

Item No.1 Report of the Corporate Director of Planning & Community Services

Address HEATHROW PARK THISTLE HOTEL BATH ROAD LONGFORD

Development: Demolition of existing hotel and erection of two hotels: one 4-star hotel with 250 bedrooms, and one budget hotel with 353 bedrooms, together with associated parking and landscaping.

LBH Ref Nos: 3063/APP/2009/415

Drawing Nos: Site Location: 9847/T/00/001/Z00
Site Location Plan: 9847/T/00/0002/Z00
Proposed Demolition Plan: 9847/T/00/0003/Z00
Elevations Existing Building A: 9847/T/00/0010/ZXX
Elevations Existing Building A: 9847/T/00/0011/ZXX
Elevations Existing Building A: 9847/T/00/0012/ZXX
Elevations Existing Building B: 9847/T/00/0013/ZXX
Elevations Existing Building C: 9847/T/00/0014/ZXX
Almo Right of Way - Proposed Relocation Plan: 9847/T/00/0020/Z00
Budget Hotel First Floor Plan: 9847/T/01/0101/Z01
Budget Hotel Second Floor Plan: 9847/T/01/0102/Z02
Budget Hotel Third Floor Plan: 9847/T/01/0103/Z03
Budget Hotel Fourth Floor Plan: 9847/T/01/0104/Z04
Budget Hotel Roof Plan: 9847/T/01/0105/Z05
Budget Hotel Ground Floor Plan: 9847/T/01/0100/Z00
Budget Hotel Section AA/BB: 9847/T/01/0200/ZXX
Guoman Hotel Ground Floor Plan: 9847/T/02/0150/Z00
Budget Hotel Section CC: 9847/T/01/201/ZCC
Budget Hotel North & East Elevations: 9847/T/01/0300/ZXX
Budget Hotel Perspective: 9847/T/01/0500/Z00
Budget Hotel South & West Elevations: 9847/T/01/301/ZXX
Budget Hotel East Elevation & Section
Guoman Hotel First Floor Plan: 9847/T/02/0151/Z01
Guoman Hotel Second Floor Plan: 9847/T/02/0152/Z02
Guoman Hotel Margaret Cassidy House Sections Between Existing and Proposed: 9847/T/00/0600/ZXX
Budget Hotel Detail East Elevation and Section
Guoman Hotel Third Floor Plan: 9847/T/02/0153/Z03
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Guoman Hotel Roof Floor Plan: 9847/T/02/0155/Z05
Guoman Hotel Section AA/BB: 9847/T/02/0250/ZXX
Guoman Hotel North & East Elevations: 9847/T/02/0350/ZXX
Guoman Hotel South & West Elevations: 9847/T/02/0351/ZXX
Guoman Hotel Entrance Detail Elevation & Section: 9847/T/02/0450/ZXX
Guoman Hotel Detail East Elevation & Section: 9847/T/02/0451/ZXX
Guoman Hotel Perspective: 9847/T/02/0550/ZXX
Guoman Hotel SHP & Compactor Enclosures Plans and Elevations: 9847/T/03/0601/ZXX
Guoman & Budget Hotel Site Ground Floor Plan: 9847/T/00/0030/Z00
Guoman & Budget Hotel Material Plan: C365D101
Guoman & Budget Hotel Landscape Master Plan: C365D102 Rev B
Guoman & Budget Hotel Indicative Planting Proposals: C365D501 Rev A
Transport Assessment by Waterman Boreham with ref. B/208313 dated

24/2/09

Travel Plan by Waterman Boreham with ref. B208313 dated 24/2/09

Building Services Energy Assessment by Me Engineers with reference 8041/10/PA Rev 1 dated Feb 2009

Design and Access Statement by EPR Architects dated Feb 2009

Environmental Noise Survey Report by Hann Tucker Associates with ref. 14992/ENS1 dated 31 October 2008, revised 17/12/08

Air Quality Assessment by URS Corporation Ltd with ref KD/MM dated February 2009

Arboricultural Implication Study and Tree Protection Strategy by Michael Honey with ref. MPH0156/RHB dated 9/12/08

Archaeological Desk-based Assessment by Museum of London Archaeology dated December 2009

Daylight and Sunlight Report by Waterslade with ref 516/PL2/200209

Flood Risk Assessment by URS Corporation Ltd with ref LERP0002 dated 25 February 2009

Planning Statement by DTZ dated February 2008

Sustainability Statement by URS Corporation Ltd with ref.

GHHSS_49316031_004 dated 19/02/09

Aviation Report by Donald Butler Associates

Guoman & Budget Hotel Landscape Elevations: C365D902

Access Statement by Access for People dated 5th Feb 2009

Date Plans Received: 27/02/2009

Date(s) of Amendment(s):

Date Application Valid: 27/02/2009

1. SUMMARY

This application seeks full planning permission for the erection of two hotels, a four star hotel comprising 250 bedrooms and a budget hotel comprising 353 bedrooms (including demolition of the existing Thistle Hotel).

The scheme is of a high quality modern design whilst respecting the character and appearance of the surrounding area.

The proposal is considered to comply with relevant planning policies and approval is recommended subject to the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 as amended to secure contributions towards highway improvements, air quality monitoring, public realm improvements and construction and hospitality training initiatives.

The GLA has raised matters of objection in their Stage 1 comments relating to inclusive design, climate change mitigation and adaptation, and transport. It is anticipated that these matters can be resolved through planning conditions, but delegated powers are sought to determine the application as appropriate following Stage 2 consideration by the Mayor.

2. RECOMMENDATION

2.1. That the application is referred to the Mayor of London under the provisions of

the Town & Country Planning (Mayor of London) Order 2008.

2.2. That, should the Mayor of London not intervene delegated powers be given to the Director of Planning and Community Services to grant planning permission subject to the following:

a. That the Council enters into an Agreement with the applicant under S106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

- i) a financial contribution of £30,133 for Hospitality Training.**
- ii) a financial contribution of £75,000 for Construction Training.**
- iii) a financial contribution of £70,000 for Public Realm Improvements**
- iv) a financial contribution of £40,000 towards air quality monitoring and improvements.**
- v) a financial contribution of £30,000 towards public transport improvements**
- vi) a financial contribution equal to 5% of the total cash contributions for project management and monitoring.**
- vii) A sustainable transport measure in the form of a Green Travel Plan (which includes car park management plan) in accordance with TfL guidance and be implemented for the hotels.**

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

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

2.3. That subject to the above, the application be referred for determination to the Director of Planning and Community Services under delegated powers to approve the application, subject to the satisfactory completion of the legal agreement(s) under Section 106 of the Town and Country Planning Act 1990 as amended and subject to the conditions set out below, and any others required as a result of the Stage 2 referral.

2.4. That if by 27th May 2009, the S106 Agreement has not been finalised, delegated powers be given to the Director of Planning and Community Services to refuse planning permission for the following reasons:

1. The development is not considered to have made adequate provision through planning obligations, for contributions towards construction training, hospitality training, public realm improvements, monitoring and a Green Travel Plan. Given that a legal agreement or unilateral undertaking has not been secured to address this issue, the proposal is considered to be contrary to Policies Pt1.39, R7 and R17 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Council's Supplementary Planning Document for Planning Obligations (Adopted July 2008).

2. The development is not considered to have provided appropriate mitigation measures, which in this case would be a travel plan to TfL guidelines, to ensure that there would be no detrimental impact on air quality within a designated Air Quality Management Area contrary to policy OE1 of the Hillingdon Unitary

Development Plan Saved Policies (September 2007), Hillingdon's Air Quality Supplementary Planning Guidance (Adopted 2002) and Policies 3C.3 and 4A.3 of the London Plan (February 2008).

2.5 That if the planning application is approved, the following conditions be attached:

1 T8 Time Limit - full planning application 3 years

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

REASON

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

2 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 M1 Details/Samples to be Submitted

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 TL1 Existing Trees - Survey

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
- (ii) A clear indication of trees, hedges and shrubs to be retained and removed.
- (iii) Existing and proposed site levels.
- (iv) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- (v) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees and other vegetation to be retained during construction work.

REASON

To enable the Local Planning Authority to assess the amenity value of existing trees,

hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 TL2 Trees 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 and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' 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 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

6 TL3 Protection of trees during site clearance and development

Prior to the commencement of any site clearance or construction work, 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. 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:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and
5. 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 to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the

Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 TL21 Tree Protection, Building & Demolition Method Statement

Prior to development commencing on site, a method statement outlining the sequence of development on the site including demolition, building works and tree protection shall be submitted to and approved by the Local Planning Authority, and the scheme thereafter implemented in accordance with the approved method statement.

REASON

To ensure that trees can be satisfactorily retained on the site in accordance with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities and spacing of trees and shrubs.
- Implementation programme.

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure (including a detailed brick front boundary wall with panelling and coping details)
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

REASON

a) To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

b) To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in bird hazard risk of the application site.

9 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

11 NONSC Construction Strategy

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

Such strategy shall include the following;

- a) Details of area(s) subject to construction activity and the storage of materials and equipment
- b) Details of cranes and other tall construction equipment (including the details of obstacle lighting)
- c) Control of activities likely to produce dust and smoke etc
- d) Details of temporary lighting
- e) Height of storage areas for materials or equipment
- f) Control and disposal of putrescible waste to prevent attraction of birds
- g) Site restoration

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

REASON

To ensure that construction works and construction equipment on site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome and to ensure that the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigation aids and surveillance equipment, in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

12 NONSC Lighting schemes near aerodome

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

REASON

To avoid endangering the safe operation of aircraft and in compliance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

13 H8 Surfacing and marking out of access/parking/servicing areas

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

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

14 DIS1 Facilities for People with Disabilities

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

15 DIS4 Signposting for People with Disabilities

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

REASON

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

16 NONSC Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. No development shall be commenced until details of security measures to

meet the standards necessary to achieve the 'Secured by Design' accreditation awarded by the Metropolitan Police Crime Prevention Design Adviser on behalf of the Chief Police Officers has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until such measures have been implemented.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan.'

17 NONSC Soil Contamination

All imported soils used for the construction shall be clean and free of contamination. These soils shall be tested for chemical contamination, and the results of this testing shall be submitted to and approved by the Local Planning Authority.

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.

18 NONSC Delivery and Service Management

No development shall take place until a Delivery and Service Management Plan has been submitted to and approved in writing by the Local Planning Authority for each of the two hotels. The development shall not be serviced otherwise than in accordance with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure adequate servicing and delivery arrangement are in place to prevent disruption to the Terminal 5 road system in compliance with Policy AM7 of Hillingdon Unitary Development Plan Saved Policies September 2007.

19 NONSC Wheelchair Users

Both of the hotels hereby approved shall provide 10% of the total parking provision for disabled users and be permanently marked out to prevent misuse and more than 5% of the bedrooms shall be wheelchair accessible. Furthermore all measures indicated in the Access Statement dated 5 February 2009 and as outlined in Guoman response to Julie Fleck's email dated 26/03/09 shall be implemented in full before the hotel is brought into use and shall thereafter be permanently retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

20 NONSC Electrical Charging Points for Vehicles

Prior to commencement of the development hereby approved, details of the installation (including location and type) of at least two secure electric vehicle charger for each of the two hotels within the car park must be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charger points shall be installed prior to occupation of the development and retained for the lifetime of the building.

REASON

To comply with London Plan Policy 4A.3 and to encourage sustainable travel.

21 NONSC Archaeology

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

REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

22 NONSC Contamination

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminates from the site shall be submitted to and approved in writing by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and users of the public building when the site is developed. All works which form part of this remediation scheme shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority).

REASON

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

23 NONSC Landfill gas survey

The applicant shall carry out a landfill gas survey in the ground at the development site. Some of the landfill gas tests within the survey shall be taken below the proposed footprint of the new hotel buildings. If landfill gas is found to be a hazard then the applicant shall install remediation measures to prevent gas ingress to the buildings on the development site to the satisfaction of the Local Planning Authority.

REASON

There may have been filled ground on this site from historic ponds. The condition is required to clarify whether or not there is any hazard due to gas migration from any filled ground to the buildings, and if there is a hazard to ensure any necessary gas remediation work is completed, in accordance with policies OE11 and MIN20 of Hillingdon's Unitary Development Plan Saved Policies 2007.

24 H15 **Cycle Storage - In accordance with approved plans**

The development hereby permitted, shall not be occupied until 112 covered and secure cycle storage for cyclists have been provided on site in accordance with the approved plans. Thereafter, these facilities shall be permanently retained on site and be kept available for the use of cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

25 NONSC **Pedestrian access**

Notwithstanding hereby submitted, further details showing a formal crossing facility over the two access points which provides dropped kerbs and tactile paving shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented and retained in accordance with the approval.

REASON

To ensure safe levelled pedestrian access in accordance with policy AM8 of Unitary Development Plan Saved Policies.

26 NONSC **Noise levels**

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

REASON

To safeguard the amenity of surrounding areas in accordance with policy OE3 of the Unitary Development Plan Saved Policies.

27 NONSC **Ventilation & Noise**

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

REASON

To safeguard the amenity of surrounding area in accordance with Policy OE3 of the Unitary Development Plan Saved Policies.

28 NONSC Noise levels

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

REASON

To safeguard the amenity of surrounding areas in accordance with policy OE3 of the Unitary Development Plan Saved Policies.

29 NONSC Site Runoff

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also demonstrate:

- * Surface water run-off rates restricted to 8 l/s/ha.
- * Permeable paving utilised throughout the car parking areas.
- * Details of how the scheme shall be maintained and managed after completion

REASON

To prevent the increased risk of flooding, to improve and protect water quality, and ensure future maintenance of these, in accordance with policies OE7 and OE8 of Hillingdon Unitary Development Plan Saved Policies September 2007.

30 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its written approval.

The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur.
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto adjoining roads (wheel cleaning/washing).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

31 OM5 Provision of Bin Stores

No development shall take place until details of facilities to be provided for the screened storage of refuse bins within the site have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the

facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents, in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

32 SUS1 Energy Efficiency Major Applications (full)

The measures to reduce the energy demand and carbon dioxide emissions of the development and to provide sites energy needs through renewable energy generation contained within the submitted report entitled 'Building Services Energy Assessment with reference 8041/10/PA by ME Engineers and Addendum document A - response to GLA Energy Comments received by email on 28/4/09 from ME Engineers shall be integrated into the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London Plan (February 2008).

INFORMATIVES

1 I1 Building to Approved Drawing

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

2 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).

3 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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of

OE1	new planting and landscaping in development proposals. Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL12	Development of agricultural land
OL13	Development associated with agricultural or forestry uses within or affecting conservation areas, archaeological priority areas etc.
T1	New tourism facilities
T2	Location of tourist accommodation and conference facilities
T3	Safeguarding of existing hotel accommodation
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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.
AM15	Provision of reserved parking spaces for disabled persons

4 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)

5 I61 Lighting Near Aerodromes.

The development is close to the aerodrome and the approach to the runway. The applicant is advised that there is a need to carefully design any lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

6 I62 Potential Bird Hazards from Buildings

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The

owners/occupiers of the building must ensure that all flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. For further information please see the attached Advice Note 8 - 'Potential Bird Hazards From Building Design'

7 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).

8 I34 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

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

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

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

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

is reasonable.

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

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

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

9 115 Control of Environmental Nuisance from Construction Work

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays or Bank Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

10

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

Hillingdon Training Limited, 2nd Floor, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE. Phone: 01895 671976
Fax: 020 8581 8084
Email: info@hillingdontraining.co.uk

11

The developer is requested to maximise the use of local suppliers and labour from the London Borough of Hillingdon, where possible.

12 I38 **Conditions - Further Advice**

The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines to comply with condition 20.

13 I38 **Conditions - Further Advice**

You should contact Environmental Protection Unit on 01895 277 440 for further advice on the measures necessary to comply with condition 22.

14

Pursuant to the Control of Pollution Act 1974, the Clean Air Act 1993, the Environmental Protection Act 1990 and any other relevant legislation, you are advised as follows:

- i) Demolition and construction works which are audible at the site boundary should ONLY be carried out between the hours of;
-0800 and 1800 on Monday to Friday
-0800 and 1300 on Saturday
-No such work must be carried out on Sundays and Bank Holidays. All noise generated during such works must be controlled in compliance with British Standard 5228;
- ii) Measures must be taken to eliminate the release of dust caused by the works that may create a statutory nuisance (a useful reference is the Best Practice Guidance - The control of dust and emissions from construction and demolition, Greater London Authority, November 2006);
- iii) No bonfires on the site shall be allowed to take place at any time.

15 I38 **Conditions - Further Advice**

The applicant should be advised that details for Condition 18 should include no access through Longford Village by construction vehicles associated with the development of the site.

3. **CONSIDERATIONS**

3.1 Site and Locality

The application site is approximately 2.96 hectares and is currently occupied by the Thistle Heathrow Hotel. The existing hotel is 2 storeys in height and the buildings are linear and in a disorganised site arrangement. The existing site layout arises from extensions to the hotel building since its original development and has not been planned in a coherent manner. Hence, the existing site and building layout provides no direct pedestrian link between the main hotel reception/accommodation and the restaurant/bar area. The remainder of the site is predominately hard surfaced parking areas with very limited landscaping onsite.

The site is located on the southern side of Bath Road and is accessed from it. The application site is within close proximity to the junction with Colnbrook bypass and this part of Bath Road is characterised by both commercial developments to the east (towards the junction) and residential to the west, leading into Longford Village. Adjacent to the site on the northern west corner is a three storey hostel, known as Margaret Cassidy House which recently had planning consent granted for a 127 bed hotel. Adjacent to Margaret Cassidy House is a Grade II listed building, known as the Longford Cottage. There are further listed building in the general locality. Longford Village Conservation Area is further to the west, within Longford Village

The application site is predominately bounded by car parks associated with the Heathrow Airport. To the east and south west are large areas of surface car parking under the control of BAA. The land directly to the south of the site, is currently occupied by Alamo car hire and is used as a depot for the cleaning and maintenance of their fleet of car hire vehicles. Alamo's vehicle access is from Bath Road, but that site also benefits from access to the Western Perimeter Road.

3.2 Proposed Scheme

The application proposes the demolition of existing hotel buildings and the erection of two new hotels providing a total of 603 new hotel bedrooms. A four star 250 bedroom hotel will be located on the east of the site and would be part 5 and part 4 storeys in height and a 353 bedroom budget hotel will be located to the west of the site and would be 4 storeys in height. A total of 302 car parking spaces are proposed with 112 secured cycle parking spaces for the use by the staff and guests of both hotels.

The four star hotel is an H shaped building and will include;

- A large bar and dining area on the ground floor level.
- A leisure/gym and spa facilities for use by hotel patrons, located on the ground floor.
- A total of 375sq.m of meeting room facilities provided within 8 meeting rooms of various sizes
- Hotel bedrooms will be accommodated on the upper three floors of the hotel.
- An executive lounge/bar area will be provided on the fourth floor of the hotel with access onto a roof terrace overlooking the airport runway.

The budget hotel will include;

- New dining and bar facilities on the ground floor
- A total of 267sq.m of meeting room facilities within 6 meeting rooms of various sizes.
- Hotel bedrooms will occupy the western wing of the hotel at ground floor level and the upper three levels of the hotel.

The applicant has also submitted a number of technical documents in support of the

proposal. These are detailed below.

DESIGN AND ACCESS STATEMENT

This document sets out the background to the proposal. The statement has been prepared by EPR Architects, and provides a thorough context evaluation, which highlights the factors which have influenced the design.

PLANNING STATEMENT

This statement is prepared by DTZ and sets out the planning issues for the proposed development. It describes the site context, the proposal, planning history, pre-application consultations and planning policy context for the proposal.

SUSTAINABILITY STATEMENT

This statement is prepared by URS Corporation Ltd and this report demonstrates how the proposed development would take into account sustainable design issues, balancing social, economic and environmental factors. It concludes that the development will seek to comply with all of the essential standards and some of the Mayor's Preferred Standards of the SPG 'Sustainable Design and Construction' and with the sustainability requirements of Hillingdon Council.

FLOOD RISK ASSESSMENT

This statement is prepared by URS Corporation Ltd and has been prepared in line with Planning Policy Statement 25 - Flood Risk Development. It has identified that the site is within Flood Zone 1 and 2. The statement demonstrates that the Environment Agency supplied flood levels for the 1 in 100 year event would not lead to out of bank flow on the Duke of Northumberland watercourse and therefore the site is only at risk during extreme event. During such event, flooding is not expected to be significant on site. The primary escape route utilises the highest part of the site, onto Bath Road and there is safe refuse available in the upper floors of the hotel.

ARCHAEOLOGICAL DESK BASED ASSESSMENT

This statement is prepared by Museum of London Archaeology states that the site does not contain any nationally designated sites, such as Scheduled Monuments, Listed Buildings etc, and it is not within a Conservation Area or Archaeological Priority Area as defined in the Hillingdon Unitary Development Plan. The report has found that the site has a variable potential for the recovery of archaeological remains and recommends that in light of mixed archaeological potential for the site, a further investigation of archaeological potential be carried out.

ENERGY STATEMENT

The statement has been prepared by Me Engineers and explains the three key principles - Be Lean, Be Clean, and Be Green and addressed with more detailed analysis. The proposal show significant savings in energy and reductions in carbon emissions of 41.4% for the 4 star Hotel and 41.7% for the budget hotel.

AIR QUALITY ASSESSMENT

This statement has been prepared by URS Corporation Ltd and provides an appraisal of the suitability of the proposed hotel development on the application site and subsequent assessment of the potential impacts on local air quality. It concludes that although NO2 concentrations exceed the Air Quality Standard objectives at the site, the operational proposed development is anticipated to have a beneficial impact on local air quality and as such it is not expected that air quality will be a material planning consideration.

NOISE ASSESSMENT

The noise survey report has been carried out by Hann Tucker Associates for plant and traffic noise impact on the surrounding residential premises. The assessment indicates that with the use of appropriate mitigation measures, where necessary, the impact would be minimal. The likely noise impact from future flows of traffic would be reduced due to the reduction in the car park spaces and therefore there will be no elevation of noise levels from the current state.

TRANSPORT ASSESSMENT

This assessment has been carried out by Waterman Boreham Ltd and compares the current site with the proposed uses. It finds that the net change in traffic generation is negative and therefore removing vehicular trips from the network. A robust traffic impact analysis of the local highway network has been undertaken and was demonstrated that the existing highway network in the vicinity of the site, including the site accesses will continue to operate within desirable levels of operational capacity with the developments in place. Furthermore the analysis suggests an overall improvement in capacity due to the reduction in vehicular trips.

GREEN TRAVEL PLAN

The green travel plan is prepared by Waterman Boreham Ltd and sets out travel plan aims and approach and assesses the existing transportation environment and conditions. It states that a travel plan is evolving document that need to remain adaptable to changing working practices and local conditions. A Final Travel Plan, after its approval by the Local Planning Authority will be adopted and implemented by the hotel.

AVIATION STATEMENT

This report is prepared by Donald Butler Associates and examines aviation safeguarding criteria and concludes that construction methodology will be submitted to BAA and the Local Planning Authority for approval prior to work commencing. It further comments that the proposed development will have no adverse effect on the safety and regularity of the established aviation operations and that no mitigation measures will be required.

DAYLIGHT AND SUNLIGHT REPORT

This report is prepared by Waterslade Ltd and examines the daylight and sunlight to the residential properties surrounding the site as well as the nursery school at 501 Bath Road. It concludes that all properties comfortably comply with the BRE daylight, sunlight and overshadowing guidelines and will continue to receive very good levels of both daylight and sunlight after the proposal is implemented.

3.3 Relevant Planning History

3063/APP/2001/1496 Thistle Heathrow Park Bath Road Longford

EXTERNAL ALTERATIONS TO THE APPEARANCE OF THE RESTAURANT AREA AND
REPOSITIONING OF EXISTING EXTRACTOR DUCT

Decision: 27-09-2001 Approved

3063/AR/78/0305 Heathrow Park Hotel Bath Road Longford

Extension/Alterations to Hotel (P) of 242 sq.m.

Decision: 10-05-1978 Approved

3063/CL/98/1943

Heathrow Park Hotel Bath Road Longford

Erection of a 572-bedroom hotel, incorporating a part 3 storey, part 4 storey, part 5 storey, part 6 storey building with provision for 328 parking spaces, new leisure club and related facilities and landscaping (involving demolition of most of existing buildings except for conference block which is to be refurbished)

Decision: 25-10-1999 WD

Comment on Relevant Planning History

It would appear that the existing hotel is of a 1970s construction however, the Council's planning records do not go back as far as when the hotel was built. There have been applications for extensions to the hotel which are mentioned above.

The decision type 'WD' above, refers to the application being Withdrawn.

4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies September 2007

The London Plan February 2008

PPS1 - Delivering Sustainable Development

PPS13 - Transport

PPG15 - Planning and Historic Environment

PPG21 - Tourism

PPS22 - Renewable Energy

PPG24 - Planning and Noise

Planning Policy Statement - Planning and Climate Change

Council's Parking Standards

Council's Supplementary Planning Guidance - Community Safety by Design

Council's Supplementary Planning Guidance - Noise

Council's Supplementary Planning Guidance - Air Quality

Council's Supplementary Planning Document - Planning Obligations

Council's Supplementary Planning Document - Access Hillingdon

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.28 To encourage the provision of a range of hotel and conference facilities provided development does not harm the environment.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- BE13 New development must harmonise with the existing street scene.

BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
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
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL12	Development of agricultural land
OL13	Development associated with agricultural or forestry uses within or affecting conservation areas, archaeological priority areas etc.
T1	New tourism facilities
T2	Location of tourist accommodation and conference facilities
T3	Safeguarding of existing hotel accommodation
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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.
AM15	Provision of reserved parking spaces for disabled persons

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th April 2009**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised as a major development by means of press and site notices. 312 consultation letters were sent to residents and occupiers of the dwellings at Longford Village,

nearby neighbouring properties and Longford Residents' Association. Two site notices were also placed in prominent locations near the application site.

1 letter was received from a resident and raised one issue in relation to the proposal;
- not against the building of two new hotels however the lorries should only use the A4 and not come through the village to enter the site during construction.

BAA SAFEGUARDING

No objection subject to conditions and/or informatives relating to construction strategy, a bird hazard management plan, landscaping and control of lighting.

NATIONAL AIR TRAFFIC SERVICES (NATS)

No objections.

ENGLISH HERITAGE

No objections subject to a planning condition requiring implementation of a programme of archaeological works, in accordance with a written scheme of investigation.

ENVIRONMENT AGENCY

Initially, the Environment Agency made objections on the grounds that there is insufficient evidence to indicate that the surface water will be managed in a sustainable manner in line with Planning Policy Statement 25 (PPS25). However, the applicant has addressed the Environment Agency's concerns and now the Environment Agency raises no objections to the proposal subject to a planning condition.

TRANSPORT FOR LONDON

TfL does not expect the development to have an adverse impact on the operation of the Transport for London Road Network however more work is required to develop a satisfactory travel plan that complies with TfL guidance. A Construction Logistics Plan and Delivery and Servicing Plan should also be submitted as part of planning conditions. The need for improvements to pedestrian access and bus stops should be assessed and measures put forward to remedy any deficiencies which can also be addressed in a planning condition.

GLA (STAGE 1 RESPONSE)

The Mayor considers that the application does not comply with the London Plan, but that possible remedies could address any deficiencies as outlined in the detailed response.

Conclusion: London Plan policies on hotel use and tourism, urban and inclusive design, climate change mitigation and adaptation, noise, air quality, flooding, employment and training, and transport are relevant to this application. The application complies with some of these policies but not with others, for the following reason.

Hotel Use: The proposed hotel use on this site is acceptable and it complies with policy 3D.7 of the London Plan.

Urban Design: The rationale for the layout is not currently supported, as a result, the proposal does not fully comply with the London Plan policies relating to design, including 4B.1 'Design principles for a compact city.'

Initially, concerns to the proposed site layout were raised as it was felt that the proposal resulted in poor spatial relationship between the two hotel buildings and the Bath Road frontage. This is due to the deep set back on the buildings. However, the GLA officers are no longer objecting to the site layout after discussions on local character.

Inclusive Design: the concerns raised need to be addressed and conditioned.

Climate change mitigation and adaptation: the proposed energy strategy is acceptable but further information should be provided.

Noise: There are no strategic noise concerns.

Air Quality: There are no strategic air quality concerns.

Flooding: The provision of underground rainwater storage needs to be conditioned.

Transport: More work is required on the travel plan. A construction logistics plan and delivery and servicing plan should be submitted. Improvements to pedestrian access and bus stops are required.

The following changes might, however, remedy the above mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:-

Urban Design: revisit layout

Inclusive Design: conditions are required to address the concerns

Climate change mitigation and adaptation: provide further information.

Transport: revisit the travel plan, submit a construction logistics plan and delivery and serving plan, improve pedestrian access and nearby bus stops.

Following the formal issue of the Stage 1 comments, GLA officers have now confirmed that they will no longer object to the site layout (Urban Design) and this information will be reported to the Mayor when the application is referred to him at Stage II.

Internal Consultees

POLICY

The principle for a hotel on the site has been established and the key issue is the need for an additional hotel, the suitability of the proposal in flood zone 2 and intensification of the site.

PPS6 would seek hotel type development to be located in town centres, Heathrow Airport is a destination in its own right. Consequently the principle for additional hotel accommodation can be established provided site specific issues are addressed including the criteria of policy T4. The proposed hotels would help ensure that the quality of Hillingdon hotel offer is enhanced meeting the needs of both the budget and business traveller and would be welcomed provided the proposal meets other site specific issues.

Policy has no objection in principle to this proposal provided site specific issues are addressed.

ENVIRONMENTAL PROTECTION UNIT

This application is for a hotel and therefore EPU are not concerned with the noise levels for its residents as they are temporary. EPU are however concerned with any noise or air quality impact the hotel development may have on the local residents in the nearby houses. This area already suffers from a number of noise issues, the airport, the busy road and other large businesses in the local vicinity. The noise issues can be dealt with by an appropriate worded condition.

With regards to air quality, an air quality assessment was submitted with the application. The report indicates that the concentrations of NO₂ at the worst case locations are predicted to exceed the air quality objectives in 2012 whether the scheme is brought forward or not and the resulting impact has been classified negligible to minor beneficial. However, as the existing levels are already exceeding the national objectives, mitigation measures should be put in place to address this.

In terms of mitigation following conditions should be imposed. A Green Travel Plan for staff and guests and construction management scheme that includes minimising emission to air through the demolition and construction phase of the development should be submitted.

In addition, if improvements to the air quality cannot be identified as part of the development then consideration should be given to seeking a section 106 contribution towards the implementation of measures.

TRANSPORTATION

No objections to the proposal as the proposal would result in net reduction of vehicle trips to the site due to significant reduction of car parking spaces. A suitable number of cycle parking areas for staff and guests, and number of parking spaces are appropriate for the proposal. The internal layout of the site would also allow ease of movement of Hopper Buses and servicing vehicles. A construction management plan should address construction vehicle movements to address the resident's valid concern.

URBAN DESIGN

No objections.

The proposed layout, with the buildings positioned towards the rear of the site and the car parking area at the front, adjacent to Bath Road, provides an opportunity to retain the rural green character of the streetscene, and avoids the buildings to be visually prominent when viewed from Bath Road.

The proposed scale, height, position or massing of the proposed development are considered to be well balanced and in tune with the existing built context at the southern end of the site. The development is not considered to have any detrimental effects on the Longford Cottage, Grade II Listed Buildings. There are further listed buildings in the general locality.

With regards to boundary treatment, a traditional, detailed brick boundary wall, with some panelling and proper coping would be advisable.

TREES AND LANDSCAPE

The application site contains a number of trees on the north and east boundaries, with smaller formal planting within the centre of the site. The western boundary is defined by (off-site) trees which provide visual screening and physical separation. These trees are not protected by Tree Preservation Order or Conservation Area designation, but do constitute a significant landscape feature. The application includes a Tree Report to BS5837: 2005 by HB tree consultants, which cross refers to a site plan, drawing No 0002-Z00. (T2 appears to have been omitted from this drawing, but is shown in Appendix 2 of the Report). The report includes an Arboricultural Implications Assessment and Tree Protection Strategy.

The report assesses the quality, condition and landscape value of 17No. individual trees and considers that there are no grade 'A' (good) specimens. 7No. trees are considered to be 'B' grade (fair, and worthy of retention on a development site). The remaining trees are considered to be 'B/C' - 'C' quality and would not normally be considered a constraint on development - particularly if tree replacement is included within a comprehensive landscape scheme. One tree is assessed to be 'C/R' rated which justifies removal as part of sound arboricultural management.

The tree report confirms that a Tree Protection Method Statement will be required with a detailed specification for special methods and operations. This information should be submitted for approval prior to demolition or construction activities on site.

The tree report also confirms that the better / retained trees are situated along the north and east boundary with most of the tree losses confined to the weaker specimens within the site which will be removed to facilitate the development. Both EPR drawing Nos. 0003-Z00 (Preliminary

Demolition) and 0030-Z00 (Site Ground Floor Plan) shows indicate that trees T1 and T3 on the Bath Road frontage will be retained as part of the scheme. There is a discrepancy between these drawings and the conclusion of the tree report which assumes that T1 will have to be removed and possibly T3. Notwithstanding this, the extensive new tree planting which forms part of the landscape masterplan will mitigate the loss of existing trees.

It is noted that level changes are referred to within the tree report and within cross-sections through the site. Although the site appears to be generally flat within the centre, there is a distinct ramp down into the site from the Bath Road and changes of level across the site are indicated on various cross-sections. However, there is no topographic survey showing the existing levels, and no details of proposed levels for the sake of comparison. This information needs to be provided by condition and will be essential to assist the tree retention strategy. It will also influence the views into the site and the perceived height/mass of the building. Details will be required to ensure that tree protection measures and the landscape proposals take into account the local topography and any level changes.

In conclusion, the Landscape and trees have no objection and consider that the proposal satisfies policy BE38, subject to planning conditions.

ACCESS

The proposed facility will be subject to the Disability Discrimination Act 1995 (amended 2005) because it will 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 to ensure that disabled people receive the same level of service.

Whilst the design of this development application demonstrates a commitment to the principles of access and inclusion, more detail is needed. The Design & Access Statement and accompanying plans is considered to lack the necessary detail.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle for hotel/s on the site has been established and the key issue is therefore the need for an additional hotel beds, suitability of the proposal in Flood Zone 1 and 2 and intensification of the site.

HOTEL NEED

Part 1.28 of the Hillingdon Unitary Development Saved Policies 2007 and Policy T4 establishes the principle for hotel and conference facility provision. With the move towards the 'Plan, Monitor and Manage' approach to planning, the recent GLA Hotel Demand Study (2006) identifies an indicative need for additional 3,800 new hotel rooms in Hillingdon (of which 800 would replace older accommodation) during the period 2007-2026. It is further predicted that the majority of this estimate will be required by 2012. Since the study, 733 rooms have been completed and 120 have been lost. There is a current pipeline of c.1,328 rooms in Hillingdon, mainly in the Heathrow area with a further 259 under construction. Whilst Planning Policy Statement 6: Planning for town centres, would seek hotel type development to be located in town centres, Heathrow Airport is a destination in its own right. Consequently the principle of additional hotel accommodation can be established provided site specific issues are addressed including the criteria of Policy T4. The proposed hotels would help ensure that the quality of Hillingdon's hotel offer is enhanced meeting the needs of both the budget and business traveller and would be welcomed provided the proposal met other specific issues.

FLOOD ZONE

The applicant has submitted a flood risk study. The assessment indicates that there would be a low risk to users of the site.

Environment Agency has also confirmed that they are satisfied with the proposal subject to a planning condition.

INTENSIFICATION

The proposal would result in number of hotel bedroom increase from 264 bedrooms to a total of 603 bedrooms. These bedrooms will also be spread across two hotels on the application site. Whilst it can be seen that the intensity of the site will be doubled, the current existing Thistle Hotel is not maximising the site usability and the site is currently not in sustainable land use. The existing hotel's numerous extensions over time have resulted in an ad hoc and poorly laid out site. The dated building also meant that the much of the site is predominately covered with extensions as the building could not be extended upwards. Therefore, the relatively large application site of 2.96ha is predominately covered with the poorly laid out hotel and its extensions, resulting in limited onsite landscaping and poorly arranged parking areas.

The proposed hotels have been designed in a more sustainable manner and the site is used to its maximum effective capacity. The buildings have been designed in a manner that will not compromise the character and appearance of the area or negatively impact upon the occupiers of the surrounding buildings. The proposed hotels will ensure that the quality of Hillingdon's Hotel offer is enhanced and would maximise the use of the existing brownfield land, therefore the proposed intensification of the site is satisfactorily justified.

Planning Policy Statement 1 emphasise the use of the existing brownfield land and its effective use and The London Plan's policies also refer to maximising the site's potential. Therefore, proposal would fully accords with the above mentioned policies.

7.02 Density of the proposed development

Not applicable to this development.

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

ARCHAEOLOGY

The site lies in an area where archaeological remains may be anticipated. This is due to the extensive prehistoric and later landscape identified in the Heathrow area, which includes settlement and ritual activity dating from 10,000 BC onwards. Of particular note is the number of ring ditches, which often represent ploughed out Bronze Age cremation burial sites, in the immediate vicinity, and also the proximity of the site to the Saxon settlement at Longford.

The applicant has submitted a very thorough archaeological desk based assessment. English Heritage commented that no further work would be require prior to determination of the subject planning application, however a planning condition requiring implementation of a programme of archaeological work be submitted and approved by the Local Planning Authority.

LISTED BUILDING

There are two Grade II listed buildings nearby and are located on Bath Road, west of the application site. The Longford Cottage, c. 16th Century, which is adjacent to Margaret Cassidy House, is a two storey building in a residential use. The Stables and its

outbuildings are directly opposite to Longford Cottage and the main building is part 16th Century and the outbuilding is 17th or early 18th Century. These listed buildings are encircled with existing large mature trees and shrubs and much of the site is not clearly visible from the streetscene. The mature landscaping and trees add value to the character and appearance of these listed buildings and indeed the streetscene.

The Cottage is some 52 metres away from nearest corner of the proposed budget hotel and the hotel buildings are well set back into the application site from the street that it does not compete with the architectural integrity of the adjacent listed buildings. The proposed site layout has been adopted to ensure that the proposal would not undermine the 'rural character' of the existing streetscene.

The front boundary treatment for the proposal is consistent with the existing streetscape and therefore the proposal does little to impact on the character and appearance of the Listed Buildings located within the vicinity. The proposal does not set a back drop to any of the listed buildings located within the vicinity due to the proposed siting and layout of the hotels. Therefore impact to the setting of these listed buildings is negligible.

7.04 Airport safeguarding

The BAA Aerodrome Safeguarding team commented that the proposal could conflict with safeguarding criteria unless planning conditions are imposed. Such conditions would require a submission and approval of a Construction Management Strategy, a Bird Hazard Management Plan, a Landscaping scheme and a scheme for the permanent lighting of the development. These suggested conditions are proposed to be included as part of the decision and therefore the proposal would not conflict with aerodrome safeguarding criteria.

7.05 Impact on the green belt

Policy OL5 of the UDP Saved Policies 2007 seeks to protect the Green Belt from nearby developments which may prejudice its visual amenity. The proposed hotel would not be visible from the Green Belt to the north west of Colnbrook bypass. The proposed hotels would be seen in context with other buildings along Bath Road, and Heathrow Airport beyond, therefore it is not considered that the proposed development would have any significant visual impact on the Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Saved Policies UDP requires that the layout and appearance of new developments harmonise with the existing streetscene and other features of the area.

The existing streetscene is uniquely rural in character, even though there are commercial buildings and large areas of surface car parking and airport activity within the proximity. The eastern end of this part of Bath Road (after Junction with Colnbrook bypass in westerly direction), is characterised by mix of uses including surfaced car parking areas, office buildings which are two and three storeys high, existing hotel site, three storey hostel building, and a petrol filling station. These buildings are well set back from the street with low walls and landscaped front boundary treatment, setting the streetscene of Bath Road. Further beyond the application site in a westerly direction, are domestic scale residential dwellings, leading into Longford Village.

The existing pattern of the streetscape with buildings set back, abundant vegetation, low front walls and landscape front boundary treatment allows the continued co-existence of the commercial buildings in rural, leafy country road. Therefore, it would be important for

any new developments along this end of Bath Road to adopt an approach which includes sufficient forecourt landscaping and landscape buffer with appropriate setback that is prevailing character of Bath Road. The proposed site layout and front boundary treatment of the application site harmonise with the existing Bath Road streetscene, whilst the bulk and scale of the buildings integrate with the existing airport activity to the south of the application site. It is important to note that the proposed setback of the hotels is totally appropriate and necessary in the context and the spatial relationship with Bath Road is strengthened through proposed strong landscape features, front boundary treatment and open character of Bath Road.

In conclusion, the proposed hotel buildings would not appear overbearing along the streetscene and the scheme will not have a detrimental impact upon the character and appearance of the streetscene along Bath Road. The buildings are positioned to the rear of the site to respect the existing rural character of the existing streetscene.

7.08 Impact on neighbours

Issues relating to the potential impact of noise on the neighbouring properties have been addressed in the Noise and Air Quality Issues section below.

Policy BE24 of the Saved Policies UDP protects privacy of the occupiers and adjoining neighbours from new buildings and policy BE21 of the UDP requires that proposals for new buildings would not result in a significant loss of residential amenity by reason of their, siting, bulk or proximity.

The nearest neighbouring building is Margaret Cassidy House which is currently in hostel use. The site had a planning permission for a 124 bed hotel in 2008 however this consent has not yet been implemented. Currently Margaret Cassidy House enjoys good aspects to the east and south over the existing Thistle Hotel site. This will continue to be the case with the new proposals. The nearest building to Margaret Cassidy House would be the proposed budget hotel which is a H shaped block with three fingers aligned north-south. The elevation facing Margaret Cassidy House has no bedroom windows and therefore privacy impact to the both occupiers of Margaret Cassidy House and the proposed budget hotel are not undermined. The separation gap between the two buildings will be 31m which is an increase from the current 22m separation gap.

The amenity of the listed Longford Cottage will not be adversely affected by the new hotels. The cottage is some 52 metres away from the nearest corner of the budget hotel. The proposal will also not create any overshadowing to the garden of Longford Cottage. Currently the cottage garden is encircled with large mature trees which provide screening and they cast a shadow over much of the garden.

The applicant has supplied a Daylight and Sunlight Study accompanying this application. The study shows that Margaret Cassidy House, Longford Cottage and the nursery school at 501 Bath Road comfortably comply with the BRE daylight, sunlight and overshadowing guidelines and will continue to receive very good levels of daylight and sunlight if the proposed hotels were to be implemented.

In summary, it is considered that the proposed development would have a satisfactory relationship with, and maintain an appropriate level of residential amenity to, neighbouring residential properties, in accordance policies with BE21 and BE24 of Unitary Development Plan Saved Policies.

7.09 Living conditions for future occupiers

Issues relating to the potential impact of noise on the future occupiers have been addressed in the 'Noise and Air Quality Issues' section below.

Policy BE24 the Saved Policies UDP require that the design of new buildings protects the privacy of occupiers and their neighbours. However, unlike for a residential scheme proposal, there is no minimum design guidance that can be applied for hotel development proposals. It is worthwhile to note that the level of overlooking and privacy impacts to the occupiers of the hotel is significantly different to the level of impact to occupiers of a residential dwelling. This is primarily due to the nature of the hotel use and that it is not for long term/permanent occupancy.

The proposed hotels would provide a degree of privacy and limited overlooking to the occupiers in each room. The minimum separation gap between facing windows is 12m and the majority of the windows have privacy screens where it is considered necessary. These privacy screens are asymmetrical 'eyelid' shading devices which provides screening from upper floor levels and adjacent to the subject windows. The screening is also primarily to articulate the facades which give modelling and movement to the elevations.

The design and layout of buildings is such that there are no instances of direct overlooking to bedroom windows internal to the scheme which would be a cause of concern with regard to privacy.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is accessed from the Bath Road off the A4 Colnbrook bypass and the site has a Public Transport Accessibility Level of 1 (on a scale where 6 is high and 1 is low).

The current level of on site parking is 600 spaces for the current hotel and the proposal will see a reduction in parking to a total of 302 spaces for the new hotels. This is a considerable reduction in parking spaces. The accompanying Transport assessment indicates a forecast of a net decrease of 55 two-way vehicles in the AM peak hour, a net decrease of 48 two-way movement in PM peak hour with the reduced parking levels. Due to the location of the proposal, the hotel will mainly provide service to those travelling in and out of Heathrow Airport and therefore the main mode of travel is expected to be public transport - Hopper Bus and taxis. Therefore, the reduction in parking spaces is welcomed and this is also supported by TfL and the Council's Highway Engineers subject to the implementation of a Green Travel Plan.

The access arrangement allows Hopper Buses to enter and exit in a forward gear and also retains the vehicle access to Alamo car park through the site. The site layout is clear and legible to pedestrians with clear entrances to both hotels.

The proposal will also make financial contribution towards public transport improvements which will include upgrading of bus stops and therefore the proposal is considered contribute positively to the improvements towards local transport infrastructure.

The Council's Cycle Parking Standards require the provision of 1 cycle parking space per 20 bedrooms and 1 cycle parking space 3 staff. This equates to 77 secure covered cycle parking spaces for the proposed development. A total of 112 secure covered cycle parking spaces are proposed which exceeds the minim requirement. Therefore, the level of provision is in accordance with the Council's guideline, however a condition is

suggested to ensure the detailed design of these stores is appropriate in terms of security.

In summary, the proposed development will not have an adverse impact on the highway network and appropriate on site provisions have been provided therefore, the proposal complies with policies AM2, AM14 and AM15 of the Unitary Development Plan Saved Policies September 2007.

7.11 Urban design, access and security

Good design is central to all objectives of the London Plan and the Hillingdon's Unitary Development Plan. The application presents a high quality scheme and raised the standard of design.

The built elements are characterised by a simplistic, contemporary design, neutral materials and colour effects to provide legibility and character. The splayed frontages to the hotels visually link the two hotels together. The four star hotel has a full height glazed entrance screen, which will enhance the elevation and create an airy interior. The elevational treatment with a continuous chequer board pattern in a metallic finish, matched by natural stone enhances the visual quality of the building.

The budget hotel is proposed to be white rendered, combined with grey panelling within signature colour panels, in cool green shades to match the copper of the adjacent 4 star hotel building.

In terms of layout, the proposed buildings are positioned towards the rear of the site, away from Bath Road. This is considered to be a positive design element in the context of the surrounding streetscene. This part of Bath Road, being mainly residential and the prevailing country road character, the proposed buildings would not dominate or be visually intrusive along the streetscene. The site layout allows the contemporary and high quality development to co-exist with the existing setting of the area in a positive way.

It is important for developments not to undermine the spatial relationship with the adjoining highway to provide clear, defined frontage and presence. Due to the large set back from Bath Road frontage the proposed development reinforced a strong boundary treatment and landscaping to ensure that the spatial relationship with Bath Road is maintained.

The overall design rational is supported and is considered to present a high quality development within the Borough. Overall, the proposal accords with policies within London Plan and Hillingdon Unitary Development Plan.

7.12 Disabled access

The proposed facility will be subject to the Disability Discrimination Act 1995 (amended 2005) because it will provide a service to the public.

Both hotels provide just above 5% of the rooms to full wheelchair accessible standards with adjoining room for carers which is the minimum level of requirement under the Building Regulations. In addition to 5% rooms which are required to be designed to the Part M wheelchair accessible standards, the British Standard code advises that 5% of bedrooms should have a ceiling track hoist and 5% of bedrooms should be designed to be easily adaptable. There are few rooms within the budget hotel that are larger than the

standard room which can lend themselves to be adaptable, however more information on how this will be achieved will be required. Further detailed design will be required for the 4 star hotel as the bedrooms which are larger than the standard sized rooms can be easily adaptable.

The Council's access officer also 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 to ensure that disabled people receive the same level of service.

The adjustments are detailed design and the proposal can adapt to comply with the said Act and appropriately worded condition will be included to ensure inclusive development.

The applicant has also positively responded to suggestions and comments from both the Council's access officer and the GLA access officer and agree to planning conditions to be imposed to address the detailed internal room design of the proposal.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Unitary Development Plan requires that existing topographical features and landscaping be taken into account in the design of new development and that opportunities for additional landscaping be explored. The Council's Trees and Landscape Officer has reviewed the proposal and raises no objection to the overall landscape design of the scheme.

The application site contains a number of trees on the north and east boundaries, with smaller formal planting within the centre of the site. The western boundary is defined by (off-site) trees which provide visual screening and physical separation.

The proposal includes extensive new planting and landscaping on site. The site frontage will have a minimum depth of 5 metres, increasing to 9 metres at each end. The eastern boundary will have a landscaped buffer of approximately 10 metres in width and will incorporate retained and new trees, with ground-cover planting. The west boundary ranges in width from 2 to 8 metres and will be defined by new tree planting with ground cover shrubs. There are also extensive planting of avenues of trees, with hedges and ornamental shrub planting is proposed within the centre of the site and car park. This planting combined with the curved building frontages which are set back from Bath Road should provide a significant spatial buffer between the public domain and the hotel frontage.

Appropriately worded conditions will be in place to ensure retention of trees can be achieved where possible which can also influence the views into the site and the perceived high and massing of the building. Details will be required to ensure that tree protection measures and the landscape proposal take into account the local topography and any level changes.

The proposal accords with policy BE38 of the Unitary Development Plan Saved Policies and therefore the proposed landscape masterplan strategy is acceptable subject to further details being reviewed through planning conditions.

7.15 Sustainable waste management

Policy 4A.22 of the London Plan sets out the Spatial Policy for Waste Management in London and states that all developments should provided adequate storage facilities for waste and recycling.

The service areas for both hotels for waste collection and deliveries will be located to the rear of each hotel buildings. The refuse and recycling areas and the main back of house and storage areas will be easily accessible from delivery and pick up points. Delivery and refuse vehicles can access the site using the main vehicular access points will access the rear of the hotel through the central access route. All servicing and refuse collections will be accommodated on site and no servicing will occur on street. This can also be secured through a recommended condition.

Each hotel will provide a compactor to the rear of the service area which will be used to consolidate general waste. Each hotel will also have four large recycling bins with a capacity of 1,100 litres.

The proposal would adequately provide acceptable waste and recycling provision and accord with policies set out in the London Plan.

7.16 Renewable energy / Sustainability

Policies 4A.1, 4A.3, 4A.4, 4A.6 and 4A.7 of the London Plan require all developments to make the fullest contribution to achieving sustainable design and reducing carbon dioxide emissions. Specifically with reference to Major Developments, developments are required to identify energy efficiency savings and the provision of 20% reduction in the buildings carbon dioxide emissions through renewable technology.

The application is accompanied by a Building Services Energy Assessment and assesses each key principle of Be Lean, Be Clean and Be Green within the Framework of the London Plan.

The applicant has explored different energy technologies for the proposed development and has favoured option for the proposed scheme is a Combined Heat and Power (CHP) with Photovoltaic cells for low and zero carbon technologies. This can meet the 20% policy requirement.

The GLA, in their stage one response is satisfied with the overall energy strategy subject to further information on the central air-handling units supplied by the CHP network which should heat the ventilation air to the hotel rooms and update saving figures when emissions have been updated to take all energy use into consideration. It is considered that this can be conditioned at this stage.

7.17 Flooding or Drainage Issues

The applicant site is within Flood Zone 1 and 2 areas and the applicant has carried out a flood risk assessment which is in accordance with Planning Policy Statement 25.

The Flood Risk Assessment accompanying the application concludes that flood levels for the 1 in 100 year event would not lead to out of bank flow on the Duke of Northumberland watercourse and therefore the site is only at risk during an extreme event. During such events, flooding is not expected to be significant on site and the primary escape route utilises the highest part of the site, onto Bath Road and there is safe refuge available in

the upper floors of the hotel. In addition, the flood risk to the proposed development from groundwater and overland flow is considered to be low. The proposed development will incorporate a drainage scheme which attenuates water to at least 50% of 100 year existing rate and stores up to the 1 in 100 year event with an allowance for climate change.

Following Environment Agency's comments requiring implementation of sustainable drainage techniques, reducing surface water discharges to not exceed the greenfield runoff rate and the drainage system being able to accommodate any storm event up to the critical duration 1 in 100 year storm event, the applicant has confirmed that a permeable paving in car parks will be used to reduce the runoff rate and which also forms part of sustainable drainage technique. A planning condition as suggested by the Environment Agency that would also ensure that the runoff from the site is minimal.

The proposal is therefore considered to be acceptable and the Environment Agency is also satisfied with the proposed mitigation measures.

7.18 Noise or Air Quality Issues

AIR QUALITY

The development site is within an Air Quality Management Area (AQMA) where areas of Nitrogen Dioxide (NO₂) exceed the level above 40ugm³ of the National Air Quality Objectives set by the Government. In accordance with the objectives of the National Air Quality Strategy, the London Plan Policy 4A.19 Improving Air Quality and the Council's Air Quality Supplementary Planning Guidance (2002) proposals should seek to minimise the emissions of key pollutants and to reduce concentrations to levels at which no, or minimal, effects on human health are likely to occur.

An air quality study has been undertaken by the applicant and concludes that the potential impacts arising from road traffic associated with the completed Development are anticipated to have a 'small' beneficial effect of 'Minor' beneficial significance, due to a reduction in road traffic attributed to the Proposed Development. The maximum offsite impact associated with heating plant attributed to the completed development was shown to be 'Minor' adverse offsite, however, taking into account that the Development will replace an existing hotel use within its own older heating plant, it is likely that the net impact will be of 'Negligible' significance.

The Council's EPU officer commented that a Green Travel Plan for staff and guests should be provided as part of development to aid offsetting any impacts of the development on air quality. In addition, the developer will make financial contribution towards air quality improvements in the area and therefore the impact from this development will be minimal.

NOISE

Policy OE3 of the UDP states that buildings which have the potential to cause noise annoyance will only be permitted if the impact is mitigated within acceptable levels. Policy OE5 states that proposals for noise sensitive developments will not be permitted where they would be subject to unacceptable levels of noise or vibration. Given the proposed application is for a hotel development both policies are considered relevant.

The submission has been accompanied by a noise report prepared by an acoustic consultant, which concludes:

- The preliminary assessment indicates that the noise from plant and traffic noise impact to the surrounding residential premises should be attainable with the use of appropriate mitigation measures.
- A detailed plant assessment will be carried out once the building service design is developed further. This assessment will include the specifications of appropriate mitigation measures where necessary.
- The proposed hotel scheme holds significantly less car park spaces than the current scheme. Therefore it is likely that there will be no elevation from the current state of traffic flow.

Accordingly, it is considered that the development would result in an appropriate noise environment for both neighbouring and future occupiers, subject to the conditions requiring mitigation measures specified in the recommendation.

7.19 Comments on Public Consultations

A resident from Longford Village raised concerns to the construction traffic potentially accessing the application site through Longford Village. The site is accessible through Longford Village from A3044 and M25 further beyond. An appropriate worded condition will be imposed for the submission and approval of a construction management strategy which will restrict construction vehicle movement. It would be more suitable for large construction vehicles to access the site from A4 and Colnbrook bypass into Bath Road, east of the application site and not through the village.

7.20 Planning obligations

Policies Pt1.39, R7 and R17 of the Council's Unitary Development Plan states that the Local Planning Authority will, where appropriate, seek to planning obligations to achieve benefits to the community related to the scale and type of the development proposed.

Approximately 226 full time equivalent hotel staff (for both hotels) would be employed as a result of the proposed developments and the construction budget would be approximately £30m. In accordance with the Council's Planning Obligations SPD the following is sought;

- a) A sustainable transport measure in the form of a Green Travel Plan (which includes car park management plan) in accordance with TfL guidance and be implemented for the hotels;
- b) £30,133 for hospitality training;
- c) £75,000 for construction training;
- d) £70,000 towards public realm improvements to the area in general;
- e) £30,000 towards public transport improvements;
- f) £40,000 towards improvements to and monitoring of air quality;
- g) 5% of the total cash contributions towards administration costs, in accordance with Hillingdon's Supplementary Planning Document on Planning Obligations.

The applicant has agreed to these Heads of Terms, which will be secured through the completion of an appropriate legal agreement. No objection is raised to the proposal subject to receipt of a finalised legal agreement.

7.21 Expediency of enforcement action

Not applicable to this development.

7.22 Other Issues

There are no other issues to consider.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

The report indicates that the costs of the development will be fully met by the applicant, and the applicant will make a contribution to the Council towards the associated public facilities. The developer will also meet all reasonable costs of the Council in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed. Consequently, there are no financial implications for this Planning Committee or the Council.

10. CONCLUSION

The proposed scheme for two hotels is a high quality scheme will improve the quality of Hillingdon's hotel offer by enhancing the needs for both budget and business traveller. The hotels have been design to respect the character of the locality whilst raising the level of design within the area.

Traffic generation is likely to be reduced due to the reduced level of on site parking, cycle parking provision for staff and guests will be made available and a Green Travel Plan will be in place to ensure that the development does not impact the adjacent highway and the

road network.

The proposal will also make significant financial contributions towards improvements to the local area and therefore it is considered that the development will be a positive contribution to the borough's built environment.

No objections have been received, other than the GLA's comments, and the proposal complies with Hillingdon's Unitary Development Plan Saved Policies (2007).

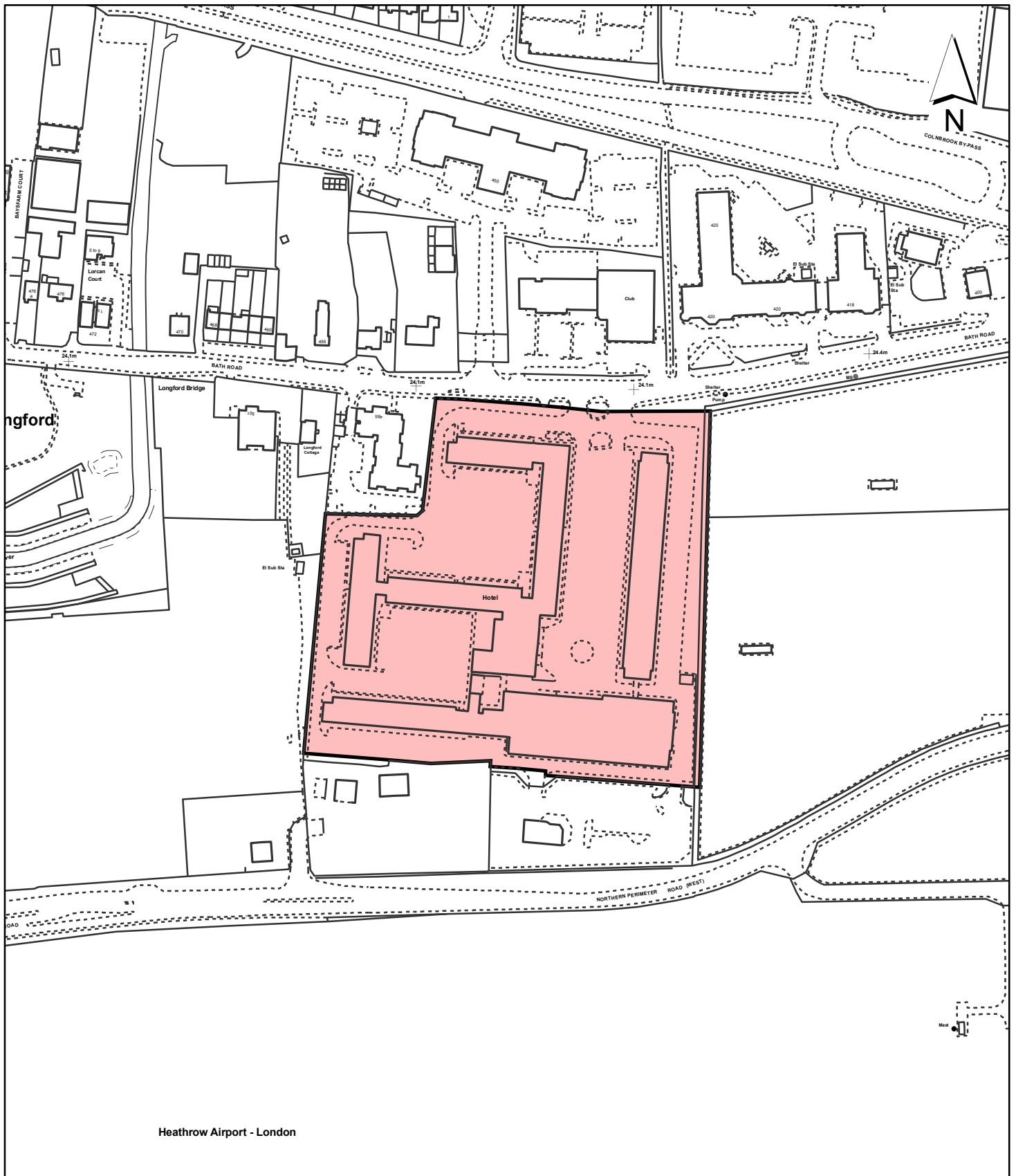
It is necessary to refer any recommendations to the Mayor of London as a Stage II referral. Accordingly, approval is recommended and delegated powers sought to approve the application subject to Mayor Stage II referral, Section 106 Agreement and recommended conditions.

11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies 2007
The London Plan
PPS1 - Delivering Sustainable Development
PPS13 - Transport
PPG21 - Tourism
PPS22 - Renewable Energy
PPG24 - Planning and Noise
Planning Policy Statement - Planning and Climate Change
Council's Parking Standards
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Document - Planning Obligations
Council's Supplementary Planning Document - Access Hillingdon


Contact Officer: Jane Jin

Telephone No: 01895 250230



Heathrow Airport - London

Notes

 Site boundary

For identification purposes only.

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Site Address

**Heathrow Park Thistle Hotel
Bath Road
Longford**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

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

Planning Application Ref:
3063/APP/2009/415

Scale
1:2,500

Planning Committee
Central and South

Date
April 2009



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