

Report of the Head of Planning, Sport and Green Spaces

Address FORMER ROYAL BRITISH LEGION CLUB SIPSON ROAD WEST
DRAYTON

Development: The redevelopment of the site to accommodate a 7 storey 91 room hotel,
including a basement level and associated parking and landscaping.

LBH Ref Nos: 829/APP/2014/4252

Drawing Nos: 2014-2108-AT-101
2014-2108-AT-102
2014-2108-AT-103
2014-2108-AT-104
Design Statement
Proposed Drawings for 560 Sipson Rd
Site Topo and Tree Survey
Site plan
Waste Management Recycling and Refuse Statement
R02-AH-Travel Plan (141112)
R01-DP-Transport Statement (141111)
Planning Statement November 2014
Ground contamination report_Parts 1, 2 & 3
Ecological Appraisal-A
Drainage Strategy
Bird Hazardous Management Plan
Sustainability and Energy Strategy Report
408 - A101 Rev B Proposed Ground Floor Plan
408 - A102 Rev B Proposed First Floor Plan
408 - A103 Rev A Proposed Second, Third and Fourth Typical Plan
408 - A106 Rev B Proposed Fifth Floor Plan
408 - A107 Rev B Proposed Sixth Floor Plan
408 - A109 Rev B Proposed Roof Plan
408 - A110 Rev B Proposed North Elevator
408 - A111 Rev B Proposed South Elevator
408 - A112 Rev B Proposed West Elevation
408 - A113 Rev B Proposed Section 1
408 - A114 Rev B Proposed 3D Views
408 - A100 Rev A Proposed Basement Plan
Accurate Visual Representation and Methodology dated July 2014
2014-2108-AT-302
2014-2108-AT-305
2014-2108-AT-306
2014-2108-AT-307
2014-2108-AT-308
2014-2108-AT-301

Date Plans Received:	02/12/2014	Date(s) of Amendment(s):	28/07/2015
Date Application Valid:	26/01/2015		02/12/2014
			27/10/2015
			31/07/2015

1. SUMMARY

Planning permission is sought for the erection of a 7 storey, 91 bedroom hotel building with a basement car park on the vacant Royal British Legion Club site, involving the demolition of the existing club building).

The principle a hotel use on this site has been established by virtue of the recently approved scheme for a 4 storey 54 room hotel (application ref:829/APP/2013/1618). There is no objection in planning policy terms to the change of use that would involve the loss of a vacant private members club (D1 Use Class) to use of the site as a hotel (C1 Use Class).

The site is located on the west side of Sipson Road, with the site surrounded on three sides by the Park Inn Hotel complex (a substantially larger building than the proposal), with the other site boundary being Sipson Road. Given this site context the scheme raises no adverse amenity issues to residential neighbours nor does the new building's massing and outlook prejudice the existing hotel developments on the adjacent site.

The proposed hotel building would rise to 7 storeys. However, the upper two floors would be stepped back from the front and side elevations of the lower floors, to reduce the perceived massing of the building. It is not considered the scheme would have a negative impact on the visual amenities of the Green Belt, on the opposite side of Sipson Road, while the height of the development is consistent with the surrounding Park Hotel development. In visual appearance terms, the treatment of the elevations is considered appropriate, whilst the proposed landscaping to the street is acceptable.

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 scheme is considered to comply with relevant London Plan and Hillingdon Local Plan Part 1 and Part 2 policies and, accordingly, approval is recommended subject to appropriate conditions and planning obligations.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to:

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

1. To secure all necessary highway works

2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as a hopper bus service, a Construction Management Plan, a Construction Logistics Plan and a Service and Delivery 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. Hospitality Training contributions or an in-kind scheme

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

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

resulting agreement.

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

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

D) If the Legal Agreement/s have not been finalised by th30/11/2015 or any other date that may be agreed by the Head of Planning and Enforcement, that dlegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

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

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

408 - A101 Rev B Proposed Ground Floor Plan

408 - A102 Rev B Proposed First Floor Plan

408 - A103 Rev A Proposed Second, Third and Fourth Typical Plan

408 - A106 Rev B Proposed Fifth Floor Plan

408 - A107 Rev B Proposed Sixth Floor Plan

408 - A109 Rev B Proposed Roof Plan

408 - A110 Rev B Proposed North Elevation

408 - A111 Rev B Proposed South Elevation

408 - A112 Rev B Proposed West Elevation

408 - A113 Rev B Proposed Section 1

408 - A114 Rev B Proposed 3D Views

408 - A100 Rev A Proposed Basement Plan

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

3 COM5 General compliance with supporting documentation

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

Drainage Strategy Ref: 408

Bird Hazardous Management Plan Ref: 408

Waste Management, Refuse And Recycling Statement

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

REASON

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

4 COM15 Sustainable Water Management

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

- i. Provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. Provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

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

development.

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2015) Policy 5.12.

5 COM10 Tree to be retained

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

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

REASON

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

6 COM6 Levels

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

REASON

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

7 COM8 Tree Protection

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

1. A method statement outlining the sequence of development on the site including

demolition, building works and tree protection measures.

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

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

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

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

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

8 COM9 Landscaping

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

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 6 of the parking spaces are served by electrical charging points - 4 active and 2 passive).

2.e Hard Surfacing Materials

2.f External Lighting

2.g Provision of CCTV and secure entrance arrangements to the basement car parking.

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and in pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to ensure the development provides a safe and secure environment in accordance and with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan and 7.1 and 7.3 of the London Plan.

9 NONSC Air Quality

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

REASON

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

10 NONSC Detailed energy assessment

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

REASON

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

11 NONSC Living walls/roofs

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

REASON

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

12 NONSC Ingress of polluted air

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

REASON:

To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 NONSC Contaminated land

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

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

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

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

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

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

REASON:

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

14 NONSC Details of clean energy provision

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

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

REASON:

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

15 COM29 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

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

16 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 excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan Policies 7.1 and 7.3.

17 COM7 Materials & Fenestration Detailing

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

REASON

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

18 DIS2 Access to Buildings for People with Disabilities

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

(i) The access to the building entrances including the provision of non-slip surface and adequate lighting and use of clearly defined texture and visual contrasts;

- (ii) Further details of internal doors across circulation routes to incorporate a suitable zone of visibility.
- (iii) Details of the lift to facilitate the evacuation of disabled people in the event of a fire emergency.

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

REASON

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

19 NONSC People with Disabilities

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

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

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2015).

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

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

REASON

The use of the site for long or short stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

21 COM20 Air extraction system noise and odour

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

22 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, in accordance with policy BE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 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).

2 I3 Building Regulations - Demolition and Building Works

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

3 I23 Works affecting the Public Highway - Vehicle Crossover

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

4 I23B Heavy Duty Vehicle Crossover

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

5 I24 Works affecting the Public Highway - General

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

6 I43 Keeping Highways and Pavements free from mud etc

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

7

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

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 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).

10 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

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The proposed facility would be the subject of the Equality Act 2010 The applicant is advised to take the following into consideration with regard to conditions 18 and 19 of this permission:

1. The accessible car-parking bays should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010.
2. A suitable access route to the building should be provided from the car parking areas. Paths forming access routes should be a minimum of 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.
3. Level access and adequate front door width are assumed. If this is not the case, level access should be provided and a minimum door width of 1000mm for a single door or 1800mm for a double door.
4. The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009+A1:2010.
5. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, i.e. infra-red or induction loop system, should be fitted to serve all reception areas.
6. Seating of varying heights should be provided and sited close to reception.
7. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.
8. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004 (2013 edition). A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is likely to be required within the communal areas of the Hotel.
9. The accessible toilet proposed on the ground floor should be signed either "Accessible WC" or "Unisex". Alternatively, the use of a "wheelchair" symbol with the words "Ladies"

and "Gentlemen" or "Unisex" would be acceptable.

10. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.

11. The accessible bedrooms should be designed to BS 8300:2009. In addition to the 10% provision of accessible rooms,

12. 50% of the ensuite bathrooms within the required accessible bedrooms should have level access showering facilities.

13. Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS 8300:2009+A1:2010. As the majority of wheelchair users prefer showers, a larger proportion of the 10 accessible rooms should feature shower rooms. The Design and Access Statement should confirm the proportion of accessible shower and bath rooms with the detailed specification shown on plan.

14. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.

15. Lifts should accord with BS 8300:2009+A1:2010.

16. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

17. Details of where Hearing Enhancement Systems (e.g. induction loops) should form part of the scheme. Consideration should also be given to the type of system(s) that will be suitable for different areas of the hotel.

18. Alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

19. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area. Such detail should be fully documented in the Design & Access Statement and submitted.

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The written scheme of investigation required by condition 223 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. It is recommended that the archaeological fieldwork should comprise of the following:

Excavation

That part of the site which lies outside the existing building should be stripped under

archaeological supervision to reveal the significant archaeological horizon and features then planned and sampled in accordance with the strategy adopted at Sipson Quarry. Ideally the results would be published alongside those from the quarry.

Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

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Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £35 per square metre. The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable will be £40 per square metre. Should you require further information please refer to the Council's Website

www.hillingdon.gov.uk/index.jsp?articleid=24738

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738.

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In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

3. CONSIDERATIONS

3.1 Site and Locality

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

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

buildings are generally between 4 - 6 storeys high.

To the north east of the site and Sipson Road is Sipson Farm, designated Green Belt land, which has consent for sand and gravel extraction, whilst to the east of the site, located over 100 metres away, on the opposite side of Sipson Road is a children's nursery accommodated within two buildings known as Sipson Court and Sipson House. Sipson House is Grade II listed.

The nearest residential dwellings to the site are located over 110 metres to the south of the site and on the opposite side of Sipson Road.

The site itself comprises a 1 -2 storey building, formerly used as a club house for the Royal British Legion. It has a steeply pitched roof to the two storey element, with a flat roof to the single storey side and rear 'wings'. It is not considered to be of particular architectural merit, having been substantially altered over the years and appears in a poor state of repair.

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

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

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

3.2 Proposed Scheme

The proposed scheme involves the demolition of the former Royal British Legion club house and the erection of a 7 storey 91 bedroom hotel development, with a basement car park accommodating 20 parking spaces including 3 disabled spaces, set beneath the hotel. The proposed hotel is targeted at the budget end of the hotel market and would primarily serve guests using Heathrow Airport. 13 of the guest bedrooms are designed to accommodate wheelchair users.

The structure would be in total is 7 storeys high, with the 6th and 7th storeys set back from the front and sides. The building will have 4 sides to it, each of different lengths and would take a loosely triangular form on plan, with a much narrower rear elevation, that mirrors the narrowing of the plot towards its southern boundary. The ground and first floor would be set in at the front to allow for adequate manoeuvring space for coaches and service vehicles, with the upper floors cantilevered forward above. The building would be centred around a triangular atrium located in the core of the building.

The ground floor would have a reception area, a hotel lobby, a luggage room, an office, sets of toilets, 2 public lifts, a stair core, an under-croft service yard, bin stores and 4 hotel rooms.

The basement would be accessed by a vehicle ramp of a maximum gradient of 1:12 set

immediately to the east of the new building. The basement would provide 20 car parking spaces including 3 blue badge bays, secure bike stands (that would be protected by CCTV) for 12 bicycles.

The second, third and fourth floors would typically accommodate 21 rooms each, whilst the 6th floor would accommodate a restaurant and bar.

The building would rise to a maximum height of 21 metres, finished with a flat roof.

The treatment of the elevations and general massing is of a simple contemporary design. The first to fifth floor contain the majority of the guest bedrooms. The east, west and northern boundaries of the site from first floor to fifth floor have simple rectangular shaped coloured infill glazing panels, broken up into individual bays around a white rendered frame. The south facade is simply finished in K Render, from the ground floor to the fourth floor.

21 car parking spaces in total are provided, which equates to a car park ratio of 4.33 rooms per space, which is line with the other hotel developments in the area.

3.3 Relevant Planning History

829/APP/2013/1618 Former Royal British Legion Club Sipson Road Sipson

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

Decision: 01-11-2013 Approved

Comment on Relevant Planning History

Planning permission (ref: 829/APP/2013/1618) was granted on 01-11-13 for a 4 storey 54 bedroom hotel on the site.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

Part 2 Policies:

The following UDP Policies are considered relevant to the application:-
 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -

Part 1 Policies:

- (i) Dial-a-ride and mobility bus services
- (ii) Shopmobility schemes
- PT1.BE1 (2012) Built Environment
- (iii) Conversion of spaces
- (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- PT1.E1 (2012) Managing the Supply of Employment Land
- AM14 New development and car parking standards.
- PT1.E3 (2012) Strategy for Heathrow Opportunity Area
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- PT1.E7 (2012) Raising Skills
- AM7 Consideration of traffic generated by proposed developments.
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- AM8 Priority consideration to pedestrians in the design and implementation of road
- PT1.EM11 (2012) Sustainable Waste Management Schemes
- BE13 New development must harmonise with the existing street scene.
- PT1.EM6 (2012) Flood Risk Management
- BE15 Alterations and extensions to existing buildings
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- 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.
PT1, EM8	(2012) Land, Water, Air and Noise
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
PT1, T4	(2012) Health and Air
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:- **5th March 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

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

NATS Safeguarding

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

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

HEATHROW AIRPORT LTD.

No safeguarding objections, subject to a bird hazard management plan and informative on cranes.

HARMONDSWORTH AND SIPSON RESIDENTS ASSOCIATION

I would like to reiterate the objections made for the first application 829/APP/2013/1618. The proposed development of yet another hotel in the village will be of no or little value to the local community as it is not offering a service to the village but adding to the frustration of the traffic flow in an often congested and dangerous road. I am aware the speed limit is 30 mph at this point but many drivers do not adhere to this or pay heed to the speed humps in the locality.

A fatality (young car driver) has occurred on this bend due to speeding. Sipson Road is used by through traffic to avoid tailbacks on the M4 Spur road and bottlenecking regularly occurs because of the parked vehicles on the bridge which will only allow single lane traffic when a bus, lorry or coach is crossing the bridge. Problems also arise when large coaches turning into the Park Inn Hotel are required to manoeuvre back and forth repeatedly to accommodate the acute turning angle; thus blocking Sipson Road. It is anticipated that by positioning a 7 storey, 101 roomed hotel on the proposed site it will compound all these problems. The previous premises provided a social meeting

place for the village and neighbouring communities which was accessible via public transport - 222 bus route and all buses (operating 24 hours) along the Bath Road.

It would be more appropriate if this land could again provide a service to the local community in terms of facilities which could be used by them. This village already has 3 very large International hotels (2 Holiday Inns and a Park Inn) but it does not have a newsagent, GP surgery, bakers, greengrocers, chemist (we cannot access the chemist in Harlington due to the parking restrictions and parked minicabs), library to name but a few of the amenities that other villages have and enjoy but are denied to Sipson because priority is given to the airport's needs and not that of the local residents.

HISTORIC ENGLAND

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

The above planning application either affects a heritage asset of archaeological interest or lies in an area where such assets are expected. 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

The application lies within the Heathrow Archaeological Priority Zone defined in the Hillingdon Local Plan because of the extensive prehistoric and Roman landscapes found across the area. Recent archaeological investigations at Sipson quarry (carried out in 2013 and reported in January 2014) immediately to the north of this site have recorded numerous such remains and there can be little doubt that these would have extended south into the application site.

I note that in relation to a previous application (829/APP/2013/1618) submitted in 2013 I advised that there was likely to be little impact as that proposal was largely on the footprint of the existing building. Since then new archaeological information has become available (see above and the new proposal affects most of the site where the hard standing will have caused some damage but is unlikely to have completely removed the pits, ditches and wells typical of this archaeological landscape.

Although the application is not supported by a desk-based assessment or field evaluation it seems unlikely to me that such studies would fundamentally alter our understanding of the site's potential based as it is on good evidence immediately to the north. Nor is it likely that the site will contain remains of such importance as to necessitate preservation in-situ.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that the 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:

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.

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.

It is recommended that the archaeological fieldwork should comprise of the following:

Excavation

That part of the site which lies outside the existing building should be stripped under archaeological supervision to reveal the significant archaeological horizon and features then planned and sampled in accordance with the strategy adopted at Sipson Quarry. Ideally the results would be published alongside those from the quarry. Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

Internal Consultees

HIGHWAY ENGINEER

Initial comments:

- a. Drop off / pick up facilities for Taxis should be provided.
- b. Some of the basement car park bays adjacent to the western wall are too constrained for vehicles to enter / leave.
- c. The access ramp to the car park should not be used as maneuvering space required for cars to exit from parking bays. The access ramp arrangement at the basement level is not safe because of the inadequate visibility and the multiple maneuvers required for vehicles to negotiate the tight bend. Further consideration is required to manage the conflicts between vehicles entering and leaving the car park.
- d. The proposed provision of 17 car park spaces for a 101 bed hotel is considered to be low, given the London Plan benchmark of 1 space / bedroom. The applicant should be asked to provide evidence from comparable sites to demonstrate adequacy of parking provision rather than relying on pre-booking system.
- e. The vehicular swept paths for midi-bus and coach shows vehicles entering from the west and leaving via the eastern access. Its entry will be allowed from the eastern access, then additional swept paths should also illustrate:
 - i. entry from east and exit via western access.
 - ii. Vehicles leaving in the direction of arrival - ie 'u turning' at both the eastern and western accesses.

It is important that the access to the basement car park is not obstructed by coaches / midi-buses and taxis. The applicant will be responsible for cost of highway works at the access.

f, Please consult Sophie Wilmot regarding the Travel Plan.

g. Cycle parking should be provided at 1 space per 20 bedrooms and 1 space per 3 staff.

Additional comments: (25/9/15)

a. Drawing number 2014-2108-AT-307 Rev A illustrates that cars entering and exiting from the car park would leave insufficient space for pedestrians to safely wait in the refuge at the crossing across the accessway. This arrangement should be modified to maintain a width of 1.2m and include tactile paving.

b. A service and delivery plan will be required to include details of arrangements to manage conflicts between use of coach bay and service vehicles / buses.

c. Highway works will require a s106/s278 agreement.

d. A Construction and Logistics Plan will be required.

e. A Travel Plan will be required - to promote sustainable modes of travel for staff and customers.

There are no highway objections subject to resolutions of the above.

Officer Note: Amended plans have been received addressing outstanding issues. A service and delivery plan, construction and logistics plan and travel plan are to be secured by the S106 Agreement).

ENVIRONMENTAL PROTECTION UNIT

The site appears to have been orchards in the past before the current building for the British Legion was built. The site does not have a specific contaminative use however it does look in poor condition from the site photographs. Mention of a nearby tank is made and the planning application mentions suspected contamination for part of the site. Land science recommend an intrusive investigation indicating there are potential pollutant pathways on the site. Made ground is probably the main concern and any old heating equipment with tanks and such like.

The desk study is adequate for the planning application. The standard condition COM30 is recommended, should the site be given a permission. (i) (a) has been completed. You could also add a landscaping condition to make sure we receive the testing of the imported soils which will probably be needed looking at the hard standing on the development site.

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 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 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 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 users 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).

ACCESS OFFICER

Permission is sought for the redevelopment of the existing site to accommodate a 101 room hotel over 7 floors. The hotel would also provide 17 car parking spaces, three of which would be accessible. A restaurant and a bar is also proposed. The Design & Access Statement and plans confirm that the upper floors would be accessible by lift. An accessible toilet designed to meet Part M of the Building Regulations is proposed on the ground floor.

The proposed facility would be the subject of the equality act 2010 because it would provide a service to the public. It should be noted that reasonable adjustments to practices, policies and procedures, auxiliary aids, and physical features should be fully considered and specified as part of the design brief to ensure that disabled people receive the same level of service.

Whilst the Design & Access Statement makes reference to 'Lifetime Home' principles, and further states that 10% of the rooms would be easily adaptable for wheelchair users, It does not refer to the British Standard 8300:2009 and London plan policy 4.5 which are both pertinent to this type of development.

In view of the above observations the following comments are provided:

1. A minimum of 10 accessible car-parking bays should be sited within 50m of the entrance. They should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010.
2. A suitable access route to the building should be provided from the car parking area. Paths forming access routes should be a minimum of 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.
3. Level access and adequate front door width are assumed. If this is not the case, level access should be provided and a minimum door width of 1000mm for a single door or 1800mm for a double door.
4. The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009+A1:2010.
5. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, i.e. infra-red or induction loop system, should be fitted to serve all reception areas.
6. Seating of varying heights should be provided and sited close to reception.
7. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.
8. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004 (2013 edition). A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is likely to be required within the communal areas of the Hotel.
9. The accessible toilet proposed on the ground floor should be signed either "Accessible WC" or "Unisex". Alternatively, the use of a "wheelchair" symbol with the words "Ladies" and "Gentlemen" or "Unisex" would be acceptable.
10. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.
11. Whilst the submitted drawings indicate that the accessible bedrooms have most likely been designed to an appropriate standard, clarification should be sought to ensure that they would be designed to BS 8300:2009. In addition to the 10% provision of accessible rooms, a further 5% should be capable of adaptation as stated in the following excerpt from the British Standard:
 - i. 5% without a fixed tracked-hoist system;
 - ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;

iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);

12. 50% of the ensuite bathrooms within the required accessible bedrooms should have level access showering facilities.

13. Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS 8300:2009+A1:2010. As the majority of wheelchair users prefer showers, a larger proportion of the 10 accessible rooms should feature shower rooms. The Design and Access Statement should confirm the proportion of accessible shower and bath rooms with the detailed specification shown on plan.

14. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.

15. Lifts should accord with BS 8300:2009+A1:2010.

16. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

17. Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to consider such detail now, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)

18. Alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

19. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area. Such detail should be fully documented in the Design & Access Statement and submitted.

Conclusion:

Whilst the design of this development application demonstrates some commitment to the principles of access and inclusion, more detail is needed. The detail provided should be relative to the scale and significance of the development, and as such, I consider that the Design & Access Statement and accompanying plans lack the necessary detail.

(Officer Note: relevant details can be secured by condition)

TREE AND LANDSCAPE OFFICER

LANDSCAPE CHARACTER / CONTEXT:

Site description:

- The site is occupied by a vacant plot, formerly a club building surrounded by concrete hard-standing.
- The site comprises a truncated triangle of land, situated on the edge of a larger land parcel occupied by the Heathrow Inn Hotel.
- The Heathrow Inn Hotel lies to the south-east, south-west and north-west of the site, with the north-east boundary fronting onto Sipson Road.
- The site is close to the junction with Bath Road, to the south of which lies Heathrow Airport.
- There is a strip of soft landscape along the east boundary but there are no trees or landscape features of merit within the site, which might constrain development. Off-site trees and shrubby vegetation line the boundaries with the neighbouring hotel.

Landscape planning designations:

- There are no Tree Preservation Orders or Conservation Area designations affecting the trees in this area.
- Land to the north-east of Sipson Road is designated Green Belt.

PROPOSAL:

The proposal is to redevelop the site to accommodate a 7-storey, 101 room hotel, including a basement level and associated parking and landscaping.

(An application ref. 2013/1618 was previously lodged for a 4-storey, 54 room hotel)

LANDSCAPE CONSIDERATIONS:

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

Saved policy OL1 and 2, and the National Planning Policy Framework seek to restrict inappropriate development and retain the openness, character and appearance of the Green Belt.

- The Design & Access Statement makes no specific reference to the landscape context or landscape design objectives for the site.
- However, the submission does include a tree survey of off-site trees which are close to the site boundaries and provide a 'borrowed' landscape setting for the proposed development. The trees surveyed are situated to the south, east and west of the development site.
- An Arboricultural Report for Development, document ref. 0885D/CJO/2710, dated 27 October 2014 has been prepared by OMC Associates.
- The report contains essential tree data, and sections explaining the Site Constraints, Arboricultural Implications Assessment and an Arboricultural Method Statement, supported by plans.
- The report assesses the implications of the proposal on the nearby trees - and the affect of nearby trees on the proposed development.
- The report assesses the condition and value of 18No. individual trees and 1No. group, only one of which is within the site boundary, a Sycamore (T12 on the schedule). All other trees are on the neighbouring site but may influence, or be influenced by, the proposed development.
- At 4.2 the report confirms the anticipated affects of the development on existing trees. In addition to the removal of one self-set sycamore (T12), trimming back of the hornbeams and the Portugal laurel hedge will be required prior to development and in the future.
- The proposed excavation along the eastern boundary will necessitate suitable specified tree protection during the construction phase.
- At 5.3 a specification for root pruning is described and liaison with the arboriculturalist is recommended at all times.
- In the circumstances it would be safer to assume that the arboriculturalist has a monitoring role on the site prior to commencement of work and as necessary / at critical stages of the contract, where trees may be vulnerable.
- A Bird Hazard Management Plan has been submitted which refers to BAA's Safeguarding of Aerodromes BAA Advice Note 8. Reference is made to the management of grassland and swales, which is not understood to be applicable to this scheme.
- While this advice may influence the design and detailing of hard and soft landscape features, the

perceived constraints should not diminish the expectation of, or objectives for, a high quality landscape design for this site.

- GA & A's drawing No. A115-A1, Proposed Landscape Plan, provides a basic site plan with three areas reserved for soft landscaping along the front boundary and the rear boundary. A palette of illustrative / indicative plants is suggested, together with a couple of paving types. Further details of all hard and soft landscaping can be conditioned.

- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS: No objection subject to the above observations and conditions COM6, COM7, COM8 (with an additional clause specifying on site monitoring by the arboriculturalist), COM9 (parts 1,2,4,5 and 6) COM10.

URBAN DESIGN AND CONSERVATION OFFICER

There are no objections to the proposed development of this site in principle, as the existing building is fairly modern and of little interest.

Whilst the possible impact of the development on the archaeology of the site has not been covered in the application documents, the site lies within the proposed Heathrow APZ, this been addressed by GLAAS in their consultation response.

The grade II listed Sipson House, lies approximately 123m to the east of the site, with an intervening area of soft landscaping including trees.

The building is at least 2 floors taller than the adjacent buildings, however there are no objections to the design approach adopted and the submitted Accurate Visual Representations (AVR) indicate that the proposed building would maintain an appropriate appearance within the street scene.

The AVR also demonstrates how the building will appear within longer views from the Green Belt and the planning officer should assess this matter against relevant Green Belt Policy.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle a hotel use on this site has been established by virtue of the recently approved scheme for a 4 storey 54 room hotel (application ref:829/APP/2013/1618). The current scheme is for a larger development for a 91 room hotel.

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

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

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

Based on the combination of both the marketing evidence provided; the distance of the site from a main residential catchments area; and given the poor state of repair of the building, it is not considered on balance there is robust sustainable development reasons to resist the change of use (from D1 use to C1) as assessed against Policy 3.6 of the London Plan.

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

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

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

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals would deliver on these objectives, bringing an estimated 20 full time equivalent jobs on site (plus additional job creation in off site hotel servicing role) and secure the regeneration of a site that presently is unused and does not presently positively contribute to the street scene with little prospect that the existing building being brought back to active life.

According there is no objection to the principle of change of use in planning policy terms from D1 Use to C1 use.

7.02 Density of the proposed development

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

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

The site does not lie within an area of special character or a conservation area. The site does however lie within the forthcoming Heathrow Archaeological Priority Zone.

Historic England Archaeology Unit (GLAAS) advise that although the application is not supported by a desk-based assessment or field evaluation, it seems unlikely to me that such studies would fundamentally alter the understanding of the site's potential, based as it is on good evidence immediately to the north. Nor is it likely that the site will contain remains of such importance as to necessitate preservation in-situ. GLASS therefore considers that the site's archaeological interest can be secured by a suitably worded condition.

The nearest listed building is the Grade II Listed Sipson House, which currently houses Littlebrook Day Nursery), this building is located approximately 123m to the east of the site. There is also a generous area of soft landscaping and a tree belt located between the building and the application site. It is considered that the landscaping and separation are sufficient that the setting of the Grade II Listed Building would not be adversely affected.

7.04 Airport safeguarding

The proposal would not conflict with aircraft safeguarding criteria, subject to a bird hazardous management plan.

7.05 Impact on the green belt

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

The National Planning Policy Framework is quite clear that the policies contained within it relate only to land located within the designated Green Belt and contains no requirements for the assessment of development which are visible from, but not within, the Green Belt. This circumstance is the same within the London Plan. The assessment required at national and regional levels therefore does not equate to the impact on the Green Belt, but on the normal assessments which would be undertaken for all developments in respect of character and appearance.

Similarly, as the site is not located within the Green Belt Policies OL1, OL2 and OL4 are not relevant to the assessment of the application.

Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states Hillingdon "will normally only permit proposals for development adjacent to or conspicuous from the Green Belt if it would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated."

This policy is in effect similar to the national policy as it does not introduce any presumptions against development which is visible from the Green Belt, something which is very common, but requires the authority to take into account the presence of the Green Belt land as part of the context/character of the area in assessing applications.

In order to enable a thorough assessment of this matter the application has been accompanied by an Accurate Visual Representations document. This documents sets out a number of view points from around the site and within the neighbouring Green Belt, from which before and after images have been provided having regard to an appropriately robust methodology.

While, the proposed hotel building would rise to 7 storeys, the upper two floors have been stepped back from the front and side elevations of the lower floors to reduce the perceived massing of the building. The site is separated from the Green Belt land to the north east by Sipson Road, a classified A road, and the submitted documentations clearly demonstrates that the proposal would be viewed in the context of the existing hotel development of a far greater footprint, which rises up to 5/6 storeys, and surrounds the site to the west, east and south.

The proposed hotel would constitute new development and would be visible from the Green Belt, but having regard to the information provided it is not considered that the proposal would have any detrimental impact on the feeling of openness within the neighbouring Green Belt, nor would have a negative impact on the visual amenities of the Green Belt. Accordingly the scheme is considered to comply with Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.06 Environmental Impact

A Geo Environmental Desk Top Study has been submitted in support of the application. The report highlights where contamination might be present. Although the proposed use is

not residential, the Council's Environmental Protection Unit (EPU) advise adding a condition to ensure that some site investigation is carried out. In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

Subject to compliance with these conditions, it is considered that the proposed development accords with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

7.07 Impact on the character & appearance of the area

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

The building would be flanked by existing hotel development of 4 to 6 storey height. The proposed height of the building at 7 storeys is considered in street scene terms acceptable given the set back of the upper floors of the proposed building, the street context and the height of the neighbouring properties.

The scheme seeks to provide enhanced visual interest to the main elevations visible from the street through the introduction of rectangular shaped infill glazing panels. These infill patterns are broken up into individual bays around a white rendered frame which would reduce any risk of the development having a plain monolithic character. Also this elevation feature provides a welcome opportunity for shadow lines. In addition, the front elevation would feature a distinctive canelouvered front canopy finished with the hotel signage, that provides further interest to the front elevation.

It is considered that the proposed development would not detract from the character and amenity of the area, in compliance with Policy BE13 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.

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

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

There are no adopted planning standards in respect to potential loss of privacy/overlooking between hotel guest bedrooms.

7.09 Living conditions for future occupiers

As a benchmark, this scheme would comply with the Council's minimum distance to avoid

unacceptable overlooking/loss of privacy with no hotel bedrooms from the new development located within a 45 degree radius, being within 21 metres of hotel bedroom windows on the neighbouring Park Inn Hotel complex. As such the scheme is considered acceptable in this respect.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) are concerned with traffic generation, and access to public transport. Policies AM14 and AM15 are concerned with on-site parking.

TfL is the highway authority for A4 Bath Road, while Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on Bath Road.

The site is surrounded by the large Park Inn Hotel, which has two vehicle accesses from Sipson Road, with one of these entrances approximately 50 metres to the north west of the application site and the other main entrance to the south, approximately 250 metres along the street. Immediately opposite the site are green fields that are separated from Sipson Road by mature hedging. Approximately 60 metres to the south of the proposed new vehicle entrance to the site is the vehicle entrance to Sipson Court and Sipson House on the opposite side of Sipson Road, which currently used as a children's day nursery.

Sipson Road is a 30 mph single carriageway 'A' classified highway with double yellow line waiting restrictions on both sides of the road. The Council's Highway Engineer concurs with the applicant that Sipson Road is one of the more lightly trafficked sections of Greater London's 'A'-class road network, being closely paralleled by the M4 Heathrow Spur Motorway, although it does provide an important local link to Sipson village further to the north.

The existing single vehicle access point would be replaced by a two vehicle crossovers from Sipson Road plus a short roadway within the site itself, leading from from one highway access point to the other. The 91 bedrooms would be served by 23 on-site car parking spaces, including 3 disabled car parking bays. 20 of the car parking spaces would be located in the basement which would be served by a pedestrian lift for guests and a vehicle ramp with a maximum gradient of 1:12. The basement would house 12 secure bicycle spaces.

A Transport Assessment has been submitted in support of this application, which considers the impact of the proposed development of the site on the local highway and concludes that sufficient capacity exists to support the proposals. The accompanying Draft Travel Plan identifies the various measures proposed as part of the application to encourage sustainable patterns of movement.

The Transport Assessment is supported by tracking diagrams which show that both guests cars, large refuse vehicles and coaches can access the site from Sipson Road. The Council's Highway Engineer has no issue with the tracking information provided and

accepts this is adequate for servicing arrangements.

With regard to the level of car parking provision, the ratio of 1:4.4 spaces per guest room is compatible with other hotel developments approved by the London Borough of Hillingdon in the last 4 years, located nearby and serving Heathrow Airport. Furthermore, the parking provision is consistent with the Council's adopted maximum parking standards. Therefore the scheme is considered to comply with Policies AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

The Council's Highway Officer has been consulted on the application and has carefully considered the issue of traffic generation, vehicular accesses, the drop off /collection of guests and the overall layout and raises no objection to the scheme in terms of impact on the existing highway in accordance with the aims of Policies AM2 and AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.11 Urban design, access and security

URBAN DESIGN:

Addressed in Section 7.07 of the report.

ACCESS:

Addressed in Section 7.12 of the report.

SECURITY:

The Metropolitan Police Officer Crime Prevention officer has reviewed the scheme and has no objection to the attachment of the Secure by Design condition.

7.12 Disabled access

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

The hotel would be consistent with the London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms. Other features include disabled toilets on ground floor, lifts from the car park basement to the rest of the hotel and 60 minute fire refuges on each upper floor.

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

7.13 Provision of affordable & special needs housing

The proposal seeks permission for a hotel, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

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

The site as it stands is largely devoid of vegetation, albeit there are some trees off-site that lie close to the south eastern boundary of the site. An accurate site survey has been submitted with the application which plots trees on and close to the site, the tree species, and their quality and spread. None of the trees in the vicinity are protected by a Tree Preservation Order or by Conservation Area designations. The only on-site tree is a Sycamore that is of 'C' grade and would be lost as a result of the development.

The Council's Landscape Officer considers the sycamore of little merit and with its 'C' grade has no objection to its removal. With regard to the off site trees the Landscape Officer is satisfied that with the appropriate tree protection measures in place these trees can be protected (and neighbouring shrubs) with only marginal encroachment into the root protection required. Future pruning of the neighbouring hornbeams maybe required to safeguard natural light to hotel bedrooms and this is considered a feasible approach by the Landscape Officer.

With regard to the ground floor site layout the scheme provides an improvement over the existing expanse of hard standing and palisade fencing with details provided of indicative hard and soft landscaping. Subject to the relevant planning conditions in respect of landscape maintenance, tree protection and revisions/further detail on the planting plan, the scheme is considered to provide a satisfactory landscape arrangement that complies with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

ECOLOGY:

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

7.15 Sustainable waste management

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

The application is accompanied by a Waste Management, Refuse and Recycling Statement and plans provides details of a dedicated space within the ground floor of the building allocated to store the bins for recycling and household & kitchen rubbish generated by the hotel and the tracking plan provides details for the large refuse vehicles to collect the waste.

The scheme provides space for 30 euro bins that accords with the Council's capacity standards for 2/3 star hotels. The bin area is an enclosed area in the ground floor with access from inside for the member of staff and access from Sipson Road for the refuse collectors. The store room will have continuous mechanical ventilation. A drop kerb will be provided for easy movement of the wheelie bins to the refuse vehicles. The owner/occupier will have a contract with Biffa in place prior to the occupation of the premises. This statement details a weekly collection early in the morning.

The level of waste and recycling store provision, its location and means of collection by refuse vehicles is considered to comply with the requirements of the Council's Waste Development Team and the Council's Highway Engineer. As such the scheme is

considered satisfactory and complies with the standards set out in London Plan policies 5.16 and 5.17

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

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2015), at Policy 5.2. This policy requires major applications to include a detailed energy assessment. The 2015 London Plan requires major developments to demonstrate a 35% reduction from a 2013 Building Regulations compliant development.

The application has been supported by an Energy Statement that is considered satisfactory to determine the application favourably albeit more information will needed to be provided by the applicant. This extra information can be handled by planning condition.

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

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone and no issues relating to flooding have been identified. 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 (November 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding.

The scheme would undertake rainwater harvesting including the provision of a ground storage tank and permeable paving to replace the existing large expanse of non permeable hard standing. Subject to conditions, the proposal is considered to comply with the intentions of the Hillingdon Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan policies 5.12 and 5.13.

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

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit has been consulted on the application and raises no objection regarding noise or air quality.

With respect of air quality and air quality monitoring, it is recommended that similar conditions and planning obligations as those secured on the recently approved 54 bedroom hotel scheme, be imposed, in the event that the current proposal is approved.

7.19 Comments on Public Consultations

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

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

not well served by neighbourhood buses.

2) Regarding the concern over flow of traffic on Sipson Road this is dealt with section 7.10 of the report and by the scheme's legal agreement with provision of a Travel Plan. Sightlines outside the site on Sipson Road are adequate in both directions, there is no opportunity for permanent car parking on the street (double yellow lines are in place along Sipson Road) and the road is relatively lightly trafficed, with no great pressure on the road at peak hours. These views are shared by the Council's Highway Engineer.

7.20 Planning obligations

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). The obligations sought are as follows:

1. Highways: to secure all necessary works
2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as:
 - . a hopper bus service
 - . a Construction Management Plan,
 - . a Construction Logistics Plan and
 - . a Service and Delivery Plan.
3. 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 buildcost)
4. Hospitality Training contributions or in kind scheme to provide apprenticeships and onthe-job training for young people interested in pursuing a career in the hospitality industry
5. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.
6. 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.

The Council's Community Infrastructure Levy (CIL) charge would be applicable on the new floorspace created at a rate of £40 per square metre.

In addition to the Council's S106 contributions and CIL requirements, the Mayor of London's CIL has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail.

This application is liable for CIL with respect to new floorspace being created.

7.21 Expediency of enforcement action

Not applicable to this application.

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

Not applicable.

10. CONCLUSION

There is no objection to the principle of the development involving the change of use of the site to a hotel.

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

The budget hotel would primarily serve Heathrow Airport, where most guests will arrive by public transport or taxi. Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off. These matters taken together are not considered to have any significant detrimental impact on the existing highway network or on highway safety, given the sightlines outside the site, the waiting restrictions on the adjacent highway and the limited number of vehicular movements anticipated.

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

11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)

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

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

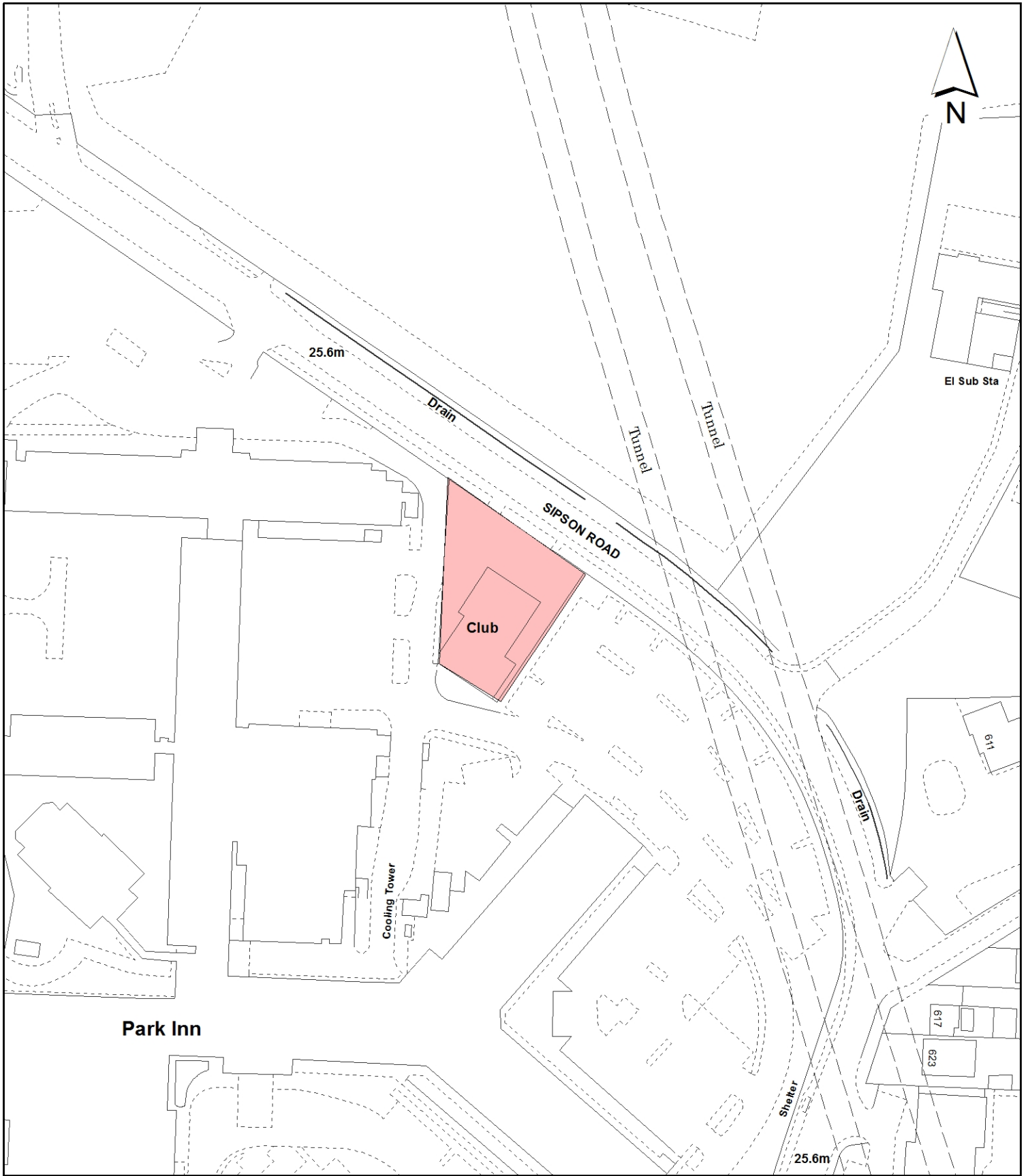
Planning Obligations Supplementary Planning Document (July 2008)

London Plan

National Planning Policy Framework (March 2012)

Contact Officer: Karl Dafe

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Notes:

 Site boundary

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Site Address:

**Former Royal British Legion Club
 Sipson Road
 West Drayton**

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services
 Planning Section**

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

Planning Application Ref:

829/APP/2014/4252

Scale:

1:1,250

Planning Committee:

Major

Date:

November 2015



HILLINGDON
 LONDON