

Report of the Head of Planning, Sport and Green Spaces

Address HEATHROW POINT WEST 234 BATH ROAD HEATHROW

Development: Erection of a 4 storey hotel extension building to accommodate 108 rooms with a covered link bridge connecting the existing building, with associated ancillary works

LBH Ref Nos: 41331/APP/2016/1035

Drawing Nos: Design and Access Statement
MCA1215/03 Landscaping details
890 RDP P01
890 AM PM Hotel Market Snapshot
890/RDP/P06
890/RDP/P05
890/RDP/P04
Addendum to Design and Access Statement
890 RDP P03 REV A
Energy Statement E595-00- dated 20/5/2016
Bird Hazard Management Report March 16
Letter of Support - 234 Bath Road
Soil Report Phase I Desk Study
Sustainable Drainage Scheme March 16
Transport Assessment
Travel plan
Waste Management Plan March 16
Arboricultural Report Ref: 01035D/CJO/2705 dated 27/5/2016
SUDS/ Drainage Report Ref:8215 Issue 1
890/RDP/P02 Rev. C

Date Plans Received:	11/03/2016	Date(s) of Amendment(s):	11/03/2016
Date Application Valid:	11/03/2016		06/06/2016
			20/06/2016
			04/07/2016
			27/05/2016
			18/07/2016
			05/07/2016

1. SUMMARY

The application seeks planning permission for the erection of a 4 storey hotel annexe including a link bridge and associated amendments to landscaping and car parking.

Planning permission was recently granted for a change of use of the main building from offices to hotel use. There is no objection to the principle of the intensification of the hotel use on this site in planning policy terms.

Given the site's context, the scheme raises no adverse amenity issues to residential neighbours, nor does the new annexe's siting and massing prejudice the existing office developments on the adjacent sites. The height of the proposed annex is consistent with the surrounding development and in terms of visual appearance, the treatment of the elevations is considered appropriate.

The car parking provision and highway access arrangements are considered consistent with planning policy and acceptable, including the arrangements for service delivery and guest drop off / collection.

Subject to details, the proposed landscaping is adequate.

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

2. RECOMMENDATION

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

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

1. All necessary highway works

2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as a hopper bus service, a Construction Management Plan, a Construction Logistics Plan and a Service and Delivery Plan.

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

3. Hospitality Training contributions or an in-kind scheme

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

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

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 31/08/2016, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of construction training, hospitality training, highway works and air quality). The proposal therefore conflicts with Policies R17, AM7 and OE1 of the adopted Local Plan Part 2 and the Council's Planning Obligations SPD and Air Quality SPG.'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the

completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

890/RDP/P02 Rev. C

890 RDP P03 REV A

890/RDP/P04

890/RDP/P05

890/RDP/P06

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

REASON

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

3 COM5 General compliance with supporting documentation

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

Arboricultural Report Ref: 01035D/CJO/2705 dated 27/5/20

Bird Hazard Management Plan dated March 2016

Waste & Refuse management Plan dated March 2016

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

REASON

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

4 NONSC Air Quality - Energy Provision

Prior to occupation of the development hereby approved, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the Local Planning Authority for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012.

REASON

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

5 NONSC Air Quality - CHP

Prior to occupation of the development hereby approved, details to limit and/or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation of the relevant phase in which the CHP is to be constructed and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

6 COM17 Control of site noise rating level

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest residential property. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

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

7 COM25 Loading/unloading/deliveries

The premises shall not be used for the delivery and loading or unloading of goods, including the collection of refuse and recycling, outside the hours of 0800 and 1800, Monday to Friday, and between the hours of 0800 and 1300 on Saturdays. No deliveries shall take place on Sundays, Bank Holidays or Public Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 COM30 Contaminated Land

(i) Prior to works associated with the hotel annex and any external ground works, a scheme to deal with contamination in accordance with the Supplementary Planning Guidance on Land Contamination shall be submitted to and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

9 COM15 Sustainable Water Management

Prior to commencement of any external works, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

a) Manages Water The scheme shall follow the strategy set out in the Statement for Sustainable Urban Drainage scheme, produced by RDP Architects Limited dated April 2015 and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided, calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be

undertaken at the appropriate time of year as groundwater levels fluctuate).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. Identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will: incorporate water saving measures and equipment.

provide details of water collection facilities to capture excess rainwater;

provide details of how rain and grey water will be recycled and reused in the development.

e) Long Term Management and Maintenance of the drainage system.

Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

Where the maintenance will not be the responsibility of an individual developer, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

f) During Construction

How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

10 NONSC Energy Efficiency

Prior to the commencement of development, a scheme showing the development can achieve a 35% reduction in CO2 emissions shall be submitted and approved in writing by the Local Planning Authority. The scheme shall set out

1: the existing emissions (regulated and unregulated) associated with the existing development, a similar size new build development built to 2013 building regulations, and the baseline expected emissions from the proposed development.

2: The measures (in accordance with the London Plan Policy 5.2 energy hierarchy) that will show a reduction in regulated energy of 35% from the existing development unless otherwise agreed in writing by the Local Planning Authority.

3: Details and specifications (i.e. technology specifications, roof plans etc.) of the chosen low or zero carbon technologies to be used to reach the target.

The development must proceed in accordance with the approved plans.

REASON

To ensure the development contributes to a reduction in CO2 in accordance with London Plan Policy 5.2.

11 COM31 Secured by Design

The building shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The building shall be occupied for hotel use until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2015) Policies 7.1 and 7.3.

12 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

13 COM10 Tree to be retained

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

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

completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

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

14 COM8 Tree Protection

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures. A tree surveyor shall be retained to supervise and monitor the tree protection measures on site and the Local Planning Authority shall be invited to attend a tree work briefing on site and be kept informed of the programme of work.

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

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

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

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

2.b No materials or plant shall be stored;

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

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

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

REASON

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

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

Prior to works associated with the single storey side extension and any external ground works, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Details of Soft Landscaping

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

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

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage (which shall be covered and secure)
 - 2.b Cycle Storage (including secure storage for at least 44 cycles)
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts for the whole site, including the provision 63 car parking spaces, including at least 7 disabled parking spaces, and demonstration that at least 12 parking spaces are served by electrical charging points (8 active and 4 passive); and 14 motor cycle parking bays
 - 2.e Hard Surfacing Materials (including measures to prevent car parking on the redundant car parking areas)
 - 2.f External lighting including for the car park

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

4. Schedule for Implementation

5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 5.11 and 5.17 of the London Plan (2015).

16 NONSC Fire Evacuation Plan

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

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2015).

17 NONSC Facilities for People with Disabilities

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

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;

- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en-suite bathrooms within the required accessible bedrooms to have a level access shower.

REASON

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

18 NONSC Car Parking for guests and staff only

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

REASON

To ensure suitable parking provision is provided on the site, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

19 NONSC Air Extraction

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

REASON

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

20 COM27 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-

street parking, and loading facilities in compliance with policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

21 NONSC Archaeology

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

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

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

REASON

Heritage assets of archaeological interest are expected to survive on the site. The Local Planning Authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation

	of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

3 I14C Compliance with Building Regulations Access to and use of

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

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

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

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

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

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

gb.org.

· Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

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

4 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5

Condition 5 relates to the operational phase of the commercial development and is intended for the protection of future occupants in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. They should contact the Environmental Protection Unit if they have any queries.

6 128 Food Hygiene

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

7 158 Opportunities for Work Experience

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

installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

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

8 I60 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

9

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Mayor's Community Infrastructure Levy is estimated to be £126,315, which is due on commencement of this development. The applicant will be liable to pay the Community Infrastructure Levy on commencement of this development. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

In addition the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £144,360.

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

10

With respect to the archaeological condition 21, the applicant is advised that the written scheme of investigation should be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. It must be approved by the planning authority before any on-site development related activity occurs.

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive. The applicant's archaeological scheme will need to identify where groundworks could reveal archaeological remains and make provision for appropriate monitoring and recording.

11

The five eurobins shown on the plan would not provide sufficient storage capacity for the waste produced. Larger waste containers would be more practical. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll on - roll off bins. The

latter would give to opportunity to be fed through compactors, to optimise the load being taken away. The plan indicated a compactor system is included; this would be the logical option for the volume of waste.

3. CONSIDERATIONS

3.1 Site and Locality

Heathrow Point West is situated on the North side of Bath Road (A4) north of Heathrow Airport which is located to the south of the A4.

Heathrow Point West is a three storey building, last used as offices, totaling approximately 5,096.7 sq m, located on a site with an area of 0.9 hectares.

Boltons Lane lies to the west of the site boundary and Mondial Way to the north. The site bounded on the east by Amadeus Building and Samsonite House, both offices. The main access to the site is from the junction of Boltons Way and Mondial Way.

The building is set within a well-planted site, with tree and shrubs / hedges around all boundaries and between the two car parks, situated to the north and west of the building. However, some of the planted areas are tired-looking / suffering from a lack of maintenance and are in need of rejuvenation.

The site lies within the proposed Heathrow Archaeological Priority Zone.

3.2 Proposed Scheme

Planning permission is sought for the erection of a 4 storey hotel annexe building in an area of redundant car park, with a link bridge connection to the main building. The annexe will provide 107 additional bedrooms.

The proposed building will be 58.00 metres long and 16.3 metres wide supporting a pitched roof, with a maximum height of 15.65 metres, which is 1.35 metres lower than the existing building.

All floors will accommodate guest bedrooms, housekeeping and lobbies.

The external areas of the site are developed to include vehicular and pedestrian access routes to the site, landscaping to the front and rear, including out door amenity space.

The reconfigured site will accommodate around 63 parking spaces, 3 taxi stands, 4 coach parking spaces, 7 motor bike stands, 44 cycle stands and integral refuse bin areas. The parking will also provide active and passive electric vehicle charging points.

The following documents have been submitted in support of the application:

1. Air Quality Assessment
2. Energy Assessment
3. Transport Statement
4. Travel Plan
5. Arboriculture Report & Landscaping Details
6. Sustainable Urban Drainage Plan

7. Soil Contamination report
8. AM PM Hotel Market Snapshot
9. Hotel Brand and Interest letter
10. Bird Hazard Management Plan
11. Waste & Refuse management Plan
12. Sustainable Urban Drainage Plan

3.3 Relevant Planning History

41331/APP/2015/1886 Heathrow Point West 234 Bath Road Heathrow

Change of use from Offices (Use Class B1(a)) to provide a 159 bedroom hotel (Use Class C1) and the erection of a new single storey side extension, car parking and landscaping.

Decision: 26-08-2015 Approved

Comment on Relevant Planning History

Planning permission (ref:41331/APP/2015/1886) was granted on 26-08-15 for the change of use of the existing office building from Use Class B1(a) to a Hotel (Use Class C1), including single storey side extension and associated amendments to landscaping and car parking.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- | | |
|----------|---|
| PT1.BE1 | (2012) Built Environment |
| PT1.E1 | (2012) Managing the Supply of Employment Land |
| PT1.E3 | (2012) Strategy for Heathrow Opportunity Area |
| PT1.E7 | (2012) Raising Skills |
| PT1.EM1 | (2012) Climate Change Adaptation and Mitigation |
| PT1.EM11 | (2012) Sustainable Waste Management |
| PT1.EM7 | (2012) Biodiversity and Geological Conservation |
| PT1.EM8 | (2012) Land, Water, Air and Noise |
| PT1.T4 | (2012) Heathrow Airport |

Part 2 Policies:

- | | |
|------|--|
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - |
| | (i) Dial-a-ride and mobility bus services |
| | (ii) Shopmobility schemes |
| | (iii) Convenient parking spaces |
| | (iv) Design of road, footway, parking and pedestrian and street furniture schemes |

- AM14 New development and car parking standards.
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE18 Design considerations - pedestrian security and safety
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE11 Development involving hazardous substances and contaminated land - requiremer for ameliorative measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- T2 Location of tourist accommodation and conference facilities
- T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **22nd April 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 38 local owner/occupiers on 29/05/2015. The application was also advertised by way of site and press notices. No responses have been received.

METROPOLITAN POLICE

No response.

Transport for London (TfL)

No response.

HARLINGTON VILLAGE RESIDENTS ASSOCIATION

No response.

HARMONSWORTH AND SIPSON RESIDENTS ASSOCIATION

No response.

HISTORIC ENGLAND

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

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

The planning application lies in an area of archaeological interest.

This application lies within the Heathrow Archaeological Priority Zone defined in the Hillingdon Local Plan so the assertion in the Design & Access Statement (6.4) that it doesn't lie in an archaeological zone is incorrect. The zone reflects the well documented and extensive archaeological interest in the Heathrow area which is summarised in the Council's review document. At approximately 1 hectare, this is a fairly large site so the application should have been supported by an archaeological desk-based assessment. However, the development appears to involve only relatively small-scale groundworks and there is unlikely to be good survival beneath the modern building.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that the development is likely to cause some harm to archaeological interest but not sufficient to justify refusal of planning permission provided that a condition is applied to require an investigation to be undertaken to advance understanding. The archaeological interest should be conserved by attaching a condition as follows:

Condition

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

I envisage that the archaeological fieldwork would comprise the following:

Watching Brief

A watching brief involves the proactive engagement with the development groundworks to permit investigation and recording of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive. Further information on archaeology and planning in Greater London including Archaeological Priority Areas is available on the Historic England website. Please do not hesitate to contact me should you require further information or assistance. I would be grateful to be kept informed of the progress of this application.

Please note that this response relates solely to archaeological considerations. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

HEATHROW AIRPORT LTD

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, we would like to make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention 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 <http://www.aoa.org.uk/policysafeguarding.htm>)

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal. However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application.

This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Internal Consultees

S106 OFFICER

Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.

3. Air Quality Monitoring: A financial contribution to the sum of £25,000 subject to comments from LBH air quality specialists.
4. (Updated) Travel Plan: to include £20,000 Bond
5. (Updated) Hospitality Training
6. (Updated) Hoppa Bus Provision
7. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

ENVIRONMENTAL PROTECTION UNIT (EPU)

Noise:

This application is for a hotel development, EPU do not consider hotels to be noise sensitive development as such, it is up to the developer to ensure that noise levels inside the hotel meet an acceptable standard. However, the following conditions and informative are recommended:

Conditions:

Noise affecting residential property

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

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

Deliveries and refuse collection

The premises shall not be used for the delivery and loading or unloading of goods, including the collection of refuse and recycling, outside the hours of 0800 and 1800, Monday to Friday, and between the hours of 0800 and 1300 on Saturdays. No deliveries shall take place on Sundays, Bank Holidays or Public Holidays.

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

Informative:

Standard Control of environmental nuisance from construction work informative.

Contamination

Submitted Report

Phase 1 Desk Study at 234 Bath Road by Soils Ltd dated April 2015 reference 14926/DS

The above desk study provides sufficient detail to indicate where any potential contamination issues. The report highlights where contamination might be present and particularly notes the potential issues as airport, petrol station, motor repair works and substation. The site had an old motor repair works in the south west corner, there is a substation and car park there now. The petrol station use may refer to Axis House on Bolton's Lane where there was a garage. Axis House went from offices to flats fairly

recently under a prior approval application. There was a contamination report and some groundwater monitoring with this application, and it appears some hydrocarbons were found in the groundwater in the area. The source was not proved. It was probably due to the old garage uses and motor repair works in the vicinity, although with the adjacent airport there may be other sources. The Soils Limited report recommends a site investigation which is considered necessary post any approval, as we have no investigation boreholes on this side of Bolton's Lane.

Although the proposed use is not residential, it is recommended adding the standard contamination condition to ensure that some investigation is carried out. Problems are not anticipated, but the ground is fairly unknown and in particular, the motor works and adjacent garage may have affected the soils. The substation should be OK, but they can leak PCB's if the station is very old.

A desk study has already been submitted. After the site investigation hopefully there will not be too much remediation necessary, the investigation should include some gas and vapour monitoring.

TREES AND LANDSCAPE

The site is occupied by a substantial office block, previously occupied by BAA, on the north side of Bath Road. There is an extant planning approval, ref. 2015/1886, to convert the office block for use as a hotel. Accessed via a mini-roundabout to the north-west there is a car park to the west side of the building and to the north.

There is a landscape buffer to the south, between the building and the back edge of the Bath Road footway, part of which lies outside the site boundary. All other boundaries are tree-lined and under planted with ground cover shrubs, which provides screening and welcome relief in an otherwise built up area.

Landscape Planning designations:

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site.

Landscape constraints / opportunities:

Adopted Local Plan, Policy BE1 seeks high quality design of the built and external environment. Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

LANDSCAPE CONSIDERATIONS: A line of trees within the northern car park will be removed to facilitate the development. The northern elevation of the proposed building is very close to the existing line of boundary trees. If the trees have been plotted accurately, the canopies will be brushing the side of the building. In fact the canopies will have to be reduced, prior to construction, in order to provide access for the construction of the building.

Once built, it is likely that there will be pressure to cut the trees back, or removal them, due to their proximity to the building and the need for natural light. The Design & Access Statement fails to make any analysis of the trees or landscape character of the site and fails to set out any landscape objectives for the site, contrary to good practice.

A Landscape Details Plan, drawing ref. MCA1215/03, by MCA provides a planting plan for the whole site. This includes the retention of existing boundary trees and the provision of new planting around the base of the new building and in the car park.

If the application is recommended for approval, landscape conditions should be imposed to ensure

that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

RECOMMENDATIONS: The Tree Report by OMC Associates, dated 27 May 2016, confirms that the best row of trees / landscape feature T19-T29 can, and will, be retained. The two westernmost trees in this row (T30 and T31) are not scheduled to be retained but 'could potentially be if required' (section 4.2). T30 and T31 are an important extension of the row and should be retained.

Section 4.2 also specifies the need to trim back trees T19 - T31 to facilitate the construction work and the need for regular light trimming to keep the trees off the building in the future. This and other tree / root protection measures should be specified in a Tree Protection Plan and Method Statement prior to commencement of work on site. The need to manage the trees in the future should be specified in the Landscape Management and Maintenance plan to obviate the need to apply for permission every time this work is required.

In addition to the above, the tree surveyor should be retained to supervise and monitor the tree protection measures on site - and the LPA should be invited to attend a tree work briefing on site and be kept informed of the programme of work.

FLOOD AND DRAINAGE OFFICER

There is insufficient information provided on the use of sustainable drainage systems within the application set out in the submitted Sustainable Drainage Scheme.

Officer comment:

Following initial comments from the Flood and Drainage Officer, a Drainage Strategy and Sustainable Drainage Management and Maintenance Plan has now been submitted. These indicate that an acceptable sustainable drainage scheme can be provided.

SUSTAINABILITY OFFICER

No objections to the proposed development subject to a condition requiring a detailed energy scheme

ACCESS OFFICER

In assessing this planning proposal to erect a new hotel extension building to provide 108 guest rooms and 63 parking spaces, reference is made to the London Plan (FALP) 2015, policy 4.5.

The Design & Access Statement refers to a 10% provision of accessible bedrooms with ensuite facilities, and 27 accessible parking spaces. However, the Access Statement section (on page 5) largely refers to general design principles and good practice, rather than how inclusive design principles and specifications have been incorporated into the design.

Whilst the submitted drawings indicate accessible bedrooms, the ensuite facilities appear not to have been designed to a recognised accessibility standard. Clarification should be sought to ensure they would be designed to BS 8300:2009. In addition to the 10% provision of accessible rooms, a further 5% should be capable of adaptation as stated in the following excerpt from the British Standard:

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

supporting adaptations, e.g. handrails);

Whilst the development proposal refers to access and inclusion principles, the plans and accompanying Design & Access Statement lack the necessary detail.

Officer comment:

Revised plans were requested from the applicant. These plans were received and further comments sought from the Council's Access Officer.

ADDITIONAL ACCESS OFFICER COMMENTS:

I have reviewed the revised floor plans, the ACCOR international guidelines document, together with a revised Design & Access Statement. I am content with the proposed accessible bedroom layout, but having reviewed Plan 20, I consider the ensuite bathroom design to be unsuitable for a wheelchair user. It would be acceptable to design the ensuite bathrooms to a standard equivalent to BS 8300.

Officer comment:

Amended plans have been received to reflect BS 8300: 2009 for the accessible guest rooms with ensuite.

HIGHWAY ENGINEER

Although the address of the property is 234 Bath Road the vehicular access is off the traffic signal junction of Bath Road (A4) and then in turn a dedicated access off Bolton's Lane. Traffic flows along the A4 in the area of the site have been historically as high as 35000 vpd but in recent years this figure has dropped to a figure closer to 20000 vpd.

There are currently parking restrictions outside the property on both Bath Road and Bolton's Lane so there is no parking stress in the area. The site has an existing car park for 133 vehicles which was a result of its previous use as offices. The site has a PTAL value of 3 as a result of bus and rail services nearby.

A Transport Statement (TS) and Travel Plan Framework (TPF) in support of this application were carried out by Monson and dated February 2016. Previously this site was granted permission (41331/APP/2015/1886) for the conversion of the existing office building into a 159 bed hotel. That application included 40 car parking spaces along with coach, cycle and motorcycle parking.

This latest proposal is to create a new four storey building on part of the site with an additional 107 hotel bedrooms so that the new provision will be 266 bedrooms. The new hotel extension will be constructed on part of the existing car park so that 63 car parking spaces remain along with the 4 coach bays 5 taxi bays and cycle and motorcycle bays. TfL in the previous application thought the on-site parking was excessive and suggested a figure of 0.3 spaces per bedroom. This latest application provides 0.24 spaces per bedroom but given the PTAL value and the special circumstances that existing for hotels around the airport with shuttle services and taxis, the latest on-site car parking is seen as acceptable.

There are 27 disabled parking spaces on site for an overall car parking provision of 63 spaces means that more than the Council standard of 10% has been provided in this instance which might need revision. I support the idea that active EV charging is being provide at the site.

The TS estimated that the the peak hour traffic estimates for the new use will be relatively small (16 trips) in the morning peak hour and negligible in the evening peak hour. Given the existing peak hour trips on the A4 the likely change is not seen as significant.

The provision of cycle and motorcycle parking bays on the site must be seen predominantly for staff use and this is supported.

The Travel Plan Framework outlined staff surveys, measures and monitoring so I suggest a condition relating to a Travel Plan should be made along with a monitoring fee.

In line with other hotels in the Heathrow area I suggest that a condition limiting the long stay car parking on the site is provided.

On the basis of the above comments I have no significant highway objections to the application.

Officer comment:

An amended site plan has been received reducing the wheelchair accessible parking bays to 7.

WASTE MANAGER

The five eurobins shown on the plan would not provide sufficient storage capacity for the waste produced. Larger waste containers would be more practical. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll on - roll off bins. The latter would give to opportunity to be fed through compactors, to optimise the load being taken away. The plan indicated a compactor system is included; this would be the logical option for the volume of waste.

Alternatively a private company, who is a licensed waste carrier, would have to be found that could carry out daily collection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of a hotel use on the site has been established by virtue of planning permission ref:41331/APP/2015/1886, for a change of use from offices to a hotel on the main building.

In terms of the intensification of use, Table 5.3 (Heathrow Opportunity Area) of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) notes that there is particular pressure on employment land for hotel uses in the Heathrow area. Accommodating hotel growth must not be at the expense of employment land around Heathrow Airport and as such, hotel development will be directed to locations outside the airport boundary and outside of designated employment areas.

Policy E1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) safeguards Locally Significant Industrial Sites on the Heathrow perimeter. However, the application site does not fall within any of the designated locally significant industrial sites along Bath Road.

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

- (i) The development is located within a mixed use area; and
- ii) The development is located near or on a primary or secondary road or rail or underground station; and
- (iii) The development does not result in the loss of amenity to neighbours through noise and other disturbances; and

(iv) Parking to standards adopted by the local planning authority can be met within the curtilage of the site.

(v) Any on street parking that may be generated can be accommodated without detriment to the free flow of traffic or conditions of general highway safety.

The development is considered to comply with the above mentioned criteria and in light of the site's location and the adequate car parking provision (refer to section 7.10 of the report), it is considered that the scheme is acceptable in principle when assessed against Local Plan part 2 Policy T4.

7.02 Density of the proposed development

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

The site is not located within a Conservation Area, Area of Special Local Character or close to the site.

The site lies within the proposed Heathrow Archaeological Priority Zone (APZ). The Greater London Archaeological Advisory Service (GLAAS) has been consulted. GLAAS advise that heritage assets of archaeological interest are expected to survive on the site. As such, it will be necessary to secure the provision of appropriate archaeological investigation, including the publication of results. A condition is therefore recommended to secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation.

As such, it is considered that the archaeological position could be reserved by attaching the above mentioned condition to any consent granted under this application, in accordance with Policy Saved Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.04 Airport safeguarding

The proposed annexe would be lower in height than the existing building and there are no airport safeguarding objections to the proposal. However, given the proximity to Heathrow Airport, it is

important to ensure the site does not attract birds. Therefore a condition is recommended to ensure that the proposed landscaping is done in a way which would not create large pools of water, involve berry bearing species (which may also attract birds). Subject to this condition, it is considered that the proposal would not impact on the safe operation of Heathrow Airport.

7.05 Impact on the green belt

The site is not located within or is in close proximity to the Green Belt. there are therefore no Green Belt issues relating to this application.

7.06 Environmental Impact

CONTAMINATION

A Geo Environmental Desk Top Study has been submitted in support of the application. The report highlights where contamination might be present. The site had an old motor repair works in the south west corner, and there is currently an electricity substation and extensive car parking there at present.

Although the proposed use is not residential, the Council's Environmental Protection Unit

(EPU)advise adding a condition to ensure that some site investigation is carried out. EPU point out that the ground is fairly unknown and in particular, the motor works and adjacent garage may have affected the soils. The electricity substation could potentially leak Polychlorinated biphenyls (PCBs) if the station is very old. (PCBs are a group of man- made compounds that were widely used in the past, mainly in electrical equipment, but which were banned at the end of the 1970's in many countries because of environmental concerns).

In addition, the site may require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

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

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals.

This site is surrounded on three sides by the existing built form of office buildings of similar heights to the existing office building and proposed annexe, with the surrounding office buildings being set relatively close to their road frontages. As such, the proposed annexe is not considered to be out of character with the surrounding built form.

The annexe has been designed to match the architectural details of the existing main building and it is not considered that this structure will have a significance impact on the existing building, the site, or the area in general.

The details of the materials would be controlled via a condition on any permission.

Subject to this condition, the scheme is considered to be of an appropriate massing and design, in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

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

It is not considered that there would be a material loss of amenity to neighbouring properties, as the proposed extension would be sited a over 100 metres away from the nearest residential properties in Boltons Lane and Doghurst Avenue to the north and west of the site.

The proposed extension is not considered to be over-dominant when viewed in conjunction with the existing building and the wider context of the site and surroundings, with numerous large commercial buildings. As such, the extension is unlikely to impact on the visual

amenities of neighbouring properties in terms of loss of light, over-dominance or loss of privacy.

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

Overall, it is not considered that there would be a material loss of amenity to neighbouring residential properties, in compliance with with policies BE20, BE21 and BE24 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

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

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

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

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

The site has a PTAL of 3, with bus stops just outside the site. There are currently 133 car parking spaces on site for the permitted office use. The recently approved 159 bed hotel proposal will reduce these to 40 spaces (including 4 disabled parking bays).

The current proposal is for a new four storey annexe building to be constructed on the northern part of the site, currently used for surface level parking, but allocated for soft

landscaping on the recently approved hotel scheme.

The annexe will provide a further 107 bedrooms bringing the total to 266. The proposed on-site parking will be increased to 63 car parking spaces (including 7 disabled bays), 4 coach bays, 5 taxi bays, 14 spaces for motorbikes/scooters and secure and covered cycle parking for 44 cycles.

This level of on site car parking provision, a ratio of 1:42 guest rooms, is similar to that of other hotel developments approved by the Council located nearby and serving Heathrow Airport. In addition, The parking provision is consistent with the Council's adopted maximum parking standards, therefore the scheme is considered to comply with Policies AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

44 covered cycle parking spaces, 5 taxi stands and 14 motor bike stands are considered adequate.

In view of its location, it is anticipated that much of the business of the hotel will be related to Heathrow Airport and it is likely that there will be a high proportion of non-private car traffic, with taxis being used to a large extent. Long Term parking on site (Park & Fly) will not be available to visitors.

Given the reduction in on site car parking, it is considered that the transport impacts of the current proposal would be lower compared to the previous authorised office use of the site. The Council's Highway Officer has been consulted on the application and raises no objection to the scheme, subject to a condition limiting the long stay car parking on the site and a S106 requirement to secure a travel plan.

7.11 Urban design, access and security

It is considered that there are no urban design or security issues arising from the proposal. Access is considered in other sections of the report.

7.12 Disabled access

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

12 accessible bedrooms are shown on the floor plans. Plans suggest that the rooms would be specified to BS 8300:2009.

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

Following initial comments from the Access Officer, amended plans have been received addressing outstanding concerns. The Access Officer is now satisfied with the proposals.

Subject to a appropriate conditions, it is considered that the proposal would provide an

inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan (2015).

7.13 Provision of affordable & special needs housing

No residential units are proposed as part of this application. As such, this is not relevant to the application.

7.14 Trees, landscaping and Ecology

TREES/LANDSCAPE

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

A line of trees within the northern car park will be removed to facilitate the development. The northern elevation of the proposed building is very close to the existing line of boundary trees. The canopies of these trees will need to be reduced, prior to construction, in order to provide access for the construction of the building.

A Landscape Details Plan provides a planting plan for the whole site, including the retention of existing boundary trees and the provision of new planting around the base of the new building and in the car park. The submitted Tree Report confirms that the best row of trees will be retained, but there will be a need to trim back trees on the northern boundary, to facilitate the construction work and highlights the need for regular light trimming to keep the trees off the building in the future.

The Tree and Landscape Officer considers that the above mentioned works, together with other tree / root protection measures should be specified in a Tree Protection Plan and Method Statement prior to commencement of work on site. The need to manage the trees in the future should be specified in the Landscape Management and Maintenance plan to obviate the need to apply for permission every time this work is required. This can be secured by an appropriately worded condition.

A landscape condition is also recommended requiring the submission and approval of a more detailed landscape plan. Subject to appropriate landscape conditions, the scheme is considered to provide a satisfactory landscape arrangement that complies with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

ECOLOGY:

Saved Policy EC2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved Policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in and surrounding the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value.

The previous use and extent of hard standing and built form on the site reduces the likely harm on protected species, as the existing environment is unlikely to provide suitable shelter or habitat for hibernating animals. However, the additional tree planting and soft landscaping will contribute towards the promotion of nature conservation interests in the area. It is

considered that the the proposed development could be completed without detriment to the ecological value and biodiversity interests of this area, in compliance with the above mentioned policies.

7.15 Sustainable waste management

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site. The bin area is integral to the building with access for staff and access from for the refuse collectors. The level of waste and recycling store provision, and its location and means of collection by refuse vehicles is considered to comply with the Council's requirements.

However, it is recommended that a condition be imposed to ensure the collection of waste is carried out at times to avoid impacts on the neighbouring area. Subject to such a condition, the scheme is considered satisfactory and complies with the standards set out in London Plan Policies 5.16 and 5.17. Notwithstanding the above it should be noted the hotel ultimately has considerable discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

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

The application has been supported by an Energy Statement. The energy strategy prioritises energy efficiency through a highly insulated thermal envelope ,use of LED lighting and mechanical ventilation with heat recovery. Space and hot water heating will be supplied from a communal heating system that is fed by a single gas fired combined heat and power (CHP) engine and peak load/high efficiency low NOx gas fired boilers. Renewable energy will be supplied from photovoltaic panels installed on the roof of the development to provide renewable electricity to the site, helping to offset the need for grid supplied electricity.

In terms of water minimising water use, this would be achieved by water efficient fittings, water recycling systems and appliances as necessary,

The Sustainability Officer considers that the Energy Statement is satisfactory to determine the application favourably, albeit with more information required to be provided by the applicant. This extra information can be secured by planning condition. Subject to conditions to secure the installation of measures in accordance with the London Plan requirements, the scheme complies with London Plan Policies 5.3, 5.4 and 5.7.

7.17 Flooding or Drainage Issues

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

London Plan Policies 5.12 and 5.13 require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doingso. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (November 2012) requires that surface water run off is controlled to ensure the development

does not increase the risk of flooding.

Following initial comments from the Flood and Drainage Officer, a Drainage Strategy and Sustainable Drainage Management and Maintenance Plan has been submitted in support of this application. Surface water will be disposed of by means of sustainable urban drainage systems (SUDS) and installed, prior to the occupation of the new building.

The impermeable roof areas are intended to be drained with conventional roof guttering and downpipes, which will be directed to a rainwater harvesting tank underneath the carpark, where water will be stored before being pumped back into the building and re-used. Additional flood storage for the 1 in 100 year critical storm plus 30% climate change, will be provided in the form of sealed crated attenuation tank. Detail of maintenance of the rainwater harvesting system.

The Council's Floodwater Management Officer raises no objection to the scheme, subject to the application of the relevant SUDS and sustainable water management planning condition. Subject to conditions, the proposal is considered to comply with the intentions of the Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan Policies 5.12 and 5.13.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit has been consulted on the application and raises no objection on noise or air quality subject to appropriate conditions and planning obligations in respect of air quality monitoring.

7.19 Comments on Public Consultations

There has been no response to the neighbour public consultation.

7.20 Planning obligations

A S106 Agreement has been completed with the applicant in connection with the recently approved application for the main building on this site for a change of use from offices to hotel (Class C1). Should this application for an annexe be approved, a range of planning obligations similar to those secured on the existing consent would be sought, or the original obligations updated to include the annexe, in order to mitigate the impact of the development, in line with saved policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). The obligations sought are as follows:

1. Highways: to secure all necessary works
2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as:
 - . a hopper bus service
 - . a Construction Management Plan,
 - . a Construction Logistics Plan and
 - . a Service and Delivery Plan.
3. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million buildcost)
4. Hospitality Training contributions or in kind scheme to provide apprenticeships and on-the-job training for young people interested in pursuing a career in the hospitality industry
5. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.
6. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

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

In addition to the Council's S106 contributions and CIL requirements, the Mayor of London's CIL has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is liable for the Mayor's CIL with respect to new floorspace being created.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

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

The general size, height and massing of the proposed annex extension is considered acceptable. It is not considered that the development would have any detrimental impact on the street scene, or upon residential amenity.

Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off, and these matters taken together are not considered to have any significant detrimental impact on the existing highway network or highway safety, given the reduced on-site car parking, limiting the use of the car park to staff and guests, the small number of vehicular movements anticipated (as a 266 bedroom hotel) serving Heathrow airport, where most guests will arrive by public transport or taxi.

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals would deliver on these objectives, bringing a number of full time equivalent jobs on site (plus additional job creation in off site hotel servicing role)

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

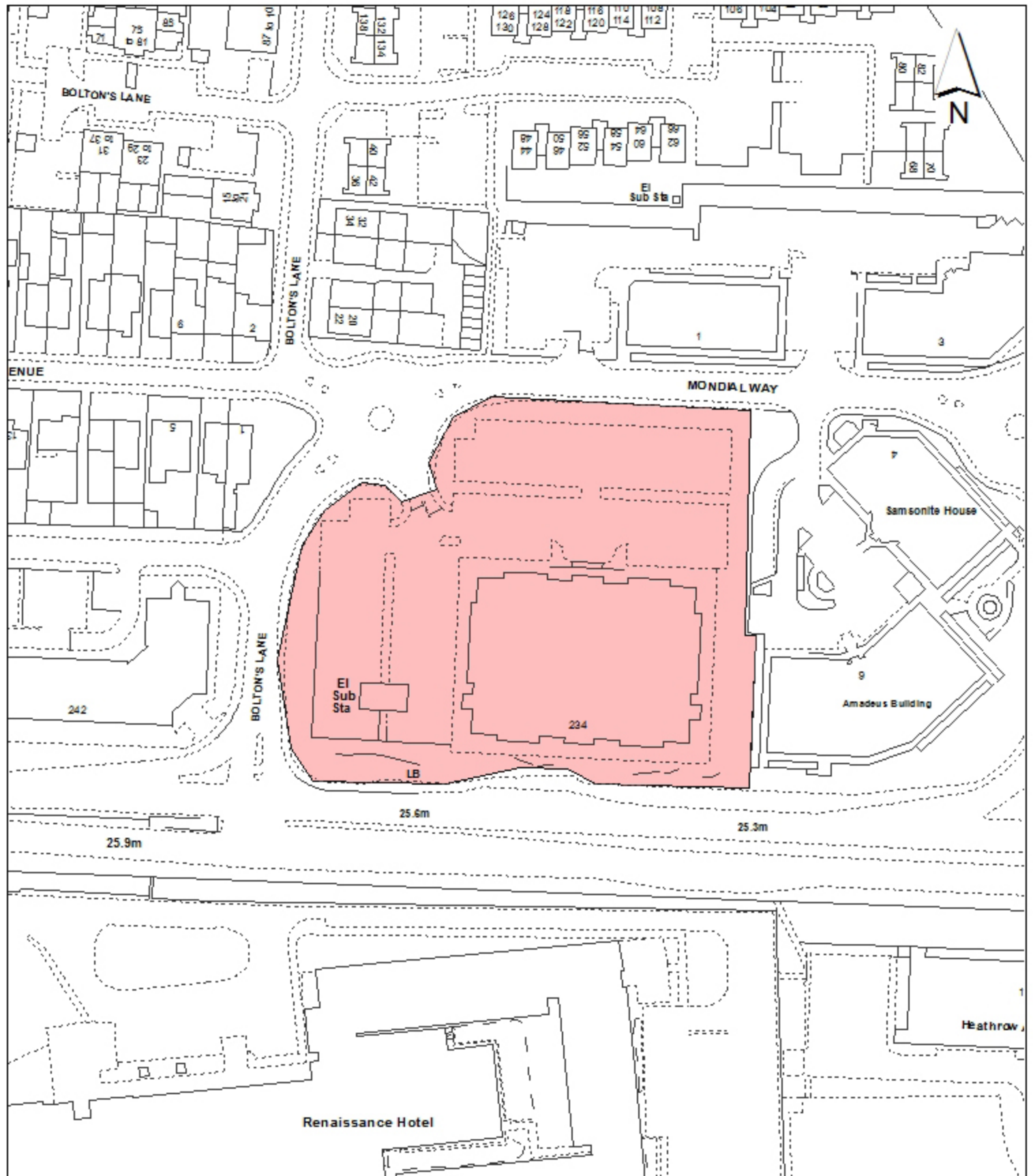
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

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Notes:

 Site boundary

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**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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Telephone No.: Uxbridge 250111

Planning Application Ref:

41331/APP/2016/1035

Scale:

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Planning Committee:

Major

Date:

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HILLINGDON
LONDON