

Report of the Head of Planning, Sport and Green Spaces

Address 1 NOBEL DRIVE HARLINGTON

Development: Conversion and extension of existing office building to form a 200 bedroom hotel with banqueting suite, conference facilities, and rooftop restaurant, including a seven-storey extension to rear, a three storey addition at roof level and single-storey side extension, together with the creation of a new vehicle access, and alterations to car parking and landscaping.

LBH Ref Nos: 46214/APP/2014/2827

Drawing Nos: 01-Location Plan
02-Ex Site Plan
03-Ex GF plan
04-Ex FF plan
05-Ex SF plan
06-Ex Third flr plan
07-Ex Roof plan
08-Ex South and East Elevation
09-Ex North and West Elevations
10-Ex Sections A-A and B-B
Aether_AQ_assessment_NobelDr_Hillingdon_July14_Fir
Appendices A to C
Appendix D
Bus-tracking
Car-tracking
DESIGN & ACCESS STATEMENT B
GEA-Ground Contamination Report
Heathrow Market Report - July 2014
Heathrow Top Energy statement
Heathrow Top Hotel - PLanning Statement 080814
Interim Travel Plan - Nobel Drive Heathrow 26 June
Refuse vehicle-tracking
Service vehicle-tracking
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ae1449-01a
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CHP Calcs sheet

HT energy statement - Addendum 1 & 2

Date Plans Received:	08/08/2014	Date(s) of Amendment(s):	19/02/2015
Date Application Valid:	03/09/2014		08/08/2014 23/02/2015

1. **SUMMARY**

The application seeks planning permission for the change of use of the existing building from office (Use Class B1(a)) to a Hotel (Use Class C1) including banqueting, restaurant and conference facilities, including a seven-storey 'L-shaped' extension to the rear, a three-storey extension at roof level of the existing building and a single storey extension to the western side of the existing building.

Given the site's context the scheme raises no adverse amenity issues to residential neighbours nor does the new building's massing and outlook prejudice the existing or proposed developments on the adjacent sites. The car parking provision and highway access arrangements are considered consistent with planning policy and acceptable including the arrangements for service delivery and guest drop off/collection.

The height of the proposal is consistent with the surrounding development and in visual appearance terms the treatment of the elevations is considered appropriate and the proposed landscaping to street adequate.

In summary the scheme, subject to appropriate conditions and planning obligations, is considered to comply with relevant London Plan and Hillingdon Local Plan Part 1 and Part 2 policies. The GLA has raised several issues in their Stage 1 comments relating to design and landscaping, inclusive access, renewable energy, local training, transport and parking.

It is anticipated that these matters have either been resolved or can be resolved in the lead up to and during the referral process, but delegated powers are sought to determine the application as appropriate following Stage 2 considerations by the Mayor.

2. **RECOMMENDATION**

That delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to the relevant conditions set out below:

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

1. Highways: to secure all necessary works (including new access points and relocation or removal of on-street parking bays including associated works) and

the provision of a Travel Plan (including £20,000.00 Bond), including Sustainable Transport Measures (such as a hopper bus service), and a Construction Logistics Plan and a Delivery & Service Plan.

2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost plus £9600 Coordinator Costs).

3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £25,000.

4. Hospitality Training

5. An Employment Training Strategy

6. Carbon Fund offsite contribution of £12,600.00 (@£60/tCO₂ for 30years) to offset against the shortfall (which equates to 7 tonnes of carbon per year)

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

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 16/03/2015, or such other date as agreed by the Head of Planning and Enforcement delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of construction training, off site highways impacts, carbon savings as well as air quality). The proposal therefore conflicts with Policies R17, AM7 and OE1 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the completion of the legal agreement under CIL Regulations and other appropriate powers with the applicant.

F) That the applicant shall pay the required levy on the additional floorspace created under the Council's Community Infrastructure Levy.

G) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers PL14A, PL13A, PL12A, PL11A, PL10A, PL09A, PL08A, PI07A, PL06A, PL05A, PL04A, PL03A, PL02B, ae1449-01a and ae1449-02deck-04-prop and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

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

Heathrow Top Hotel - Planning Statement 080814,
GEA-Ground Contamination Report,
Design & Access Statement Rev.B.

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

REASON

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

4 NONSC Facilities for People with Disabilities

The hotel use hereby approved shall not commence until the development has been provided with a layout and facilities which meet the requirements set out in BS 8300:2009 (Code of Practice on Design of buildings and their approaches to meet the needs of disabled people), including:-

a. the development shall be Disability Discrimination Act compliant ensuring that step and ramp free access are provided within the primary access areas and landscaped amenity spaces;

b. sufficient numbers of lifts able to accommodate wheelchair users;

c. 10% of all rooms as a percentage of the total number of bedrooms should be accessible by disabled users with:

i. 5% of these rooms being fully accessible from the outset and equipped with all fittings necessary to facilitate use by people with limited mobility including interconnecting doors and fully accessible bathrooms;

ii. 5% of the rooms being standard accessible rooms suitable for wheelchair circulation

and include ensuite wetrooms and interconnecting doors to accommodate for carers of disabled guests or larger families

d. 5% of all rooms should be standard rooms with interconnecting doors to twin rooms suitable for families, the elderly and guests with limited mobility

e. 20 ensuite bathrooms to be specified to BS 8300:2009 standard.

The layout and all facilities which form part of the scheme shall be retained and maintained in good working order for so long as the building remains in use.

REASON

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

5 NONSC Air Quality - Energy Provision

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark, with a low emission CHP.

REASON:

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

6 NONSC Air Extract System

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON:

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

7 NONSC Extract Systems

No hot cooking shall take place within the premises until full details, with calculations, of the proposed fume/ odour extraction system have been submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing. The submission shall include details of:

- (i) The extract fan, silencers, anti-vibration mounts, high velocity cowl, correctly sized carbon filter and electrostatic precipitator systems and any other items of plant;
- (ii) The velocity of air flowing through the cooker hood, the carbon filters, electrostatic precipitator and at the duct termination;
- (iii) The retention time of gases in the carbon filters;

(iv) A maintenance schedule;

Before commencement of the approved ground floor use, the approved extraction system shall be installed on site in accordance with the approved details and shall be retained and maintained thereafter. Any variations thereafter shall be agreed in writing by the Local Planning Authority.

REASON

To safeguard the amenity of the future occupiers of the development and of occupiers of adjacent premises in accordance with Policy OE1 Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012)

8 COM15 Sustainable Water Management

Prior to the commencement of the development, 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 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. and demonstrate capacity into the receiving foul sewer network
- iii. 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.
- iv. 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:
 - v. incorporate water saving measures and equipment.
 - vi. provide details of water collection facilities to capture excess rainwater;
 - vii. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). 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).

9 NONSC Amplified Music/ Control of site noise rating level

No music and/or other amplified sound from the premises shall be audible inside surrounding residential premises between 2300 hours and 0700 hours. At all other times, the rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest residential property. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

In the interests of residential amenity in compliance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

10 COM27 Traffic Arrangements - submission of details

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, alterations 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. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

11 NONSC Construction Management Strategy (Aircraft Safety)

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- details of the area(s) subject to construction activity and the storage of materials and equipment
- details of cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/operations & safety/safeguarding. asp).
- details of temporary lighting - Such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/operations & safety/safeguarding. asp).

- height of storage areas for materials or equipment.

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON

To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome, and; to ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

12 NONSC Car Parking for guests only

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

REASON

To ensure suitable parking provision is provided on the site, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

13 COM30 Contaminated Land

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

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

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

(iii) All works which form part of the remediation scheme shall be completed and a

verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

14 NONSC Archaeology

A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results.

15 NONSC Energy Efficiency

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority.

The assessment shall clearly set out the baseline energy performance of the development, and the detailed measures to reduce CO₂ emissions in accordance with the approved energy strategy submitted with the planning application. The assessment shall provide detailed specifications of the measures and technology set out in outline energy assessment. In particular, the assessment shall provide full details of the proposed CHP unit, including inputs and outputs, location and how it connects to the development. The assessment shall also include full details of any further low or zero carbon technology including type, specification, and detailed plans and elevations where appropriate.

Finally, the assessment must include appropriate measuring and monitoring proposals and how the information will be submitted to the Local Planning Authority to demonstrate

CO2 reductions are being met.

The development must proceed in accordance with the approved scheme.

REASON

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

16 NONSC Building Height

No building or structure of the development hereby permitted shall exceed 50 metres AOD.

REASON

Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

17 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

18 COM31 Secured by Design

The building shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

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

19 COM9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage (which shall be covered and secure)
 - 2.b Cycle Storage (including secure storage for at least 20 cycles)
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including the provision 83 car parking spaces 64 parking spaces allocated for the hotel and 19 spaces for the banqueting/ conference rooms, including at least 8 disabled parking spaces, and demonstration that at least 10 parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials (including a kerbed access route from Bath Road to the main entrance of the building and crossover alongside the new vehicular access fronting Nobel Drive)
 - 2.f External lighting including for the car parking areas
 - 2.g Other structures (such as furniture)

3. Living Walls and Roofs

3.a A scheme for the inclusion of living walls, roofs and screens, in particular at roof level and at first floor level within the roof terrace. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

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 and 5.17 of the London Plan (July 2011).

20 COM10 Tree to be retained

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

groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

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

REASON

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

21 COM8 Tree Protection

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

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

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

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

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

REASON

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

22 NONSC Bird Hazard Management Plan

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

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

may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached * See para below for information *

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

REASON

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

23 NONSC Fire Evacuation Plan

Prior to the first occupation of the development hereby approved a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2011).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.

AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.10	(2011) Walking
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.13	(2011) Parking
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture

LPP 8.2 (2011) Planning obligations

3 I14C Compliance with Building Regulations Access to and use of

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

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

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

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

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

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

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

4 I15 Control of Environmental Nuisance from Construction Work

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

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other

emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

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

5

The written scheme of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs.

6 I28 **Food Hygiene**

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

7 I58 **Opportunities for Work Experience**

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

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

8 I60 **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

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm)). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting

which may endanger aircraft.

10

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds.

Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation&safety/safeguarding.htm)).

11

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

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

12

You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. The applicant will be liable to pay the Community Infrastructure Levy on commencement of this development. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

Should you require further information please refer to the Council's Website (<http://www.hillingdon.gov.uk/index.jsp?articleid=24738>).

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a roughly rectangular shaped plot located on the north side of Bath Road in Harlington. The existing four-storey office building on the site sits towards the southern half of the site, fronting Bath Road and Nobel Drive. The office building has been vacant since February 2013 and was last occupied by the Border Agency.

The site is bounded to the east by Nobel Drive, which is accessed at both ends via Bath Road and provides access to both commercial and residential properties. Beyond Nobel Drive to the east is a large 1960s built single-storey building which is used as a bowling alley. To the north are three-storey residential properties, beyond which is land falling within

the Green Belt.

The site is bounded to the west by the 4/5 storey Holiday Inn Hotel, and to the south by the A4 dual carriageway, beyond which are relatively small scale commercial and industrial buildings within the Heathrow Airport boundary.

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

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

3.2 Proposed Scheme

The application seeks planning permission for the change of use of the existing building from office (Use Class B1(a)) to a Hotel (Use Class C1). The proposal seeks to extend and convert the existing office building into a 200 bed hotel, together with conference/banqueting facilities (for up to 600 people) at first floor level, a restaurant at roof level and associated amendments to landscaping and car parking.

Three extensions are proposed to the original building; a seven-storey 'L-shaped' extension to the rear to provide the conference/banqueting facility at first floor level, with additional rooms, with undercroft parking; a three-storey extension at roof level of the existing building, to provide two floors of hotel rooms and one floor for the restaurant; and a single storey extension to the western side of the existing building to provide the back-of-house facilities.

Although the main car parking area is to remain some existing parking will be lost, with the extensions constructed above the existing car parking area. Deliveries and servicing would take place to the rear of the existing building, with a coach/taxi drop-off area proposed in a new atrium entrance area between the existing building and the proposed rear extension. The vehicle access is proposed to the rear of the site, to enable circulation and drop-off facilities to function whilst the exit would be to Nobel Drive.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no planning history that could be relevant in the determination of this application.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

AM13 AM13 Increasing the ease of movement for frail and elderly people and people with

	disabilities in development schemes through (where appropriate): -
	(i) Dial-a-ride and mobility bus services
	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting

- LPP 5.7 (2011) Renewable energy
- LPP 6.1 (2011) Strategic Approach
- LPP 6.10 (2011) Walking
- LPP 6.11 (2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 6.13 (2011) Parking
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2011) Cycling
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.13 (2011) Safety, security and resilience to emergency
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.6 (2011) Architecture
- LPP 8.2 (2011) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th October 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The scheme was advertised in the local press on 25th September 2014. In addition, 128 neighbouring households, amenity groups, and local businesses were notified of the proposal on 22th September 2014 with the consultation period ending on 13th October 2014. No responses have been received raising concerns with the proposed development scheme.

NATS

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

GLASS

Recommend Archaeological Condition

The report confirms that the planning application lies in an area where heritage assets of archaeological interest are recorded although the precise nature of remains within the site is uncertain. The report draws attention to the potential for remains 19th to 20th buildings, including part of a greyhound track, but I do not consider these to be of significant archaeological interest. The potential for as yet unrecorded prehistoric (and Roman) buried remains is significant as they would form part of the extensive Heathrow plateau landscapes which are the justification for the Archaeological Priority Zone, and notably is only c500m from the nationally important site of Caesar's Camp - an Iron Age hillfort containing a temple.

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.

The proposed development is relatively small-scale compared to the mineral extraction and airport developments which have taken place around Heathrow and remains are likely to have been damaged by modern redevelopment so the potential for contributing to understanding of landscape-scale patterns is likely to be comparatively modest although the possibility of individual discoveries of higher importance cannot be discounted. I note that the proposed development involves a western ground level extension to the existing building, a raised northern extension and landscaping. Unfortunately the assessment does not clearly map the extent of proposed groundworks and I remain doubtful as to whether the northern extension and related landscaping can really be constructed without significant impact on archaeological remains which may survive beneath the car park; and therefore whether the proposal for a watching brief would provide adequate mitigation.

On balance I consider development would not cause sufficient harm to justify refusal of planning permission provided that a condition is applied to require an investigation to be undertaken to advance understanding. The archaeological interest should be conserved by attaching a condition as follows:

REASON: Heritage assets of archaeological interest are expected to survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results.

Condition

A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Informative:

The written scheme of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs

Depending upon clarification of the extent and nature of groundworks (which will need to be specified in the written scheme of investigation referred to above) I envisage that the archaeological fieldwork would comprise either a watching brief as suggested in the desk-based assessment or an archaeologically controlled 'strip, map and sample' excavation of the areas of impact.

Heathrow

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

Height Limitation on Buildings and Structures

No building or structure of the development hereby permitted shall exceed 50m AOD.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

Submission of a Bird Hazard Management Plan

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

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

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

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

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

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

Submission of a Construction Management Strategy - England

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- details of the area(s) subject to construction activity and the storage of materials and equipment
- details of cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/operations & safety/safeguarding. asp).
- details of temporary lighting - Such details shall comply with Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/operations & safety/safeguarding. asp).

- height of storage areas for materials or equipment..

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

And

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

We would also make the following observations:

Lighting

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm)). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

Landscaping

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm)).

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

GLA

The GLA state that London Plan policies on tourism/ leisure, employment, urban design, inclusive design, sustainable development and transport are relevant to this application.

The application broadly complies with these policies but there are a few issues that must be addressed, as follows:-

i. Hotel Use and Loss of Office Space: Principle of the development: In summary, the principle of converting and consolidating the existing office space to provide a hotel use is supported provided that the new use outweighs any harm it may cause to the loss of office space;

ii. Employment and Training: The applicant should confirm and secure as part of the s106 agreement that the scheme will provide apprenticeships and on-the-job training for local young people;

iii. Urban Design: The applicant should submit a landscaping design identifying pedestrian routes towards the hotel entrance, reduce the dominance of the vehicular access arrangements along the eastern frontage of the building and a more refined building line/ facade treatment should be introduced along the east frontage of the building.

iv. Inclusive design: The applicant should submit an inclusive design statement that ensures the development complies with inclusive design policy 7.2 of the London Plan. A hotel accessibility plan

should also be provided and secured as part of a condition.

v. Sustainable development/ energy: Further information is required to confirm that the development has been modelled under part L 2013 and the efficiency measures proposed. A BRUKL sheet including efficiency measures alone should be provided. The development should be designed to allow a connection to a district heating source should one become available in the future. Further information should be provided on the optimisation of the CHP and the location of the plant room. Further information is required on the solar PV array area and installed capacity. A scaled roof plan should also be provided illustrating the proposed installation. Additional measures aimed at achieving further carbon reductions should also be investigated.

vi. Transport: Electric vehicle charging points should be increased. Short stay cycle parking should be provided. The submitted interim travel plan should be revised to include a baseline mode split and resubmitted to be secured via s106. The submission of a delivery and servicing plan (DSP) and a full construction logistics plan (CLP) should be secured by condition. CIL payments should also be secured.

OFFICER COMMENT: The officer's comments on issues raised by the GLA response are provided below:

i) Loss of employment land: The stage 1 response raised no issues in principle, but indicated that Hillingdon Council should, nonetheless, ensure that the potential loss of employment premises is acceptable in terms of the borough's supply of employment floorspace. This has been considered in detail by officers and is addressed within the Principle section of the committee report. In this instance the loss of employment land is considered acceptable.

ii) Employment and Training: The stage 1 response urged the Council to secure apprenticeships and on-the-job training for local young people. An employment strategy has been secured as part of the section 106 agreement.

iii) Urban design: The GLA Stage 1 response indicated that the scheme should seek to provide clear pedestrian routes towards the hotel entrance, reduce the dominance of the vehicular access arrangements along the eastern frontage of the extended building and provide a more refined building line/ facade treatment along the east frontage of the building. Following amendments to the landscaping strategy and to the north eastern facade to provide a continuous consolidated frontage at ground floor level, officers consider that the amended scheme would address the issues raised. The one way circulation arrangement under the main body of the northern extension will require an entry access along Nobel Drive. However, this is a single unidirectional entry point and, provided it is built with adequate surfacing materials it is not considered to dominate this frontage. A condition is recommended to that effect.

iv. Inclusive design: The GLA Stage 1 response indicated that the applicant should submit an inclusive design statement and a hotel accessibility plan. The applicant has submitted an inclusive design statement in compliance with policy 7.2 of the London Plan and a condition is imposed requiring the development complies with inclusive design principles.

v. Sustainable development/ energy: The GLA Stage 1 response indicated that further details of the energy strategy and carbon reduction measures were required. The applicant has submitted these details and implementation will be secured by way of conditions. The applicant has confirmed that any shortfall in carbon reductions will be mitigated with a monetary contribution as part of the section 106 agreement.

vi. Transport: The GLA Stage 1 response requested an increase in short stay cycle parking and electric vehicle charging points and requested that various matters be secured by condition and

legal agreement. The application has been amended to provide; a) short stay cycle racks at the front of the hotel entrance, b) to increase provision of electric vehicle charging points from five to ten; and, c) to provide eight disabled parking bays.

Conditions and S106 obligations meeting the above requirements have been incorporated.

Internal Consultees

Highways Engineer

Site and Transport Network

The site is located at the north-west corner of the junction of Nobel Drive and A4 Bath Road. Transport for London is the highway authority for the A4. The site has a PTAL rating of 4 (good). The site is in close proximity to Terminal 1-3, Heathrow Airport. There are pay and display car parking bays along Nobel Drive adjacent to the site.

Parking

The proposal will result in reduction of the existing from 151 car park spaces to 81 spaces. This provision approximately corresponds with 66 spaces for the hotel and 19 spaces for the banqueting suites based on a benchmark standard of 1 space for three bedrooms and 1/50sqm for function rooms. Furthermore experience from the Ramada Hotel in Long Drive, Ruislip indicates that 1 space per 5 bedrooms and 40 spaces for banqueting would allow for greater scope for marketing the banqueting events. This is considered acceptable given the shared use of the car park and can be agreed through the parking allocation and management plan.

Eight parking bays will be provided for disabled users and four bays with provision for electric vehicle charging points. In addition, there will be provision for three coach parking bays and taxi parking / drop-off.

Cycle parking provision for 20 cycles will be provided and meets Council's standards.

The proposals make provision for six motorcycle parking and meets with Hillingdon's Local Plan part 2 standard rate of 1 space per 20 car parking spaces.

Traffic Generation and Impact

When considering the vehicular traffic generation and the impacts of this development, the Transport Assessment (TA) indicates traffic impact would not be significant and materially less than the existing use on the site. A total of 39 vehicular trips (arrival and departures) are envisaged during the morning and evening peak periods. Given the reduction in car parking, the good accessibility of the site and its proximity to Heathrow Airport, no traffic modelling is considered necessary and the proposed development could be considered to have an insignificant traffic impact over and above existing use.

Access and Layout

The site will be served by vehicle accesses off Nobel Drive with a one-way internal traffic circulation.

The preferred arrangement is for entry via the new access on Nobel Drive and exit from the roundabout at the north of the site. This arrangement will result in no loss of on-street parking bays but will require relocation of four on-street car parking bays.

Highway works to alter the splitter island along Nobel Drive adjacent to the roundabout and the formation of the new site access off Nobel Drive will be required. Vehicular swept paths with 300mm safety margin will be required to support the detailed design of these works for prior approval by Hillingdon Council.

Construction Traffic

In case of any permission, a Construction Logistics Plan can be secured by way of a planning condition or s106 agreement. This should include (but not limited to):

- Construction traffic generation by development;

- Access routes;
- Contractor parking;
- Deliveries to avoid highway network peak hours and traffic sensitive hours;
- Construction staff travel plan

Travel Plan

The Council's travel plan officer should be consulted to comment on the travel plan. A full travel plan to take account of any necessary adjustments can be secured and maintained through a planning condition and/or s106 agreement as appropriate.

Conditions and S106 Obligations

The issues above regarding on-street car parking, motorcycle parking and access layout should be appropriately covered through planning conditions. The highways/transport obligations listed below should be covered within the S106 agreement.

1. Access works.
2. Part carriageway and footway resurfacing and associated works along Nobel Drive.
3. Removing/relocating on-street car parking bays, amending parking restrictions and associated costs.
4. Travel Plan.
5. Car parking allocation and management scheme.
6. Construction Logistics Plan.
7. Refuse and delivery management scheme.

EPU

Conversion and extension of existing office building to form a 200 bedroom hotel with banqueting suite, conference facilities, and rooftop restaurant, including a seven-storey extension to rear, a three storey addition at roof level, and single-storey side extension, together with the creation of a new vehicle access, and alterations to car parking and landscaping.

Due to the proximity of residential premises to the North of the site we would recommend that the following conditions are attached.

Hours of operation for the restaurant conference and banqueting facilities, up until 11pm may be suitable as this is when aircraft noise reduces

A Noise management plan to demonstrate how noise from the restaurant and banqueting facilities will be managed.

N11B Noise affecting residential property

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

REASON

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

N12 Air extraction system noise and odour (~ old N12)

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the

approved measures.

REASON:

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

INF 20 Control of environmental nuisance from construction work (~ Informative 20)

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

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

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

Land Contamination

The following information was submitted with the application for air quality:

- Air Quality Assessment for the proposed hotel development at 1 Nobel Drive, Bath Road, Hillingdon, dated July 2014

The following information was submitted with the application for land contamination:

- Desk Study Report 1 Nobel Drive, Heathrow, Middlesex by GEA Ltd, dated August 2014

Air Quality

The application site is located within the Hillingdon AQMA, declared for Nitrogen Dioxide (NO₂). The air quality assessment was undertaken using DMRB, therefore only considers traffic impacts on the site, and indicates impact from the airport has been considered as a result of using measured background data (DEFRA mapped background data for the site was not used as it was considered to be an over estimate). The assessment was considered to be conservative by the consultants as the DMRB model output was over predicting compared to monitoring information. At the four conservative locations considered at the site (i.e. not on the building facade) the NO₂ levels are all above 40 µg/m³, and considerably over that at the locations adjacent to the Bath Road.

Based on the limited air quality assessment, it indicates the proposed new use will only have a negligible impact on on-site receptor locations. No off site sensitive receptors were considered in the assessment. The assessment indicates the new development will have 83 car parking spaces (slightly fewer than the existing use) and coach parking. It indicates only a slight increase in trip generation compared to the current use, based on the assumption that public transport would be used or nearby car parking would be used as indicated in the Transport Assessment. Pick up and drop off by taxi at the front of the site is referred to in this document, although it is not clear if these

were counted in the trip generation. The air quality assessment also refers to a Transport Plan, by which I assume they mean the Draft Travel Plan in Appendix F which does not appear to have been provided, as a means of mitigation. The Transport Assessment indicates 4 spaces will have electric charging points. It is advisable to include a Travel Plan condition on any planning permission given including having some car or taxi parking spaces with fast electric charging points.

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

Section 106

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

The EU limit value for NO₂ at the facade of the building would only need to be met if staff are likely to live in at the hotel, for example. It is not clear if this is the case. I would also add it should be considered relevant if cabin crew are to stay at the hotel. The air quality assessment assumes that the NO₂ levels will fall below the limit value on the higher floors. Given the proximity of the site to the airport, this may not necessarily be the case.

The air quality assessment did not take into consideration the emissions from the on-site CHP and boilers in the assessment. However, it has considered building emissions in order to determine that the development is 'air quality neutral', although this appears to be limited on the assumption of gas being used on site to provide hot water only. The building emissions benchmark is met based on the limited assessment, which also indicates they have gone with 'worst-case' because they have assumed <70 mg/kWh standard, but ultra low NO_x boilers may be used. The BREEAM pre-assessment indicates only two points are being picked up for NO_x emissions, therefore it does not appear ultra low NO_x boilers are going to be used. In addition, the Sustainability and Energy Statement indicates the possible use of an appropriately sized CHP backed by high efficiency gas fired water heaters. The likely building emission standards are unclear based on the available information. The following condition is recommended for inclusion on any permission that may be given to ensure, as a minimum the building emissions benchmark is met and the CHP emission requirement for air quality neutral is also met.

Air Quality Condition 2 - Details of Energy Provision

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NO_x emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark, with a low emission CHP.

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. Guidance on air quality neutral is available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

Land Contamination Officer

A desk study has been submitted with regard to land contamination. It did not identify any risk to the site. It does not appear as if the Council were consulted as part of the desk study, although it does state the site is located on historical worked ground, and former greyhound track. Council records indicate a landfill at this location although limited ground investigation for the site does not indicate fill as such. The standard contaminated land condition is recommended for inclusion in any permission given. The site investigation should be carried out taking into consideration the proposed design of the extension. In the absence of information about the foundation design and gas protection measures incorporated into the existing building, it is recommended that ground gas monitoring forms a part of the investigation. The soils condition is also recommended, and soil testing needs to be carried out to demonstrate the development is suitable for use. It is advisable the source of the soil is agreed with the LPA prior to any importing of soil to the site.

Contaminated Land Condition

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

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

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

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

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

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

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Condition to minimise risk of contamination from garden and landscaped areas

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

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

REASON

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

References:

Hillingdon's Land Contamination Supplementary Planning Guidance (SPG)
http://www.hillingdon.gov.uk/media/pdf/p/e/land_contamination.pdf

Waste

Hotel

I would estimate the waste arising from the development to be 50000 litres

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

Conclusion: acceptable.

Accessibility Officer

The site, located adjacent to Heathrow Airport, is rectangular and covers an area of 0.62 Ha, and is occupied by a substantial 4 storey office building. The proposal is for the conversion of the existing office building into a hotel comprising 200 bedrooms and a 600 person banqueting/conference facility.

The design of this development application demonstrates some commitment to the principles of access and inclusion. The detail provided should be relative to the scale and significance of the development.

The revised Design & Access Statement is fine and no further changes are needed. However, the layout of the ensuite bathrooms are not correctly illustrated on plan. A condition should be imposed requiring that 20 ensuite bathrooms to be specified to BS 8300:2009 are provided.

Conclusion: acceptable, subject to the attachment of appropriate conditions.

Urban design

I have noted these revisions and the application proposal as a whole. I confirm that I do not have any objection to the scheme on urban design grounds, whilst large, is considered to be well designed and not inappropriate in this location.

If you intend to recommend this application for approval, please can you ensure that the following items are covered by condition:

- all external materials, colours and finishes
- glazing details, including the screens to the atrium and foyer area and projecting windows
- the design of the canopies and fascias to main frontage, principal entrance and at roof level
- roof top garden planting and landscape proposals for the site
- details of boundary enclosures
- details of hand rails and screens to balconies and terraced areas
- location and type of PVs etc if they are to be included

Floodwater

The site is indicated to have some surface water ponding on the site and the redevelopment of the site should reduce the surface water run off from the site in line with the requirements of the London Plan of a minimum of 50%. It should also be demonstrated that there is appropriate and sufficient foul infrastructure to support this redevelopment.

Therefore I request the following 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 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. and demonstrate capacity into the receiving foul sewer network
- iii. 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.
- iv. 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:

- v. incorporate water saving measures and equipment.
- vi. provide details of water collection facilities to capture excess rainwater;
- vii. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). 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).

106 Officer

Description

Conversion and extension of existing office building to form a 200 bedroom hotel with banqueting suite, conference facilities, and rooftop restaurant, including a seven-storey extension to rear, a three storey addition at roof level, and single-storey side extension, together with the creation of a new vehicle access, and alterations to car parking and landscaping.

- 200 bed hotel
- roof top restaurant
- 7 story rear extension
- 3 story addition at roof level
- single story side extension

HEADS OF TERMS

1. Highways Works: S278/S38 for required Highways Works

2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Air Quality Monitoring: A financial contribution to the sum of £25,000.
4. Travel Plan: to include £20,000 Bond
5. Employment Training Strategy
6. Hospitality Training
7. Hoppa Bus Provision
8. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

Landscape

COMMENTS (Re: Revised D&AS, dated 07/11/2014 and post-application discussions)

- The amended scheme includes the removal of the Yew hedge which defines the boundary of the surface level car park at the north end of the site. The current proposal is to remove the hedge and provide a more architectural edge. Illustrations indicate planting at higher levels on terraces and a roof garden.
- A Landscape Strategy drawing No. AE1449-01, by Anne Evans, dated November 2014, includes a brief tree assessment and identifies 6No. trees (from a total of 15No.) which are to be removed from the south and south-east site edges. There are 2No. 'B' grade trees and 4No. 'C' grade trees identified to be removed. The trees 'to be retained' include 3No. 'A' grade specimens and the rest are 'B' category. There is no objection to the tree (retention /removal) strategy.
- Much of the shrubby structural planting along the Bath Road frontage is to be retained with key areas refreshed with new and enhanced tree and shrub planting.
- The strategy acknowledges the need for the planting and management regime to conform to the CAA's anti-bird strike guidelines.
- The Landscape Strategy drawing indicates the retention of the hedge and tree planting along the northern part of the site. As noted above, this detail has now been superseded but will feature new tree planting and roof top planting clearly illustrated within the D&AS.

Recommendations

No objection subject to conditions COM8, COM9 (parts 1,2,3,4,5 and6) and COM10.

Sustainability Officer

The amended information provided at this stage is satisfactory, although there is a sudden leap in savings largely as a result of an improved CHP. The information on the CHP, specifications, inputs, outputs, etc... need to be finalised and information is still required on how it will connect to the site. To that end, a condition is recommended but I am satisfied at this stage.

There is also a shortfall which equates to 7tonnes per year, which will require an offsite contribution of £12,600 (@£60/tCO₂ for 30years).

Condition

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority.

The assessment shall clearly set out the baseline energy performance of the development, and the detailed measures to reduce CO₂ emissions in accordance with the approved energy strategy submitted with the planning application. The assessment shall provide detailed specifications of the measures and technology set out in outline energy assessment. In particular, the assessment shall provide full details of the proposed CHP unit, including inputs and outputs, location and how it connects to the development. The assessment shall also include full details of any further low or zero carbon technology including type, specification, and a detailed plans and elevations where appropriate.

Finally, the assessment must include appropriate measuring and monitoring proposals and how the information will be submitted to the Local Planning Authority to demonstrate CO2 reductions are being met.

The development must proceed in accordance with the approved scheme.

REASON

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

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposal seeks to convert and extend the existing office building to provide a 200 bed hotel with conference/banqueting facilities (for up to 600 people) and a restaurant with a terrace at roof level.

The National Planning Policy Framework (NPPF) supports sustainable economic growth and sets out a presumption in favour of sustainable development by planning for prosperity, planning for people and planning for places. The primary objective of development management is to foster the delivery of sustainable development, and significant weight should be attached to the benefits of economic and housing growth. The National Planning Policy Framework (NPPF) also requires the Council to make the most efficient use of land by maximising the re-use of previously developed land and the conversion of existing buildings.

In justifying the loss of office space the applicant has submitted an Office Market Overview Report prepared by Strutt & Parker (29th July 2014) with a sequential test and sufficient evidence to demonstrate that the site whilst vacant for a period in excess of 12 months has been marketed without success. It is also clear from the levels of the deterioration of the buildings confirmed with the visit to the site that the site has been vacant for approximately two years although it is noticeable that the site itself has been well secured and is well maintained.

The extent of the marketing information submitted to the Council as part of this application is considered genuine and demonstrates that the site is no longer viable or sought for office related uses. Therefore, the principle of redeveloping these business premises, requiring the loss of the existing use is acceptable as further compatible employment generating uses will be provided within the site.

Notwithstanding this, the London Plan 2011 identifies a need for a net increase of 40,000 hotel rooms across London, and accordingly the provision of new visitor facilities is encouraged by Policy 4.5. The London Vision for Tourism document also identifies a need for additional hotel accommodation in London, the majority of which would be required by 2016.

The Background Technical Report Tourism Study (January 2007) of the Hillingdon Development Framework also identifies the Heathrow area as an areas where further visitor accommodation could be established even though the area is largely constrained both by competition from other land uses (especially airport related activities) and land use designations including Green Belt and employment land.

Strategic Policy E2 of the Local Plan Part 1 and Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) encourage appropriate hotel and conference facility provision in the borough. In particular, Policy E2 seeks to encourage an increase in

hotel provision, amongst other locations, within the Heathrow perimeter and other sustainable Locations. Policy T2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) encourages the provision of a range of accommodation and conference facilities on sites easily accessible from Heathrow airport, provided the development does not conflict with the aim to maintain and improve the environment.

The present policy framework indicates support for establishing this land use within this part of the borough. As such, providing site specific issues can be met no objections are raised to the principle of providing a hotel on this site.

7.02 Density of the proposed development

The density matrix under Table 3.2 of the London Plan 2011 is only applicable to residential uses falling within Class C3. In the case of the proposed scheme incorporating a 200 bed hotel with conferencing facilities and a restaurant it will be the height and bulk of the development that will be crucial in determining whether an acceptable design response for this site and its immediate setting has been achieved.

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

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

7.04 Airport safeguarding

BAA Safeguarding, National Air Traffic Services (NATS) and Heathrow Airport have been consulted and confirmed that the proposed development would not conflict with airport safeguarding criteria subject to conditions.

7.05 Impact on the green belt

Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to protect the Green Belt from nearby developments which may prejudice its visual amenity. Whilst the proposed extensions to the building would be visible from the Green Belt to the north, the existing two-storey and three-storey residential properties in Marlborough Crescent and David Close provide a buffer between this land and the proposed building. Seen in context with other large buildings along Bath Road, and Heathrow Airport beyond, it is not considered that the proposed development would have any significant visual impact on the Green Belt.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development will complement and improve the character and amenity of the area.

This scheme has been subject to considerable discussion with the applicant and revised plans have been submitted that are considered to address all the issues raised. The design of the extensions are appropriate to the site and surrounds as the proposed design, materials, bulk and massing are proportionate and provide a continuous and harmonious relationship with the existing building whilst the retention of the gap with the western boundary and the provision of set backs at roof level will ensure that the scheme integrates successfully with the surrounding area.

The curved frontage provides a street presence for the conference facilities and amendments to the scheme ensure that the provision of a continuous but permeable frontage with glazed aluminium fins alongside the northern section of the Nobel Drive

frontage will provide an adequate but also effective screening to the undercroft floor car park, thereby addressing the concerns raised by the Greater London Authority. Furthermore, the applicant has demonstrated that an acceptable and operational relationship can be established with the 560 bed hotel scheme allowed (with ref.38807/APP/2008/3493) at the Airport Bowl site on the opposite side of Nobel Drive.

Accordingly, the Council's Conservation and Urban Design Officer has raised no objection to the proposal and stated that the building albeit "large" is "well designed and not inappropriate in this location".

Conditions are recommended to ensure that the details of all external materials, colours and finishes, glazing details, including the screens to the atrium and foyer area and projecting windows, the design of the canopies and fascias to main frontage, principal entrance and at roof level, roof top garden planting and landscape proposals for the site, details of boundary enclosures details of hand rails and screens to balconies and terraced areas location and type of PVs etc if they are to be included.

The proposal is therefore considered to be in accordance with Policy BE1 (Built Environment) of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

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

It is not considered that there would be a material loss of amenity to neighbouring properties, as the proposed extensions would be sited a sufficient distance away from adjoining properties. The proposed extensions are not considered to be over-dominant when viewed in conjunction with the existing building, and the wider context of the site, with numerous large commercial buildings, and as such, is unlikely to impact on the visual amenities of neighbouring properties from loss of light, over-dominance or loss of privacy.

The applicant has carried out a daylight and sunlight assessment in order to assess the impact of the proposed development on its surroundings, particularly in respect of the Holiday Inn hotel to the west and the residential properties in 1-19 Marlborough Crescent to the north. The report shows that the proposed development will have a negligible impact on the residential properties as it would not result in a decrease in the lighting levels below the recommended percentages of annual daylight or sunlight hours received at these properties below the limits stated in the BRE Report.

A number of bedroom windows on the eastern side of the Holiday Inn hotel will experience a material reduction in the levels of daylight but will still receive the recommended percentage of annual sunlight hours. This is not considered to be an issue given the transient nature of the hotel residents. As such, the impact of the proposed development on these properties, in terms of daylight and sunlight, is considered to be acceptable.

Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties. Given the nearby neighbouring residential properties, it is considered that suitable noise conditions should be included on any grant of

permission to ensure the scheme will not give cause to noise annoyance to surrounding properties.

The proposed development is considered to be consistent with policies BE20, BE21 and BE24 of the UDP.

7.09 Living conditions for future occupiers

The proposal is for a hotel and there will be no permanent future occupiers. There are no policies or standards that relate to hotel accommodation.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site has a PTAL of 4 (good) with a bus stops just outside the site. There are currently 151 car parking spaces on site for the extant office use. The 200 bed hotel proposal will reduce these to 83 parking spaces with 64 parking spaces allocated for the hotel and 19 spaces for the banqueting/ conference rooms. Eight parking bays will be provided for disabled users and ten bays will be provided with electric vehicle charging points. In addition, there will be provision for one coach parking bay with a further two dedicated coach drop off points together with taxi parking / drop-off. Six motorcycle bays and 20 covered cycle parking spaces and shower facilities for staff are to be provided. An additional four short term cycle racks will be provided at the hotel entrance. The access and circulation arrangements, with a clockwise one way system through the site and under the main body of the buildings, are considered acceptable.

The applicant has submitted a transport assessment to justify the reduction in parking spaces provided within the site, which is a relatively limited number of parking spaces. It argues that, due to the site's high accessibility to public transport, associated with its close proximity to Heathrow, and the international clientele it would attract, that a vast number of guests would travel via public transport or coach, rather than by private car, and that the proposal would generate an insignificant traffic impact over the existing use.

A dedicated shuttle bus would be provided between the hotel and all airport terminals at a frequency of every 15 minutes throughout the day and every 30 minutes throughout the evening and night. In addition most hotels along the Bath Road corridor are served by the Heathrow Airport Hotel Hoppa Bus, which runs regularly between the Hotels and the Heathrow terminals. The applicant has agreed to link the hotel to the Hoppa Bus and this is secured via the S106.

Given the site's good public transport links, its close proximity to Heathrow, which would provide a significant proportion of the hotel's customers, and the proposed measures that would be taken to encourage the use of sustainable modes of transport, as outlined in the Transport Assessment and Interim Travel Plan, as well as the provision of a dedicated shuttle bus, it is considered that the proposed parking is acceptable.

In terms of staff, no car parking facilities would be provided and, as such, staff would be expected to travel by public transport, bicycle or walk. This part of Bath Road is served by the London Cycle Network, and the site is in close proximity to several residential areas, which are within walking distance. In addition 4 public bus routes stop within close proximity to the site. Showers and changing rooms with lockers would be provided for staff of the hotel who cycle to work.

The extant permission for a 560 bed hotel scheme allowed at the Airport Bowl on the opposite side of Nobel Drive proposes to set up Nobel Drive with a shared surface arrangement between the junction with Bath Road (A4) and the roundabout to the north west corner of the site, thereby converting this part of Nobel Drive into a 'mews' style

arrangement with traffic calming measures and a shared surface for cars, cyclists and pedestrians. This scheme would provide appropriate landscape with hard and soft features that would enhance the public realm at the main public facade to the hotel.

Whilst, the currently proposed scheme would not compromise the implementation of these improvements the new vehicular exit to Nobel Drive and the swept paths, in particular for larger vehicles, indicate that some existing parking bays would need to be relocated or could be lost. The applicant successfully demonstrated that, with minor alterations to the splitter island, the affected parking bays can be relocated closer to the roundabout (further to the north) without any loss of on-street parking.

Notwithstanding this, the records of the Parking Services operating the Pay and Display Machines in Nobel Drive show that there is not much demand for these parking spaces and, in this instance, the applicant is satisfied to either; a) secure the works and costs associated with the relocation of the on-street parking bays; or, b) the works and costs of their removal, through an appropriate s106 agreement.

The Council's Highway Officer has been consulted on the application and raises no objection to the scheme, subject to a S106 requirement that a 'hopper bus' service be used and a travel plan provided, and conditions are included to ensure the access to the building is kerbed, and that details are submitted to ensure access for refuse vehicles.

As such, it is not considered that the proposed development would have a detrimental effect on the existing highway in accordance with the aims of Policies AM2 and AM7 of the Local Plan.

The GLA's concerns have been addressed with increases in the numbers of cycle parking spaces and electric vehicle charging points.

A condition is imposed requiring that the car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay.

7.11 Urban design, access and security

In relation to the appearance, layout and scale of the proposal, the proposed building's bulk and scale is considered appropriate in the context of the Heathrow perimeter and would be well integrated within the urban pattern of the area. The proposal seeks to increase the height of the existing building whilst enlarging the building's footprint. However, due to the design, scale and position of the enlargements the building would retain its prominent address to Bath Road.

From an urban design point of view, the proposed extensions are considered to be an improvement with the lower elements presented with curved facade facing north and west which will contribute to a signature building at an appropriate scale. It is also considered that the amended continuous curved facade of the building would create a softer and more sympathetic built edge than the original open finish to the northern corner of the building.

Externally, the extensions have been amended and carefully designed to integrate with the main building whilst adopting a common system of large expanses of external glazing and panel rendering.

Accordingly, the proposed appearance, layout and scale of the proposal is considered to be acceptable.

The Council's Urban Design Officer is supportive of the overall design and quality of the proposed development and it is anticipated that the building will integrate reasonably well within its surrounds.

With regard to access arrangements, the main vehicle access is from Nobel Drive around to the eastern elevation of the building and its vehicle main entrance. A segregated area will be provided under the body of ten building for vehicles to set down passengers to both hotel and conference facilities. Hotel guests can access the hotel building by foot through the route which passes within the front landscaped area and alongside the front parking area.

7.12 Disabled access

Additional information was requested with regard to level access into the building, wheelchair access evenly distributed between the proposed elements of the hotel building and manoeuvring areas within the bathrooms, to allow for wheelchair use.

The applicant has submitted amended plans showing these requirements have been met and the scheme is therefore considered to comply with the Disability Discrimination Act, Part M of the Building Regulations, BS8300:2009, BS8300:2009+A1:2010 and BS.9999:2008.

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

7.13 Provision of affordable & special needs housing

There are no requirements for commercial schemes to provide or contribute towards affordable or special needs housing provision in the borough.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The site as it stands is largely devoid of vegetation, albeit there are some trees that will be required to be removed to enable the development. An accurate site survey has been submitted with the application which plots trees on to the site, the tree species, and their quality and spread. None of the trees in the vicinity are protected by a Tree Preservation Order or by Conservation Area designations. In terms of landscaping, the applicant's objectives include a restricted redefinition of the existing green buffer fronting Bath Road to provide a small sitting out area with a sizeable retention of the existing planting, existing trees and the sloped lawn. The Council's Landscape Officer considers the removal of these trees is not a constraint on development due to their poor condition and landscape value.

With regard to the site layout and treatment for roof terraces in terms of planting, security measures (which include balustrades sufficiently set back from the edges of the building) and materials the scheme provides an improvement over the existing expanse of hard standing and boundary treatment with details provided of indicative hard and soft landscaping. Subject to the relevant planning conditions in respect of landscape maintenance and revisions/further detail on the planting plan the scheme is considered to provide a satisfactory landscape arrangement that complies with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

ECOLOGY:

The site is currently almost entirely given over to hardstanding. In view of this and the safeguarding measures detailing within the application documents in respect to trees and shrubs on neighbouring sites it is not considered the scheme will have an adverse impact on the areas ecology.

7.15 Sustainable waste management

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site. The bin and recycle area includes a 40m³ waste compactor and is positioned in an enclosed area centrally located to the west of the site with access for staff with access from the one way system for the refuse collectors.

The level of waste and recycling store provision, its location and means of collection by refuse vehicles is considered to comply with the Council's requirements. However, the Council's waste manager recommends that there is daily waste collection and it is therefore recommended that a condition be imposed to ensure the collection of waste is carried out at times to avoid impacts on the neighbouring area on a daily basis. Subject to such a condition, the scheme is considered satisfactory and complies with the standards set out in London Plan policies 5.16 and 5.17.

7.16 Renewable energy / Sustainability

The applicant has submitted an amended Sustainability Strategy with the application which shows that a number of measures have been incorporated into the design of the hotel to reduce its energy demand. Most notable is the extensive external glazed envelope which would help to maintain a comfortable climate within the site, significantly reducing heating and cooling needs. In addition, the orientation and massing of the hotel, and the integration of a centrally located light well, maximises the amount of natural light which can penetrate the building and also allows natural light to rooms and restaurants located on upper floors, thus reducing the need for artificial lighting.

The Energy Statement demonstrates that the applicant has investigated the use of a number of renewable energy sources in order to reduce carbon emissions. A significant reduction would be achieved through the use of a CHP unit, which would provide heating and associated electricity for the hotel. A further reduction would be achieved through the use of photovoltaic panels.

Notwithstanding the above mentioned energy conservation measures, there is also a shortfall which equates to 7 tonnes of carbon per year below London Plan standards. This would require an offsite contribution towards a carbon fund of £12,600 (@£60/tCO₂ for 30years). The applicant has formally agreed to this contribution, which is to be secured in the S106 legal agreement.

7.17 Flooding or Drainage Issues

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

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

replace the existing large expanse of non permeable hard standing.

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

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

7.18 Noise or Air Quality Issues

- Air Quality

The site is located within an Air Quality Management Area and, as such, an Air Quality Assessment has been submitted. In the opinion of the Council's Air Quality Officer a number of measures have been put forward, such as the shuttle bus system and dedicated cycle parking, to off-set the impact on air quality. Nonetheless there will still be an increase in nitrogen dioxide in an area that is already suffering from very poor air quality.

It is therefore considered that the applicant, given the scale of development, should contribute towards the upkeep and maintenance of a nearby air quality monitoring. A contribution of £25,000 is suggested to enable continued monitoring at the site. It is considered that the applicant should also be encouraged to investigate the use of an electric or alternative fuel bus for the shuttle runs.

- Noise

Given that the proposed building is a hotel, the Council's Noise Officer has confirmed that internal noise levels are not an issue. However, should approval be granted a condition to ensure external noise levels do not exceed 5dB below the background noise level should be added.

7.19 Comments on Public Consultations

No objections have been raised during the public consultation.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

In this instance, on the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

Non-monetary contributions:

. Highways Works S278/S38 to include the costs associated with the re-location or otherwise removal of the on-street parking in Nobel Drive, including the alterations to the traffic management order, removal and/ or re-location of parking bays and removal or re-location of ticket machine(s)

. A full and formal Travel Plan with associated £20,000.00 bond and including Sustainable Transport Measures (such as a hopper bus service) is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

. A Construction Logistics Plan

. A Delivery & Service Plan.

. A full Employment Training Strategy

. Hospitality Training

Monetary contributions:

. Air Quality: a contribution in the sum of £25,000.00 is sought

. Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + £9,600.00 per phase or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

. Carbon Fund: offsite contribution of £12,600.00 (@£60/tCO₂ for 30years) to offset against the shortfall (which equates to 7 tonnes of carbon per year)

. Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides extensions in excess of 100m². This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

There are no enforcement issues with this site.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so

far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

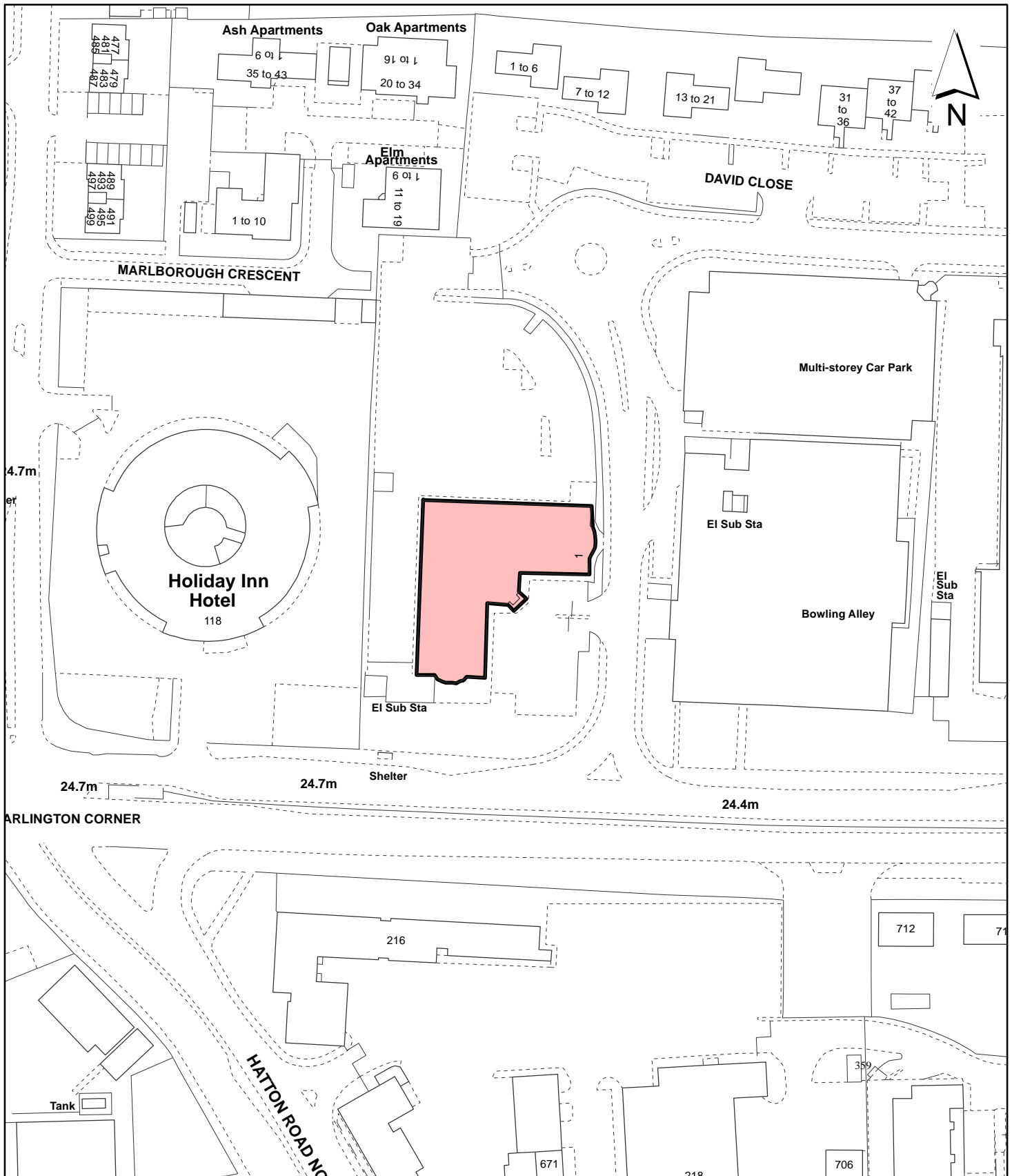
The principle of the proposed development is considered to be acceptable. The size and scale of the resulting building is considered to be appropriate for this location, and the overall building design would enhance the character and appearance of the street scene. The parking is considered to be acceptable and it is not considered that it would have any significant detrimental visual impacts on the residential amenity of neighbouring properties. The proposal complies with relevant UDP and London Plan policies and, as such, approval is recommended.

11. Reference Documents


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

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Notes

 Site boundary

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Site Address

**1 Nobel Drive
 Harlington**

Planning Application Ref:

46214/APP/2014/2827

Planning Committee

Major

Scale

1:1,250

Date

March 2015

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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HILLINGDON
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