plan, July 2013
Transport Statement, July 2013
01/SITE/50STAT/EXI/1250/12
02/50STAT/EXI/200/12
03/1ST/50STAT/EXI/200/12
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05/ROOF/50STAT/EXI/200/12
06/FRONTEL/50STAT/EXI/200/12
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08/RIGHTTEL/50STAT/EXI/200/12
09/REAREL/50STAT/EXI/200/12
10/SECTS/50STAT/EXI/200/12
11/AERIAL3D/50STAT/EXI/200/12
12/AERIALPHOTO/50STAT/EXI/200/12
Agent's covering email dated 8/5/14
2013-1446-AT-111 Rev. C
Agent's covering email dated 10/6/14
025/SWEPT/PRO/50STAT/200/12
024/SWEPT/PRO/50STAT/200/12
01/GND/PRO/50STAT/200/12
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04/3RD/PRO/50STAT/200/12
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13/HOTELSITE/50STAT/PRO/500/12
14/STREETSECTS/50STAT/500/12
15/SECTSAABB/50STAT/200/12

16/SECTSCCDD/50STAT/200/12
17/SHOP/50STAT/PRO/50/12

Date Plans Received:	22/07/2013	Date(s) of Amendment(s):	23/07/2013
Date Application Valid:	27/09/2013		29/08/2013
			08/05/2014
			10/06/2014

1. SUMMARY

This application is for the demolition of Nos. 40a - 44 Station Road and the conversion/extension of No. 46 - 50 Station Road, including a mainly 4 storey building/extension and recessed additional fourth floor to the retained building to provide a 64 bedroom hotel, mainly on the upper floors and 5 retail units on the ground floor, together with the hotel entrance, undercroft access, lobby and servicing areas.

No objections are raised to the hotel on land designation grounds within this Hayes town centre site. The Station Road frontage also forms part of the primary shopping frontage and the majority of the ground floor frontage has been retained as retail, with the exception of the 9m wide hotel entrance and undercroft access.

Although the scheme would result in the loss of 4 small flats, which is contrary to policy, the more intensive use of the site as a 64 bedroom hotel, with the associated employment opportunities and the regeneration of this part of the town centre is considered to outweigh this loss.

The scheme has seen a number of revisions, following discussions with officers and the scale and design of the building is now considered to be acceptable and the scheme which includes a green roof would make a positive contribution to the enhancement of this part of the town centre.

Furthermore, the scheme would not result in the loss of amenity to surrounding occupiers and it would not prejudice highway safety, with car parking at the site strictly controlled. The scheme makes appropriate provision to be able to cater for disabled persons. Conditions have also been added to ensure that the development makes appropriate contributions towards energy efficiency, water use savings and sustainable drainage.

The scheme also provides a commensurate package of planning benefits. It is recommended accordingly.

2. RECOMMENDATION

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

1. That the Council enter into a legal agreement with the applicants under Section 106/Unilateral Undertaking of the Town and Country Planning Act 1990 (as

amended) or other appropriate legislation to secure:

- (i) Travel Plan, including a £20,000 Bond,
- (ii) Hayes Town Centre Improvements: £20,000 to include highway and pedestrian improvement works on Station Road,
- (iii) Construction Training: £2500 per £1m build costs + Coordinator Costs: $1000/7500 \times £71,765 = £9556.66$ or in kind provision.
- (iv) Hospitality/Employment Training: In kind provision.
- (v) Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.

2. 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 the 15th July 2014, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:

'The applicant has failed to provide a commensurate package of planning benefits to maximise the health and social benefits, namely transportation, town centre improvements, construction training, hospitality training and project management of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'

3. That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

4. 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.

5. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

6. That on completion of the S106 Agreement, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers.

7. That if the application is approved, the following conditions be attached:-

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 01/GND/PRO/50STAT/200/12, 02/1ST/PRO/50STAT/200/12,

03/2ND/PRO/50STAT/200/12,
05/4TH/PRO/50STAT/200/12,
07/FROEL/50STAT/PRO/200/12,
09/RIGHTEL/50STAT/PRO/200/12,
11/STREETSCAPE/50STAT/12,
14/STREETSECTS/50STAT/500/12,
16/SECTSCDD/50STAT/200/12 and 17/SHOP/50STAT/PRO/50/12 received 10/6/14
and shall thereafter be retained/maintained for as long as the development remains in
existence.

04/3RD/PRO/50STAT/200/12,
06/ROOF/PRO/50STAT/200/12,
08/LEFTTEL/50STAT/PRO/200/12,
10/REAREL/50STAT/PRO/200/12,
15/SECTSAABB/50STAT/200/12,

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 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)

4 COM7 Materials (Submission)

No development shall take place until the materials for the elevations and the detailing of the fenestration, including balconies, canopies and shopfronts 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.

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

REASON

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

5 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
 - 2.b Means of enclosure/boundary treatments
 - 2.c Hard Surfacing Materials

2.d External Lighting

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

4.a Landscape Maintenance Schedule for a minimum period of 5 years.

4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

6.a Existing and proposed functional services above and below ground

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

6 NONSC Non Standard Condition

A Delivery and Service Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the development being occupied. The development shall be implemented in accordance with the Delivery and Service Plan for so long as the development remains in existence.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.3 of the London Plan (July 2011).

7 NONSC Non Standard Condition

A Car Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the development being occupied. The development shall be implemented in accordance with the Car Parking Strategy for so long as the development remains in existence.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.14 of the London Plan (July 2011).

8 NONSC Non Standard Condition

Prior to the commencement of works on site, a Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development

shall be implemented in accordance with the Traffic Management Strategy.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.3 of the London Plan (July 2011).

9 NONSC Non Standard Condition

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

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

10 NONSC Non Standard Condition

Prior to the occupation of the site, full details of the covered and secure provision for cycle parking provision for 16 cycles, shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the cycle parking provision shall be maintained and retained at all times for the use of the development.

REASON

To ensure that adequate cycle parking facilities are provided, in accordance with Policy AM9 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.9 of the London Plan (July 2011).

11 NONSC Non Standard Condition

The development hereby approved shall ensure the accessible bedrooms are designed in accordance with BS 8300:2009+A1: 2010, and shall ensure that the quantity of accessible bedrooms as a percentage of the total number of bedrooms 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 4.5 of the London Plan (July 2011).

12 NONSC Non Standard Condition

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 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:

- iv. incorporate water saving measures and equipment.
- v. provide details of water collection facilities to capture excess rainwater;
- vi. 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 EM 6 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).

13 NONSC Non Standard Condition

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- 1) the baseline energy demand (kwhr and kgCO₂) for each element of the regulated

energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial etc).

2) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.

3) the inclusion of CHP to service the whole development, the specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO₂) of the CHP unit and the impacts on the baseline emissions as well as the impacts on air quality.

4) full details, specification and location of the air source heat pumps.

5) how the technology will be maintained and managed throughout the lifetime of the development.

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.

14 NONSC Non Standard Condition

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

REASON:

To protect the amenities of the occupiers of residential accommodation in the vicinity in accordance with Policy OE1 of the Hillingdon UDP.

15 NONSC Non Standard Condition

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 suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment if necessary, as set out in the EPUK CHP Guidance 2012 (September 2007). Details to limit and/ or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation and thereafter implemented and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON:

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

16 NONSC Non Standard Condition

The building(s) 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 excising 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).

INFORMATIVES

1 152 **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).

2 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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.

NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
LPP 2.15	(2011) Town Centres
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 4.7	(2011) Retail and town centre development
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
LPP 4.12	(2011) Improving opportunities for all
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.9	(2011) Overheating and cooling
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 5.15	(2011) Water use and supplies
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
	(2011) Walking

LPP 6.10	
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
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H2	Restrictions on changes of use of residential properties
H3	Loss and replacement of residential accommodation
S11	Service uses in Primary Shopping Areas
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
PR2	Western Core Area, Hayes
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 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 - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

4 15 Party Walls

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

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

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

5 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.

6 115 Control of Environmental Nuisance from Construction Work

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

A. Demolition and construction works 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 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.

7 113 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

8 160 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)

9

In order to discharge condition 8 (Sustainable Water Management), clear details and calculations should be submitted demonstrating how the surface water run off will be controlled on site to the greenfield runoff rate through sustainable drainage systems. This is required as there is evidence of localised flooding on Station Road, due to the overwhelming of the surface water sewers.

10

The applicant is advised that there are proposals for improvement works to Hayes town centre which could affect this scheme. In particular, various traffic options are being considered regarding how traffic is managed on this stretch of Station Road. The applicant is advised that if one of these options were to go ahead, it could have implications for the Station Road access. Therefore, prior to the implementation of the scheme, you are advised to contact David Knowles (email: dknowles@hillingdon.gov.uk) in the Council's Highways Section for an update on the planned works and whether these would have any implications for your scheme.

11

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require

further information please refer to the Council's Website
www.hillingdon.gov.uk/index.jsp?articleid=24738

3. CONSIDERATIONS

3.1 Site and Locality

The 0.17 hectare application site is located within Hayes Town centre, on the western side of Station Road, some 30m to the north of its junction with St Anselm's Road, which turns through 90 degrees at its junction with Nield Road to run along the rear of the site. The site comprises a mix of one, two and three storey buildings which front Station Road, with a three storey block located at the southern end of the site (Nos. 46 - 50 Station Road) and a part single storey, part two storey building at the northern end (Nos. 42A - 44 Station Road). On the ground floor, these buildings mainly comprise retail uses within 5 retail units with a sixth unit (No. 44 Station Road) providing an indoor arcade of 8 smaller units known as 'The Plaza'. There is also a separate retail/storage unit located at the rear of No. 42A at the northern end of the site known as 40A Station Road which is accessed at the side of No. 42A Station Road. At the rear of the site is a private car park for 23 vehicles. The upper floors provide a mixture of offices and 4 flats.

On Station Road, the application site is adjoined to the north by a single storey parade and to the south by a mainly part three, part 4 storey building in use as a Primary Care Centre which extends along the full side boundary of the application site. On the opposite side of Station Road is a three storey retail parade with offices on the upper floors. Anselm's Road at the rear of the application site is primarily residential, characterised by two storey semi-detached houses which are sited opposite and immediately to the north of the application site.

The whole of the site forms part of the Hayes Town Centre, with the buildings forming part of its Primary Shopping Area. The site also forms part of the Hayes/West Drayton Corridor. The site has a Public Transport Accessibility Level (PTAL) score of 4 on a scale of 1 to 6 where 6 represents the highest level of accessibility.

3.2 Proposed Scheme

Planning permission is sought for the conversion/extension of Nos. 46 to 50 Station Road and the demolition of 40a to 44 Station Road to allow the erection of a part single, part 2, part 3 and part 4 storey building/extension to provide a 3,455sqm Class C1 hotel, with 64 hotel rooms on the upper floors and on the ground floor, retention of the existing 3 retail units at Nos. 46 to 50 Station Road and provision of 2 new retail units at 40a to 44 Station Road, together with the hotel entrance, undercroft access, hotel lobby area and servicing facilities including a kitchen, bar, swimming pool and spa. The retained building would be extended with a new recessed floor at roof top level with plant area above and extensions at the rear. The hotel would provide 61 double bedrooms and 3 singles, with 7 of the double rooms being for disabled persons. The proposal involves the loss of office space and 4 residential flats from the upper floors and 231sqm of retail floor space on the ground floor.

Parking for 12 cars, including 6 disabled spaces would be provided at the rear, accessed from Station Road through the undercroft with an ancillary service access from St Anselm's Road. 3 of the spaces would have electric charging points. The spaces would be for use by hotel guests and disabled staff and visitors.

The hotel would have a sedum flat roof.

This scheme has formed the subject of a pre-application enquiry to the Council and the scheme has undergone a number of revisions in the light of officer comments.

The application is supported by the following documents:-

Planning, Design and Access Statement:-

This provides an introduction to the proposals and lists the accompanying documents. The site is described and previous planning history documented. The proposals are then described and relevant national, regional and local planning policy and guidance is assessed. Various detailed aspects of the proposals are discussed, including the acceptability of the principle of the development, design, access and parking. The statement concludes by stating that the proposal would meet the strategic policy target of increasing hotel bedspaces in London and local planning policy to regenerate this part of Hayes and locate hotels in Hayes Town Centre, increasing employment within the tourism and visitor economy. Furthermore, the scheme would improve the appearance of this part of the town centre and the proposal accords with the development plan and represents sustainable development in a sustainable location for which there is a presumption in favour for the proposal within the NPPF.

Transport Statement:-

This provides an introduction to the study, describes the existing site and the local road network. It goes on to present results of a parking survey undertaken on Friday 10th and Saturday 11th May 2013 and describes the site's accessibility. The development proposals are described, with a particular focus on access, parking, servicing and travel plan arrangements. Relevant national, regional and local planning policy is assessed. The report concludes by stating that a hotel of this scale would have in the order of 50 car/taxi movements in and out per day, typically 3 movements in and 3 movements out per hour which is insignificant in comparison with background levels of traffic and not materially higher than the traffic from the existing 23 car parking spaces with a reduction of traffic using St Anselm's Road. The scheme is therefore acceptable in traffic and transport terms, in accordance with transport policy.

Travel Plan:-

This provides an introduction to the plan, provides a policy context and sets out the plan's objectives and targets. A travel plan strategy is devised, measures and initiatives are set out, together with the monitoring and review mechanisms. An action plan is presented which would be reviewed on an annual basis, following an annual review.

Daylight, Sunlight and Overshadowing Assessment for the Proposed Redevelopment of Nos. 40a to 50 Station Road, Hayes:-

This provides the background to the study, describes the site and the development. Best practice guidance is described and relevant planning policy identified. Assessment techniques and methodology are described and the report advises that using the BRE guidelines, the only building that falls within the 25 degree obstruction angle test is the adjoining Hesa Medical Centre. Although the building is non domestic and does not contain any habitable room windows, a precautionary approach has been adopted which assumes the facing windows enjoy a reasonable expectation of daylight and therefore

further numerical modelling has been carried out on these side windows and results are presented. The report concludes that the development would not result in any significant reduction in sunlight or overshadowing of garden/amenity areas and there would be no notable reduction in the amount of either daylight or sunlight reaching neighbouring buildings.

Outline Noise Assessment of Proposed Mechanical Services Plant:-

This provides an introduction to the study and describes the site. The assessment advises that a background noise survey was undertaken on Monday 29th to Tuesday 30th April 2013 at No. 5 Anselm's Road, the nearest residence to the proposal and its results are presented. Relevant acoustic criteria are described and noise control recommendations are outlined. The report concludes that a further assessment is likely to be required, once full details of the plant specification have been confirmed.

Air Quality Impact Assessment:-

This provides an introduction, policy context and assessment criteria for the study. The study area is described and an assessment of the air quality impacts associated with traffic during the operational phase of the development and a risk assessment of the potential impacts during the demolition/construction phases are presented. The report concludes that the predicted increases of the measured pollutants would be imperceptible at the specified receptor locations and appropriate mitigation measures would be required to reduce the risk of dust emissions.

Energy Statement:-

This provides the context for the study and assesses various energy efficiency technologies. The report concludes that a combined heat and power unit (CHP) is a practical solution for the development but further analysis is required in order to make a final decision between CHP or solar water heating panels.

3.3 Relevant Planning History

Comment on Relevant Planning History

LBH Ref No: 11563/APP/2007/3360

Outline planning permission was granted on 21/2/2008 for the redevelopment of 42-44 Station Road Hayes to demolish the existing buildings and erect a 4 storey mixed use building containing a retail store at ground level with residential units at the first, second and third floor levels. The scheme would comprise 14 units (8 x one bedroom and 6 x two bedroom units). Layout, scale, appearance and access were determined, with landscaping reserved for subsequent approval. This site has been the subject to a subsequent application to renew the outline permission. Committee resolved to approve this application, subject to completion of a deed of variation to the S106 Agreement.

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.E5 (2012) Town and Local Centres
- PT1.E7 (2012) Raising Skills
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF10 NPPF - Meeting challenge of climate change flooding costal
- NPPF2 NPPF - Ensuring the vitality of town centres
- NPPF4 NPPF - Promoting sustainable transport
- NPPF7 NPPF - Requiring good design
- LPP 2.15 (2011) Town Centres
- LPP 3.1 (2011) Ensuring equal life chances for all
- LPP 4.5 (2011) London's Visitor Infrastructure
- LPP 4.7 (2011) Retail and town centre development
- LPP 4.8 (2011) Supporting a Successful and Diverse Retail Sector
- LPP 4.12 (2011) Improving opportunities for all
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.6 (2011) Decentralised Energy in Development Proposals
- LPP 5.7 (2011) Renewable energy
- LPP 5.9 (2011) Overheating and cooling
- 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 5.15 (2011) Water use and supplies
- LPP 6.3 (2011) Assessing effects of development on transport capacity
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2011) Cycling

LPP 6.10	(2011) Walking
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
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H2	Restrictions on changes of use of residential properties
H3	Loss and replacement of residential accommodation
S11	Service uses in Primary Shopping Areas
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
PR2	Western Core Area, Hayes
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **4th November 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

115 neighbouring properties have been consulted on this application, 2 site notices have been displayed on site and an advertisement in the local press was published on 23/10/13. 5 responses from individuals have been received, 3 opposing the development and 2 in support of it, together with a petition with 69 signatories, objecting to the proposal on the following ground(s):-

'We the undersigned residents of Nield Road and St. Anselms Road, Hayes would like to express our objections to the above application on the grounds that Hayes Town does not need another hotel (there are already two, one in Pump Lane and one at High Point Village) and as there is not the demand for more hotel rooms we feel this would just be used for housing, there would also be a worsening of the traffic and parking situation in the immediate area, and the water pressure is already low and would worsen with more demand and there would be no benefit to the residents of our streets.'

Comments in objection:

(i) Building's sheer scale will dwarf adjoining buildings, creating an enormous and sudden increase in height that will be detrimental to the architectural quality of the street scene and appear overbearing in this tight location,

(ii) Loss of 231sqm of retail space in primary shopping frontage would appear to be contrary to policy,

(iii) Proposal, particularly restaurant would generate noise and other disturbances, detrimental to amenity of surrounding residential area, contrary to Policy T4,

(iv) Hayes town centre is currently beset by severe highway and parking issues and Station Road itself suffers from constant congestion, is very busy during the day and parking here is very limited with parking restrictions in surrounding residential streets. Proposal will reduce private parking on site from 23 spaces to 12, 6 of which would be for disabled drivers which would be expected to serve 5 retail units, a 67 bedroom hotel and restaurant. A significant proportion of hotel guests, retail, restaurant and hotel staff will arrive by car, further contributing to the congestion in town and displacing traffic and car parking onto quiet local streets. This would be contrary to Policy T4 as parking associated proposal would disrupt free flow of traffic and prejudice highway safety,

- (v) Construction would generate a lot of dust which would enter houses,
- (vi) Local utility infrastructure is already under severe pressure and unlikely that the infrastructure can be upgraded to cope, particularly with regard to water supply and foul drainage system,

Comments in support:

- (i) The new hotel would help regenerate Hayes town after last few years of shops and businesses closing down and create many much needed work opportunities that would help bring life back to Hayes.

115 neighbouring properties were consulted on revised plans. 1 response objecting to the proposals has been received, re-iterating objection comments (iv) and (vi), but also adding the following:-

- (vii) There is a risk that this hotel would be used in the future by renters as already a hotel in Hayes.

Nield/St Anselm's Residents' Association:

There are already two hotels in Hayes Town, why do we need another? We already have problems with water pressure, this would worsen the situation. Traffic congestions in Hayes Town and surrounding area is dreadful, this would get worse and cause more pollution. Parking has always been a problem here and would get worse. Building work transport and equipment would use St Anselm's Road which is residential and not able to take that type of heavy use. There are two major building projects imminent in Hayes, the school in Botwell Common Lane and Lidl with housing on the old swimming bath site, the pollution from these alone only adds to this being 'the most polluted borough in England'.

This proposed build would be of no benefit to the residents of St Anselm's and Nield Road and is likely to end up as housing (temporary or otherwise) and we are overcrowded already. Those proposing this application do not live here so would not be inconvenienced. We would therefore ask that this application is rejected.

Hillingdon Chamber of Commerce:

The Chamber wishes to express strong reservations about this proposed development of 5 retail units and a 67 bedroom hotel.

High Point Village have permission for a hotel but have so far been unable to find a suitable partner because of lack of demand. Hayes is already well served by Bath Road which has an abundance of hotels mostly offering conference facilities etc. There is no need for a hotel in the middle of Hayes Town, especially as this application would find great difficulty in providing parking for so many units.

This area is in the western Core site identified in the Local Development Plan for Housing.

With the imminent arrival of Crossrail to Hayes we need a Master Plan otherwise we are going to end up with a very disjointed Town Centre.

We therefore object to this scheme.

Internal Consultees

URBAN DESIGN/CONSERVATION OFFICER:

Hayes town centre and in particular Station Road, contains buildings of varied age, architectural style and scale. As a result, there is little overall consistency in the appearance of the local streetscape, which is rather eclectic in character. The current buildings on the site are of little

interest and proposal, which includes alterations (plus the addition of an extra floor) to the existing 3 storey red brick office block and a new 4 storey building directly to the north, have the potential to positively enhance the streetscape of the area. The proposed development incorporates a simple modern design, it reflects the scale and massing of the existing building to the south, and will read as two buildings to reduce its apparent scale and potential impact on the local streetscene. The materials for the elevations and the detailing of the fenestration, including balconies, canopies and shopfronts will require additional submissions via suitable conditions, however, overall, there are no design objections to the scheme.

HIGHWAY ENGINEER:

The site currently has retail units and storage on the ground floor with 23 car parking spaces, and residential flats on upper floors. The Public Transport Accessibility Level for this area is 4 on a scale of 1-6. The proposal involves demolition of the existing low quality buildings on site and replacing it with 4 storey building with part conversion, part redevelopment to 5 retail units (Use Class A1) with a 67 bedroom hotel, with restaurant, serving facilities to the rear of the ground floor and upper storeys (Use Class C1) to be accessed from Station Road. 12 no. car park spaces, 6 disabled bays are to be provided at the rear of the site. St Anslem Road will therefore serve as the access to the car park and refuse collection.

Case History of this application confirms the pre-application discussions and advice for this mixed development has already taken place between the Local Planning Authority and the developer. Previous highway concerns were with the rear access to the development on St Anslem Road (it was not suitable or practical for consideration as the main route for the hotel's vehicular traffic and pedestrian visits); the existing car parking was also unsuitable for a main entrance to a hotel of this size. A requirement for a hotel drop off facility on Station Road was also requested since this stretch of highway is frequently congested, a lay-by of 18m was recommended.

The request for an improved pickup/drop off facility has been addressed with provision now made for coach parking, with confirmation now given that the main vehicular access to the hotel will be via Station Road.

Cycling

Cycling provision is compliant with Hillingdon and London parking plan (1/350sqm - retail and 1/3 hotel staff and one space to 20 bed rooms). Details of cycling infrastructure and the development's cycle routes including how it ties in with the London Cycle Route should be submitted to Highways for approval prior to construction.

Strategic Issue

There are proposals for improvements for Hayes town centre. Improvements relevant to the proposals include changes to the way traffic is managed on this stretch of Station Road. There are various traffic options being considered for public consultation. The developer should be made aware that if one of these options were to go ahead it could have implications for the Station Road access.

Comments on revised plans/information:-

Further to receiving additional information submitted in relation to the above, the proposals are considered acceptable, provided that the details below are provided under a suitably worded planning condition or S106 Agreement.

1. A Delivery and Service Plan is required to be submitted and approved in writing by the LPA before first occupation of the development. The Delivery and Service Plan is required to detail how each use within the site will be serviced, the size and nature of vehicles that will be required to visit

the site and the timings of deliveries etc.

2. A Car Parking Management Strategy detailing how the car parking provision within the site will be managed is required to be submitted and approved in writing by the LPA prior to first occupation.

3. A Traffic Management plan is required to be submitted and approved in writing by the LPA prior to commencement of any works at the site. The Traffic Management plan shall provide the details in relation to access (vehicular and pedestrian) and the parking provision for contracting staff and the delivery of materials' during construction.

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

5. Upon first occupation of the site, the sustainable travel initiatives detailed within the submitted Travel Plan shall be implemented. Following 12 months occupation of the site, travel pattern surveys shall be undertaken and an updated Travel Plan shall be submitted to the LPA for approval in writing. Thereafter the Travel Plan shall be reviewed and updated at 12 monthly intervals.

6. The development is required to provide 20% (10% active and 10% passive) of all car parking spaces with electrical charging points.

7. Details of the proposed cycle parking provision within site, for 16 cycles, shall be submitted and agreed in writing by the LPA prior to first occupation of the development. Thereafter, the cycle parking provision shall be maintained and retained at all times for the use of the development.

TREES/LANDSCAPE OFFICER:

Landscape Context:

The site is occupied by a mix of low quality single-storey, two and three-storey buildings, with ground-floor retail units fronting onto Station Road and offices above. To the rear of the buildings there is a car park and service yards which are accessed from the rear via Nield Road, a residential street. This plot is in the heart of Hayes Town Centre and is very urban in character.

There are no trees or other landscape features on the site, or close to it, which might constrain development.

Proposal:

The proposal is to part convert and part redevelop the site to provide 5 retail units and a 67 bedroom hotel, with restaurant and associated servicing facilities and a car park.

Landscape 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.

- No trees or other landscape features of merit will be affected by the development.
- The Design & Access Statement fails to make any analysis of the existing landscape quality, nor does it set out any proposed landscape objectives - contrary to CABE and planing guidance.
- No landscape proposals have been indicated either in the D&AS or on plan. While this is a town centre site it is disappointing that no opportunity has been taken to provide even green walls or

roofs - which can afford both visual and environmental benefits in urban areas where space is at a premium.

- The 3D animations showing an aerial view indicate a green-coloured(?) roof. However, it is unclear as to whether this is a 'living' green or brown roof. - There is no mention of living roofs within the text or on plan.
- The outdoor eating area on the roof would be an ideal place for soft landscape enhancement, in particular container-grown hedging along the outer edges would be a significant enhancement of this amenity area.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.
- A landscape management / maintenance plan will be required to ensure that the roof garden and other landscape proposals are established and maintained in accordance with good practice.

Recommendations:

No objection, subject to the above considerations and conditions COM9 (parts 1, 2, 3, 4, 5 and 6).

ACCESS OFFICER:

The site is located in the town centre of Hayes and is currently occupied by a building that provides office accommodation and retail. The proposal is for part conversion/part redevelopment of the current site to provide 5 retail units and a 5-storey, 67 bedroom hotel. The Design & Access Statement states that within the undercroft car park 12 parking spaces will be provided, of which 6 will be dedicated for use by disabled people. 67 bedrooms are proposed, of which seven is said would be fully accessible, and two passenger lifts will serve all floors.

Whilst it is noted from the Design & Access Statement that the above provisions exceed the requirements detailed in the Council's adopted Supplementary Planning Document 'Accessible Hillingdon', no details appear to have been submitted on the standards to which the above provisions would be designed.

No objection is raised in principle, however the following Condition should be attached to any grant of planning permission:

The development hereby approved shall ensure the accessible bedrooms are designed in accordance with BS 8300:2009+A1: 2010, and shall ensure that the quantity of accessible bedrooms as a percentage of the total number of bedrooms is no less than:

- 5% without a fixed tracked-hoist system;
- 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- 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);
- 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 London Plan policy 4.5.

Conclusion:

Acceptable, subject to condition being met.

FLOOD AND WATER MANAGEMENT OFFICER:

Please include the following condition on any planning permission granted.

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 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:

iv. incorporate water saving measures and equipment.

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

vi. 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 EM 6 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).

In order to discharge the condition clear details and calculations should be submitted demonstrating how the surface water run off will be controlled on site to the greenfield runoff rate through sustainable drainage systems. This is required as there is evidence of localised flooding on Station Road, due to the overwhelming of the surface water sewers.

SUSTAINABILITY OFFICER:

I have no objections to the proposed development subject to the following:

Energy Comments

The energy strategy submitted is broadly sufficient but is not yet detailed enough at this stage to understand the final design solutions. The strategy includes a number of recommendations but it is not clear how or if these will be included within the final design. The following condition is therefore essential:

CONDITION

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- 1) the baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial etc).
- 2) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- 3) the inclusion of CHP to service the whole development, the specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO₂) of the CHP unit and the impacts on the baseline emissions as well as the impacts on air quality.
- 4) full details, specification and location of the air source heat pumps.
- 5) how the technology will be maintained and managed throughout the lifetime of the development.

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.

Living Walls and Roofs

The development is within an air quality management area and needs to improve opportunities for wildlife. 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 and methods of maintenance where necessary. 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 and Policy EM1 of the Local Plan.

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. Hotels require significant consumption of water and therefore will place further burden on the diminishing water supplies. 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.

ENVIRONMENTAL PROTECTION OFFICER (NOISE):

I have no objections to this application.

The noise assessment states that a further noise assessment is required to assess the mitigation measures for the plant (5.2, 5.3 & 6.6 respectively) as currently it is still in the outline stage and these details have yet to be finalised.

Therefore could the following conditions be added:

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

REASON:

To protect the amenities of the occupiers of residential accommodation in the vicinity in accordance with Policy OE1 of the Hillingdon UDP.

ENVIRONMENTAL PROTECTION OFFICER (AIR QUALITY):

The following information was submitted with regard to air quality issues:

· Air Quality Impact Assessment, Retail/Hotel development: 40A-50 Station Road (issue 2), Hayes by Ricardo-AEA Ltd for Moninstone Ltd dated 16 July 2013

Air Quality

The proposed development is within a declared AQMA and in an area that is probably exceeding the

European Union limit value for annual mean nitrogen dioxide (40.0 mg/m³) along Station Road (based on 2011 CERC modelling which indicates an exceedance on the front facade of the building at the worst location for NO₂ at 61.4 mg/m³ and best location at 40.5 mg/m³).

The air quality impact assessment has indicated a lower NO₂ background level would be used for 2013 than seems reasonable (not clear why the background would drop down to 30.1 mg/m³ in 2013. Measured NO₂ at HD56, which has been considered a representative background from 2009, in 2012 was actually up at 36.7mg/m³), and then considers the contribution from the development only, on top of this (presumably based on the 190 AADT. Current use AADT information not provided). The impact assessment does not appear to take into account other transport in the vicinity of the site which is impacting on the site and area currently and would continue to do so, and the air quality in the area appears to have been significantly underestimated as a consequence. However, it is assumed the contribution from the proposed development is

probably close to a reasonable estimate (0.1 mg/m³), and the air quality in the area maybe below but very close to the limit value as a minimum.

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

The Energy Statement (21 July 2013) indicates biofuels would not be considered in air quality grounds, and although CHP was considered viable, it was indicated they would go with ASHP and PV to meet CO₂ emission targets. It is not clear if a gas boiler would be required on site. It is recommended a low or ultra low NO_x boiler is used, if one is required for hot water.

The ingress of polluted air condition is recommended as it is thought the air quality in the vicinity of the site may be close to exceeding the limit value, and also to ensure there are no air inlets and openable windows in the vicinity of any flues. The inclusion of balconies, especially along Station Road, is a concern. However, as this is not a residential application, and it is assumed no one will be residing in the building on a more permanent basis, it is less of an issue on air quality grounds. The details of energy provision condition is recommended only if it is known that the developer will be using gas boilers, but cannot provide details prior to the determination of the application.

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 to 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 (September 2007).

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.

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 suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment if necessary, as set out in the EPUK CHP Guidance 2012 (September 2007). Details to limit and/ or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation and thereafter implemented and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

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 and commercial development

and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. They should contact the Environmental Protection Unit if they have any queries.

The use of a Travel Plan is noted. It is recommended the hotel adapt a green travel plan to encourage/promote the use of low and zero emission vehicles and sustainable modes of transport.

WASTE SERVICES:

The number of 1,100 litre eurobins would range from 9 for a 1 star hotel, 15 for a 2/3 star hotel and 21 for a 4/5 star hotel. Space should be allocated for the appropriate number of bins based on the above.

S106 Officer:

The following Heads of Terms are sought:

1. Travel Plan, including a £20,000 Bond,
2. Hayes Town Centre Improvements: £20,000 to include highway and pedestrian improvement works on Station Road,
3. Construction Training: £2500 per £1m build costs + Coordinator Costs: $1000/7500 \times £71,765 = £9556.66$ or in kind provision.
4. Hospitality/Employment Training: In kind provision.
5. Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The National Planning Policy Framework (NPPF) at paragraph 2 states that "Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise".

Further, Government guidance requires Local Authorities to make the best use of urban land within their boroughs while safeguarding the quality of the surrounding environment and the amenity of neighbouring residents. The National Planning Policy Framework states that local authorities should actively promote sustainable development.

The existing part single, part two storey buildings at No. 40A - 44 Station Road are of little historical or architectural merit and no objections are raised to their loss.

The site is located within Hayes Town Centre, with its Station Road frontage being within the primary shopping area as designated by the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Additionally, the site is subject to policy designation PR2 (part of the western core area of Hayes) of this plan.

Saved Policy PR2 states:

"Redevelopment of the northern part of the west side of Station Road, Hayes, as shown on the proposals map, for retail or mixed development comprising retail with office and residential uses at first floor level, will be considered acceptable in principle subject to:

- (i) Provision of adequate parking and rear servicing;
- (ii) Removal of non-conforming uses;

- (iii) Improved servicing facilities to existing retail premises; and
- (iv) High quality landscaping, where appropriate, around the periphery of the site".

Saved Policy T4 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 British 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.

Although a hotel use is not specifically identified within the site specific policy, with a town centre location close to Hayes Station and with a PTAL score of 4, this is a mixed use area and represents a very sustainable location for hotel development.

More recently, the Council has adopted the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012). This does specifically identify Hayes town centre as being one of the three preferred areas for hotel growth. Policy E2 which deals with the location of employment growth, in relation to hotels, states:-

'The Council will accommodate a minimum of 3,800 additional hotel bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter and in other sustainable locations.'

Paragraph 5.23 advises that the 3,800 figure is likely to be an underestimate and according to Hillingdon's Tourism Study (2007), a much higher figure of 5,600 additional hotel bedrooms is identified as being required between 2012 and 2026.

The Council's Monitoring Report 2012/13 records that there were 519 new hotel and visitor accommodation bedrooms provided within the borough with no loss of hotel bedrooms during this period. In this reporting year, three planning permissions were granted for a total of 216 new rooms which compares to 893 rooms for the previous year. During this period, two hotels were under construction in the Uxbridge (90 rooms) and Harmondsworth (307 rooms) areas. From 1st April 2006 to 31st March 2013, a total of 4,652 rooms were given planning permission which would result in a net gain of 4,307 rooms. Records show that 1,396 new hotel rooms have been completed during the same period (although these figures exclude the alteration and extension of the Radison Edwardian Hotel on the Bath Road which is currently under construction (307 rooms)).

Assuming that all of the planning permissions for additional hotel bedrooms will be implemented in full, Hillingdon's Tourism Study (2007) suggests that there will still be a demand for additional bedspaces during the 2012 - 2026 period.

However, the draft Site Allocations Policy SA 11: Western Core, Hayes does advise that:-

The Council will support the development of mixed use development comprising retail units at ground floor level with residential uses above. Proposals will be required to meet the following criteria:

- Residential uses should be developed at a density of 250hr/ha amounting to a density of 80 u/ha with an average of 3.1hr/u;
- Provision of acceptable town centres uses and the removal of non conforming uses;
- Provision of adequate parking and rear servicing; and
- High quality landscaping, where appropriate, around the periphery of the site.

However, as this has not been adopted, only limited weight can be attached to it.

As such, it is therefore considered that no objection could be sustained to the proposals in terms of the land designation of the site.

Policies H2 and H3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) state that planning permission will not normally be granted for a change from residential use and the loss of residential accommodation will not be permitted. The proposal would result in the loss of 4 small flats, however, given the small quantity of residential accommodation on site, compared with the much more comprehensive use that would be made by the hotel which will create employment and help regenerate this part of the town centre, it is considered that the loss of 4 small flats which do not satisfy current minimum floor space standards is justified.

This site also forms part of the primary retail frontage of the town centre. A main thrust of retail policy is to prevent avoidable interruptions to the frontage by dispersing service uses within shopping areas and limiting the length of continuous frontage in non-retail use. This scheme retains the retail frontage at Nos. 46 - 50 Station Road and re-provides 2 retail units on the remaining frontage so that the proposed non-retail frontage, comprising the hotel entrance and undercroft access would only total 9m in width. It is considered that the non retail frontage has been kept to a minimum and the scheme would generally accord with Saved Policy S11 and the supporting text in paragraph 8.26 which suggests that the separation of retail units should not exceed 12m, particularly as the hotel itself would generate pedestrian footfall within this part of the town centre.

7.02 Density of the proposed development

Not applicable to this development.

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

The proposals would not affect any statutory or locally listed building and the application site is not located within or on the fringes of a conservation area or an area of special local character. The site also does not form part of an archaeological priority area and the proposal is unlikely to affect any archaeological remains. The proposal would therefore not impact upon any heritage asset.

7.04 Airport safeguarding

There are no airport safeguarding issues raised by this application.

7.05 Impact on the green belt

This site does not form part of the Green Belt, nor is it located close to the Green Belt boundary. As such, no Green Belt issues are raised by the proposal.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene. Saved Policy BE26 seeks to ensure that within

town centres, the design, layout and landscaping of new buildings respect the role, overall scale and character of the town centre as a focus for shopping and employment activity.

The Council's Urban Design/ Conservation Officer advises that Hayes town centre and in particular Station Road, contains buildings of varied age, architectural style and scale. As a result, there is little overall consistency in the appearance of the local streetscape, which is rather eclectic in character and the current buildings on the site are of little interest.

It is considered that the overall four storey scale of the proposed extension/building would not be out of keeping with the surrounding area. The adjoining Hesa Mediacl Centre building is four storeys along the Station Road frontage and there is 5 storey development along this part of Station Road. This increases to 10 and 12 storey further to the south around Hayes and Harlington Station. At the rear, the building steps down towards the two storey residential development.

The Council's Urban Design/ Conservation Officer advises that the alterations, including the addition of an extra floor to the existing 3 storey red brick office block and a new 4 storey building directly to the north have the potential to positively enhance the streetscape of the area.

This scheme has undergone a number of revisions in the light of the design officer's comments. The officer considers that the proposed development incorporates a simple modern design, which reflects the scale and massing of the existing building to the south, and will read as two buildings to reduce its apparent scale and potential impact on the local streetscene. The materials for the elevations and the detailing of the fenestration, including balconies, canopies and shopfronts will require additional submissions via suitable conditions, however, overall, there are no design objections to the scheme.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. Although arguably not strictly applicable in this instance, the Council's Supplementary Planning Document HDAS: Residential Layouts is also useful, in that it establishes minimum dominance and overlooking distances that can also be applied to other non-residential schemes. Specifically, it advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing overdominant and a 21m distance between facing habitable room windows and private amenity space (considered to be a 3m deep 'patio' area adjoining the rear elevation of a property) which could be overlooked to safeguard their privacy within a 45 degree line of sight.

The nearest residential properties to the application site are located in St Anselm's Road. No. 5 St Anselm's Road directly abuts the northern boundary of the site. A daylight, sunlight and overshadowing assessment has been submitted in support of the application which assesses the impact of the development on all surrounding buildings, following BRE guidance. This concludes that there would be no notable reduction in the amount of either daylight or sunlight reaching neighbouring buildings or overshadowing of their garden/amenity areas. Furthermore, the nearest part of the proposed building would be sited over 20m from the rear elevation of this property with the nearest proposed window being a first floor hotel bedroom window which would not overlook the rear elevation of this property or its private patio area with the 45 degree line of site and in any case, the separation distance at over 22m exceeds the minimum 21m recommended by guidance.

As regards the properties on the opposite side of St Anselm's Road, the nearest front elevation would be sited some 40m from the nearest part of the proposed building.

The proposal would be sited adjacent to the Hesa Health Centre to the south which contains side windows that face the application site. The daylight, sunlight and overshadowing assessment has assessed the impact of the development on all surrounding buildings and identifies the Health Centre as the only building affected in terms of light loss. Although this building is not in residential use, the assessment takes a precautionary approach by identifying these side windows as having a reasonable expectation of daylight. The assessment concludes that although some of the windows would be affected, this would not be significant in terms of the reduction in sunlight from these windows.

As such, it is considered that the proposal would not adversely impact upon surrounding occupiers, in relation to loss of sunlight, dominance and/or loss of privacy and the scheme complies with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

The hotel bedroom would all have en-suite bathroom/showerooms, with single rooms having an area of 15sqm and double rooms ranging from 20 - 33sqm. All of the bedrooms would have a reasonable outlook and natural lighting.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

There are no car parking standards for hotel development. The Council's adopted car parking standards advise that parking requirements should be assessed on an individual basis using a Transport Assessment and Travel Plan. The London Plan (July 2011) states that no maximum standards are set for hotels, but advises that the Mayor would expect in locations with a PTAL of 4 - 6, on site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing. Cycle parking should be provided at a minimum of one space per 20 bedrooms and one space per three staff.

This town centre site is located some 300m from Hayes and Harlington Station and has a Public Transport Accessibility level (PTAL) of 4 based on a scale of 1-6, where 6 represents the highest level of accessibility.

The ancillary car park would provide 12 car parking spaces, 6 of which would be disabled spaces located at the rear but mainly accessed via an undercroft access from Station Road. These would be for hotel guests and disabled staff and visitors. The Transport Statement advises that the retail units would continue existing service arrangements along Station Road, allowing servicing to take place outside 10:00 to 14:00. Parking space would need to be booked in advance, with access controlled by hotel management. The undercroft access from Station Road would have a 3.2m clearance height that would allow the majority of service vehicles to use this access and would be required to do so by hotel management. The hotel lobby would provide 2 pedestrian access points, an entrance adjacent to the proposed access road layby for those parking on site or being dropped off or collected by taxi, with another entrance directly fronting Station Road. Secondary service access, primarily for use for refuse collection, would utilise St Anselm's Road, where refuse collection for the existing site already takes place. The existing site access from St Anselm's Road would therefore be used in a more limited way than at present, with a reduction in vehicular traffic using this access. A barrier with an intercom would be used to control access. The car park layout does allow refuse vehicles and minibuses to turn.

The proposals have undergone a number of revisions and additional information has been submitted in an attempt to address the initial concerns raised by the Highway Engineer. The Highway Engineer advises that the proposals are now acceptable, provided that the development is subject to a delivery and service plan, a car parking management strategy and a traffic management plan. Also, details of all traffic arrangements, the sustainable travel initiatives detailed within the submitted Travel Plan being implemented upon first occupation of the development and reviewed at 12 monthly intervals, 20% (10% active and 10% passive) of all car parking spaces have electrical charging points and details of the proposed cycle parking provision for 16 cycles need to be secured by conditions or a S106 Agreement. These are included in the recommendation. Also, an informative has been added advising of the need to check that the scheme remains compatible with the Hayes town centre improvement works before implementation of the works.

7.11 Urban design, access and security

Security

A condition is recommended to ensure that the scheme satisfies Secure by Design standards.

7.12 Disabled access

The Council's Access Officer has reviewed the plans and advises that the proposal is acceptable from an access point of view and recommends a condition to ensure that the disabled bedrooms meet relevant standards which is recommended.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

Landscaping

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires development proposals to retain and utilise topographical and landscape features of merit and to provide for new planting and landscaping wherever it is appropriate.

There are no trees or other landscape features of merit on this site which is entirely covered by buildings and hardstanding nor are there any landscape features nearby that may constrain development.

The proposals have been amended and with the removal of a restaurant from the roof, the plans do now show a large sedum roof. The Council's Tree/Landscape Officer advises that landscaping should preserve and enhance the character and appearance of the area and that a landscape management / maintenance plan will be required to ensure that the roof planting and other landscape proposals are established and maintained in accordance with good practice. This has been secured by the recommended condition.

Ecology

The site does not provide any ecology interest at present and it is considered that the proposed sedum roof would be appropriate and improve wildlife habitat on this town centre site.

7.15 Sustainable waste management

The Council's Waste Services advise that the provision for waste storage at the site will depend upon the standard of hotel to be provided, ranging from 9 eurobins for a 1 star hotel up to 21 bins for a 4/5 star hotel. A 18sqm bin refuse area within the car parking area is shown. It is considered that this would be capable of providing appropriate provision on site.

7.16 Renewable energy / Sustainability

The Council's Sustainability Officer advises that the submitted energy assessment is broadly sufficient but is not yet detailed enough at this stage to understand the final design solutions. The strategy includes a number of recommendations but it is not clear how or if these will be included within the final design. The officer recommends a condition that would ensure a detailed energy assessment is submitted prior to the commencement of development. This is recommended.

7.17 Flooding or Drainage Issues

The Council's Flood and Management Officer recommends the use of a condition to ensure that the scheme incorporates suitable sustainable drainage techniques and water saving measures. This forms part of the recommendation.

7.18 Noise or Air Quality Issues

Noise

Hillingdon does not normally apply planning conditions which seek to protect new hotel development from external noise. It is the responsibility of the developer to ensure that noise levels inside hotels meet an acceptable standard.

Given the nature of the development the main impact of the hotel on surrounding residential properties would be from any associated plant. An outline noise assessment has been submitted with the application. This establishes cumulative plant noise criteria that would need to be satisfied at the nearest residential property to comply with Council criteria. However, as the details of the proposed mechanical services plant have not been confirmed at this stage, it has not been possible to undertake a detailed plant noise prediction or to recommend specific noise control measures that may be required to meet relevant criteria. It recommends that a further assessment is undertaken once mechanical services plant has been specified.

The Council's Environmental Health Officer has reviewed the assessment and raises no objections with its findings or conclusions and recommends that a condition is attached to any permission to ensure that appropriate noise and odour control measures are in place before any plant is used. This condition has been included within the recommendation.

Air Quality

The site is located within a declared Air Quality Management Area. An air quality impact assessment was submitted with the application. The Council's Environmental Health Officer raises no objections to the proposals, having reviewed the air quality assessment, although conditions requiring details of a scheme for protecting the proposed accommodation from external air pollution and details of any plant, machinery or fuel burnt, as part of the energy provision for the development are recommended. These form part of the officer recommendation.

7.19 Comments on Public Consultations

Points (i) - (vi) raised by individual objectors to this scheme and the petitioners have mainly been dealt with in the officer's report. In terms of the petitioners' comment and point (vi) regarding water pressure, the relevant water company is made aware of the applications submitted to the Local Planning Authority through the weekly list and no concerns have been raised. As regards point (vii), the rental use of the hotel would be difficult to control, however the application is for a hotel and could not be used as housing as is raised by the objector.

The comments in support are noted.

7.20 Planning obligations

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

1. Travel Plan, including a £20,000 Bond,
2. Hayes Town Centre Improvements: £20,000 to include highway and pedestrian improvement works on Station Road,
3. Construction Training: £2500 per £1m build costs + Coordinator Costs: 1000/7500 x £71,765 = £9556.66 or in kind provision.
4. Hospitality/Employment Training: In kind provision.
5. Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

The development also represents chargeable development under the Mayor's Community Infrastructure Levy which would equate to £35 per sq.m of floorspace (including within the basement car park) adjusted for inflation.

7.21 Expediency of enforcement action

There are no enforcement issues raised by this site.

7.22 Other Issues

There are no other issues raised by 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

10. CONCLUSION

Hayes town centre is one of the three preferred areas for hotel development within the borough. The application site lies close to Hayes and Harlington Station and its Station Road frontage forms part of the town centre's primary shopping area. The proposal retains the majority of this frontage in retail use, with only a narrow 9m width providing the entrance and vehicular access to the hotel.

The proposal does involve the loss of 4 small residential flats, but it is considered that the employment opportunities associated with a 64 bedroom hotel and the positive enhancement of this part of the town centre would justify this loss.

The scheme would be of an appropriate scale and represents a sympathetic design that, subject to suitable external materials being used which has been conditioned, positively enhance this rather rundown part of Hayes town centre. Furthermore, the scheme would not result in the loss of amenity to surrounding occupiers and it would not prejudice

highway safety, with car parking at the site strictly controlled. The scheme makes appropriate provision to be able to cater for disabled persons. Conditions have also been added to ensure that the development makes appropriate contributions towards energy efficiency, water use savings and sustainable drainage.

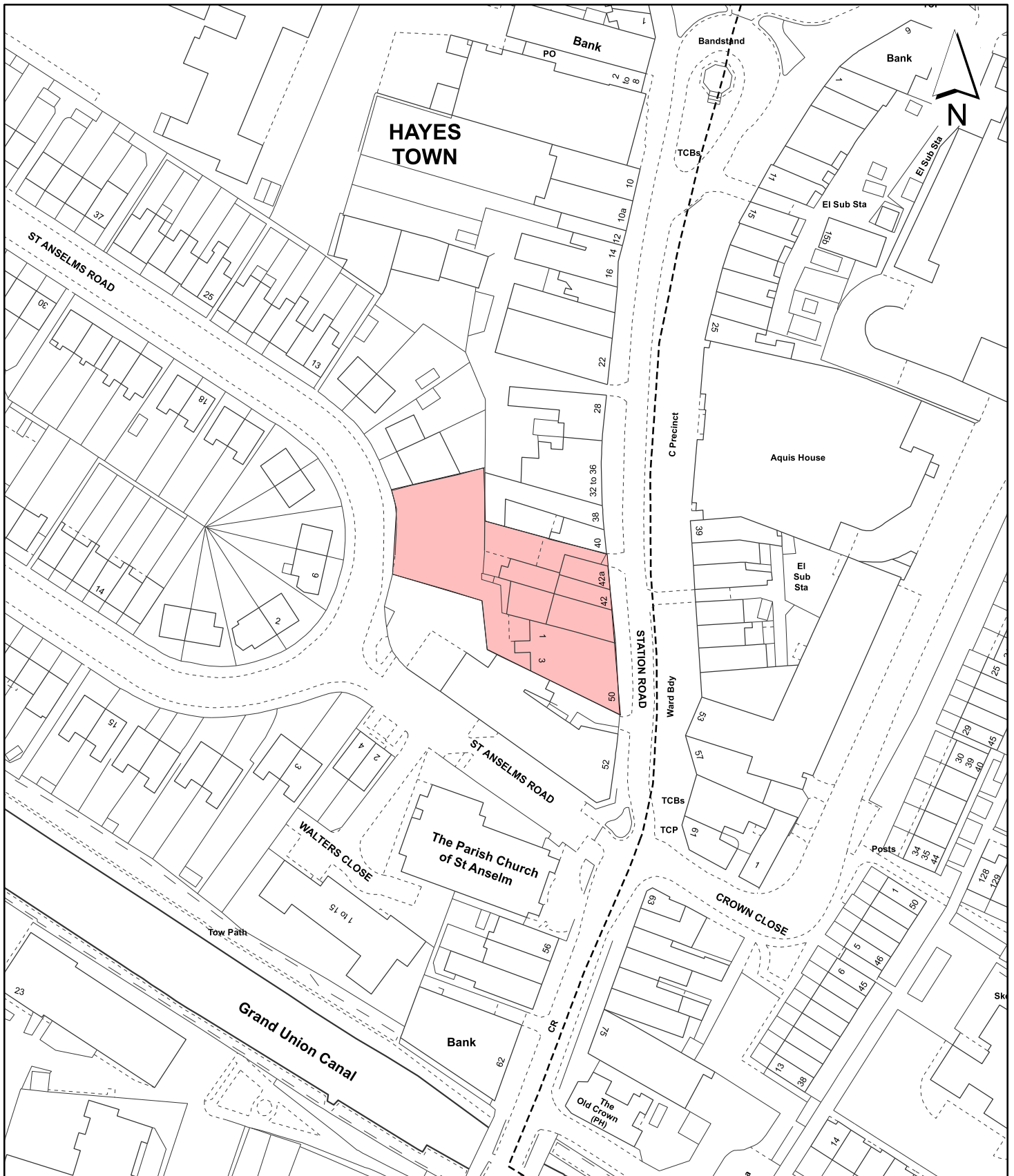
The scheme also provides a commensurate package of planning benefits and is recommended accordingly.

11. Reference Documents


National Planning Policy Framework (March 2012)
Planning Practice Guidance (March 2014)
London Plan (July 2011)
Hillingdon Local Plan (November 2012)
HDAS: 'Accessible Hillingdon'
Consultation Responses

Contact Officer: Richard Phillips

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Notes

 Site boundary

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Site Address

**40a-50 Station Road
 Hayes**

Planning Application Ref:
11563/APP/2013/2076

Planning Committee
Major Committee

Scale
1:1,250

Date
June 2014

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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



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