

Report of the Head of Planning, Sport and Green Spaces

Address 276 BATH ROAD SIPSON

Development: Minor material amendment to planning permission dated 28/5/10 ref. 35293/APP/2009/1938: Erection of 623-bedroom hotel with ancillary restaurant/bar facilities, landscaping, parking for 354 cars and associated works to allow the addition of an extra floor, internal and external alterations to the building, involving extension of the building within the internal courtyards and on the new fifth floor and alterations to the parking/landscaping layout.

LBH Ref Nos: 35293/APP/2015/3693

Drawing Nos: PL(00)03
PL(00)20
PL(00)21
PL(00)22
Design and Access Statement
PL(00)04 Rev. A
PL(00)06 Rev. A
PL(00)07 Rev. A
PL(00)08 Rev. A
PL(00)09 Rev. A
PL(00)10 Rev. A
PL(00)11 Rev. A
PL(00)12 Rev. A
PL(00)15 Rev. A
PL(00)16 Rev. A
Planning Statement
Boundary Treatment Sheet
Refuse Details Sheet
520_PL_001 Rev. P03
520_PL_101 Rev. P03
520_PL_102 Rev. P03
Written Scheme of Investigation for an archaeological evaluation, Issue Number 4, 17 September 2015
Outline Services Strategy
Material Specification Sheet, Revision 1
Transport Assessment, dated 13/8/09
Water and Groundwater Resources Report, September 2009 Final, Issue Number 4
Groundwater Quantitative Risk Assessment, dated July 2009
GLA Response - Energy Strategy
M & E General Requirements, 02 September 2009
Phase 1 Environmental review, August 2009
Phase II Environmental Site Assessment - Final, March 2010
Employment Report
Option for Pedestrian Rear Entrance (from car park)
Secure by Design Compliance Sheet
Cycle Storage Sheet
520_PL_201 Rev. P03
520_SK_003 Rev. P01

Bird Hazard Management Plan
 Below Ground Drainage Strategy, Planning Submission Issue, Issue P:
 September 2015
 Technical Note - Planning Note for Acoustics, dated 24/8/15
 CCTV & Electric Charging points Shee
 Energy Statement, Sep-15
 2 x letters from Mendick Waring Ltd dated 7/7/15
 Agent's covering letter dated 7/7/15
 Design and Access Statement: Materials Addendum
 Design Changes Specification
 Construction Management and Logistics Plan, Rev. A, July 2015
 Flood Risk Assessment, Rev. 4
 Volatile Vapour Detailed Quantitative Risk Assessment and Remediation
 Strategy, Rev. A
 PL(00)032
 PL(00)030
 520_PL_103 Rev. P03
 520_PL_104 Rev. P04
 520_PL_202 Rev. P03
 520_PL_204 Rev. P03
 520_SK_002 Rev. P02
 520_SK_004 Rev. P01
 520_SK_005 Rev. P00
 520_SL_001 Rev. P03
 520_SP_002 Rev. P02 (Soft Landscape Specification
 520_SP_003 Rev. P02 (Landscape Management Plan
 520_PL_203 Rev. P03
 520_PL_002 Rev. P02
 520_SP_003 Rev. P02
 Preliminary Ecological Appraisal, September 2015
 Highways Note, dated 18/11/15
 Transport Assessment - Addendum Document, dated 10 September 2015

Date Plans Received:	06/10/2015	Date(s) of Amendment(s):	11/07/2016
Date Application Valid:	06/10/2015		06/10/2015
			18/11/2015
			16/10/2015

1. SUMMARY

This application seeks a minor material amendment to an extant planning permission (ref. 35293/APP/2009/1938) for a 623-bedroom hotel with ancillary restaurant/bar facilities, landscaping, parking for 354 cars and associated works to allow the addition of an extra floor and extension of the building within the internal courtyards, internal and external alterations and alterations to the parking/landscaping layout. Many of the conditions attached to the planning permission have since been discharged and these details have been included as part of this application.

The amendments would not increase the overall number of bedrooms nor the overall external footprint of the previously approved building, but would allow an upgrade of the

accommodation from that of a budget hotel as originally designed, to four star accommodation, including two complementary products, branded under the same parent group and jointly operated, namely Holiday Inn and Staybridge Suites Apart-Hotel. The two hotels would share the majority of the back of house facilities, including staff areas, linen, housekeeping, maintenance, plant, delivery/loading and kitchen storage, but would be viewed as two separate hotels, including dedicated entrances, reception facilities and circulation cores leading to separate bedroom accommodation wings.

NATS originally objected to the scheme on safety grounds as the increase in the size of the hotel had the potential to degrade the signal of a nearby navigational beacon. However, following protracted discussions with NATS officers, the developers have now revised the scheme. A further period of consultation has been undertaken and NATS advise that the revisions are sufficient to enable them to withdraw their objection, subject to a condition that would allow them to assess the materials and finishes of the hotel building prior to their use.

It is considered that the increase in the overall height and mass of the proposed hotel building is acceptable in terms of the impact of the Bath Road street scene, the surrounding openness of the Green Belt and upon surrounding occupiers.

Officers have reviewed the proposals and advised of the need for any further/ revised conditions where necessary to address relevant planning policies.

The GLA have also advised that the scheme does not raise any strategic concerns and it does not need to be referred back to them. Approval is therefore recommended, subject to referral of the application to the Government Office for London and the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 to vary the original S106 Agreement which secured contributions towards highway improvements, air quality monitoring, improvements to the public realm, and construction and hospitality training initiatives.

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 application be referred to the Secretary of State as a departure from the provisions of the Development Plan, in accordance with paragraph 3 of the Town and Country Planning (Development Plan and Consultations) (Departures) Directions 1999,

B) That the Council enter into a legal agreement with the applicant under Section 106/Deed of Variation of the Town and Country Planning Act 1990 (as amended) to secure the following:

(i) A financial contribution of up to £30,000 towards the upgrading of bus stops in the area and/or highway improvements.

(ii) The provision of a 10-year Green Travel Plan to be prepared in accordance with TfL guidance and to include a bond of £20,000.

(iii) A contribution of £40,000 towards public realm improvements within the area.

(iv) A financial contribution of £15,000 towards air quality monitoring initiatives.

(v) A financial contribution of £14,500 towards hospitality training initiatives in the borough.

(vi) A scheme detailing how construction training will be provided throughout the

construction phase of the development.

C) That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement/Deed of Variation and any abortive work as a result of the agreement not being completed.

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

E) That if any of the heads of terms set out above have not been agreed and the Deed of Variation has not been finalised before the 28th September 2016, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The development has failed to secure obligations relating to bus stop up-grades and/or highway improvements, public realm improvements, hospitality and construction training and air quality monitoring. Accordingly, the proposal is contrary to policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy 5.12 of the London Plan (March 2016) and the NPPF.'

F) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the Secretary of State not calling in the application and on completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers PL(00)04 Rev. A, PL(00)06 Rev. A, PL(00)07 Rev. A

PL(00)08 Rev. A, PL(00)09 Rev. A, PL(00)10 Rev. A, PL(00)11 Rev. A, PL(00)12 Rev. A, PL(00)15 Rev. A, PL(00)16 Rev. A, PL(00)20, PL(00)21, PL(00)22, 520_PL_001 Rev. P03, 520_PL_101 Rev. P03, 520_PL_102 Rev. P03, 520_PL_103 Rev. P03, 520_PL_104 Rev. P04, 520_PL_201 Rev. P03, 520_PL_202 Rev. P03 and 520_PL_203 Rev. P03, 520_PL_204 Rev. P03 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

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:

Access Arrangements [Design and Access Statement, Aug. 2015]

Noise Mitigation Measures [Acoustic Report]

Boundary Treatment [Boundary Treatment Sheet]

Reduction in energy use and renewable technology installation, including the connection of the hotel(s) with the CHP unit [Energy Statement, September 2015]

Landscape works and implementation [Soft Landscape Specification (520_SP_002 Rev. P02) and Landscape Management Plan(520_SP_003 Rev. P02)]

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

REASON

To ensure that the development complies with the objectives of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

4 NONSC Landscaping - implementation

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

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

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

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

5 NONSC Disabled facilities provision

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

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance

with Policy R16 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (March 2016) Policies 3.1, 3.8 and 7.2.

6 NONSC Disability signage

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

REASON

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7 NONSC Road/ parking space provision

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

REASON

To ensure that the loading, roads, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

8 NONSC Materials

Prior to their use, details and/or samples of all materials, colours and finishes to be used on all external surfaces shall be submitted to and approved in writing by the Local Planning Authority, in consultation with National Air Traffic Services (NATS) and Heathrow Airport Ltd.

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 and does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment in accordance with Policies BE13 and A6 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

9 NONSC Ecological enhancement

Prior to the commencement of works on site, an ecological enhancement scheme, based upon the recommendations of the submitted Preliminary Ecological Appraisal, shall be submitted to and approved in writing by the Local Planning Authority.

The enhancement scheme shall be implemented in accordance with the approved details.

REASON

In order to maintain and enhance the ecological interest of the site, in accordance with Policy EC5 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

10 NONSC Sustainable Water Management

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

Manages Water The scheme shall demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. 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,
- ii. 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,
- iii. 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;

c) 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:

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

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

- i. 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.
- ii. Where the maintenance will not be the responsibility of an individual householder, the

details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

e) During Construction

i. 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 contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) and Policies 5.12 Flood Risk Management, 5.13 Sustainable Drainage and Policy, and 5.15 Water use and supplies, of the London Plan (March 2016).

11 NONSC Hours Limit on Music/Amplified Sound

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

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)

12 NONSC Delivery/Unloading Hours

The premises shall not be used for the delivery and loading or unloading of goods outside the hours of 0700 and 2300, Monday to Friday, and between the hours of 0800 and 2200 of Saturdays. No deliveries shall take place on Sundays, Bank Holidays or Public Holidays.

REASON

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

13 NONSC Electric Charging Points

Prior to commencement of the development hereby approved, details of the installation (including location and type) of a minimum of 35 active and 35 passive electric charging points within the car park shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points shall be installed prior to occupation of the development and retained for the lifetime of the building.

REASON

To encourage sustainable travel in compliance with Policy 5.3 of the London Plan (March 2016).

14 NONSC Delivery and Servicing Plan

Prior to commencement of development details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

15 NONSC Parking Management Strategy

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

REASON

The use of the site for long-stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 6.1 and 6.13 of the London Plan (March 2016) and to advice in NPPF to restrain the use of private cars and encourage travel by alternative modes.

16 NONSC Archaeology

No further development shall take place until the archaeological investigation works specified in the Written Scheme of Investigation for an Archaeological Evaluation, Issue 4, 17 September 2015 requiring site investigation have been fully implemented.

REASON

To safeguard the borough's archaeological heritage in accordance with Policy BE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

17 NONSC Levels

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

REASON

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

18 NONSC Taxi / Coach Drop Off Details

Prior to commencement of development full details of the taxi and coach drop-off area to be provided at the front of the site shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure satisfactory facilities are provided for coaches, buses and taxis, which would not result in traffic congestion in or around the site in compliance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

19 NONSC Litter Bin Provision

The use hereby permitted shall not commence until the owner has made arrangements, to be submitted to and approved in writing by the Local Planning Authority, for the provision of litter bins within and in the vicinity of the site.

REASON

To ensure that adequate provision is made for the disposal of litter likely to be generated by the proposed development, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

20 NONSC Litter Picking Required

A schedule of 'litter picking' shall be submitted to and approved by the Local Planning Authority and carried out for as long as the use hereby permitted is in existence.

REASON

To ensure the satisfactory disposal of litter and waste, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

21 NONSC Contamination

No works to construct the foundation or the floor of the building hereby permitted on the site shall be commenced until a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminates from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works, which form part of this remediation scheme, shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works.

Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Council.

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 inline with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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).

2 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.2	(2015) Improving health and addressing health inequalities
LPP 4.5	(2015) London's Visitor Infrastructure
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.9	(2015) Overheating and cooling
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2015) Aviation
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
	(2015) Reducing noise and managing noise, improving and

LPP 7.15	enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 8.2	(2015) Planning obligations
EC5	Retention of ecological features and creation of new habitats
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
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.
BE25	Modernisation and improvement of industrial and business areas
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LE2	Development in designated Industrial and Business Areas
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

3

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>)

4

In terms of Condition 10 (Archaeological investigation), the start date of the archaeological investigation works should be communicated to Historic England (GLAAS) to enable them to monitor the works. The condition will not have been fully satisfied until all mitigation works are complete and any post-excavation assessment/analysis leading to publication, if necessary, completed.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a roughly rectangular shaped vacant plot of just over 2 hectares, located on the north side of Bath Road, Sipson, opposite London Heathrow Airport. The site has been cleared of buildings and mainly comprises hardstanding and rough ground and is becoming overgrown. Works have commenced in the past on the implementation of the original planning permission for a 623 bedroom hotel, including the formation of the new access road and parking spaces at the front of the site.

Previously the site comprised a large industrial building which varied in height from single to four storeys and also included a 30m high chimney, used by Technicolor Limited, a company which specialises in film processing and other cinematic services. Access into the site is gained via an entrance to the west of the site from a private access road serving Heathrow Boulevard, off Bath Road. There is a small single storey security building adjacent to the access.

The site is bounded to the west and north by office buildings/warehouses within Heathrow Boulevard estate, beyond which is farmland which forms part of the Green Belt. The site is

bounded to the east by industrial warehouses within the Airport Gate Business Centre beyond which is a recreation ground and residential properties in Blunts Avenue. To the south the site is bounded by the A4 Bath Road dual carriageway, beyond which are airport related buildings and car parks falling within the Heathrow Airport boundary.

The site falls within the Heathrow/A4 Industrial and Business Area. Bath Road is designated as a Strategic Route and open land beyond the commercial/industrial units to the north, east and west is designated as Green Belt. The site is within an AQMA and it should be noted that the site also falls within the area earmarked for a proposed third runway at Heathrow.

3.2 Proposed Scheme

This application seeks a minor material amendment to an extant planning permission dated 28/5/10 (ref. 35293/APP/2009/1938) for a 623-bedroom hotel with ancillary restaurant/bar facilities, landscaping, parking for 354 cars and associated works to allow the addition of an extra floor and extensions to the building floors within the internal atrium/courtyard areas, internal and external alterations and alterations to the parking/landscaping layout.

The overall number of bedrooms and the overall external footprint of the previously approved building would not increase and the main layout of the building would not change, essentially comprising two elongated wings, linked by three corridors centred around an atrium in the front half of the building, and a landscaped courtyard at the rear half of the building. However, a whole new 4,892sqm full floor would be added, so that the majority of the building, including the Bath Road frontage, would now be six storeys in height (as opposed to the previously consented five). As previously approved, the building would step down by a floor height at the rear so that the building would become a part five storey, part six storey building. The width of the floor areas of the building would also increase on each floor, with the area within the internal atrium/ courtyard areas being reduced. The internal roof of the atrium would now be at roof top level, instead of at first floor level.

The Design and Access Statement advises that the existing planning permission was for a standard budget level hotel and not designed for a specific hotel operator and the scheme designed and submitted to meet the market as it was perceived then. When the new owners acquired the site in 2014, a re-appraisal of the hotel market at Heathrow was undertaken which concluded that a four star branded product would be more appropriate. Research confirmed that the need for a diverse room mix and accommodation would be best met by two complementary products, branded under the same parent group and jointly operated, namely Holiday Inn and Staybridge Suites Apart-Hotel. The Holiday Inn and Staybridge Suites would share the majority of the back of house facilities, including staff areas, linen, housekeeping, maintenance, plant, delivery/loading and kitchen storage, but from a guest perspective, they would be viewed as two separate hotels, beginning with the arrival point with two dedicated entrances, reception facilities and circulation cores leading to separate bedroom accommodation wings (the hotel mainly occupying the southern wing and connecting corridors and the Staybridge Suites the northern wing) with circulation between the bedroom wings being for staff and servicing only. The interior design will also be bespoke for each, reflecting the different design ethos of the Holiday Inn and Staybridge Suites brands.

Each floor of the hotel would now comprise the following:

- Ground floor - 5,398sqm GEA (as opposed to the previously consented 5,153m²) - receptions, lobby and concourse area, meeting rooms, toilets, bar and restaurant with

associated kitchen, back of house areas and 23 hotel rooms,
- First floor - 4,939sqm GEA (as opposed to 4,447sqm) - 85 hotel bedrooms, 39 suites
- Second to fourth floors - 4,892sqm (as opposed to the second and third floor areas being 4,447m² and the fourth 3,192sqm) - 90 hotel bedrooms per floor and 39 suites,
- Fifth floor - 3,596sqm - 55 hotel bedrooms and 34 suites.

The initial submission would have raised the height of the building by 3.25m. However, following an objection from NATS, on the grounds that the building could interfere with the signal from a navigational beacon, further revisions have been made to the scheme, in consultation with NATS officers. This has resulted in various revisions being made to the scheme, the main changes involving the ground finished floor level being reduced by 475mm from +26.35 to +25.875, with external levels being regraded to suit the new level, roof top plant screen and structure omitted, roof parapets being reduced in height, stair cores 3 and 4 to terminate at the fifth floor and not roof level, replaced with ladder and access hatch to roof and revisions to the roof perimeter guard rail system and reduction of lift overruns on the roof. The revised scheme also includes the atrium roof being raised slightly above the roof of the main building at the front of the site.

As previously consented, vehicular access and egress from the site would be via the existing entrance/exit off Heathrow Boulevard with the main vehicular circulation route within the site passing the front of the building and running parallel with the eastern facade of the building to provide access to the rear. A coach and taxi drop-off area and turning area would be provided at the front of the site, together with landscaping. The overall provision of 35 parking spaces would be retained, including 35 disabled spaces, mainly provided along the eastern side and rear of the site. 3 coach parking spaces would also be provided on the western side of the building accessed through the rear car park. As previously, no cycle parking is shown on the submitted plans. The main changes to the layout involve the minor re-configuration of the car parking layout. In particular, 10 disabled spaces sited within the rear courtyard would be provided elsewhere within the site.

There would be a formal landscaped buffer along the Bath Road frontage, which includes the planting of large trees. Tree planting would also take place along the northern most boundary and along parts of the east and west boundaries. Smaller scale planting would be provided in the car park.

Development expected to generate 171 full time equivalent jobs as opposed to 145 full time jobs and 23 part time jobs of the original proposals.

3.3 Relevant Planning History

Comment on Relevant Planning History

There have been various applications for a hotel on this site, the most relevant and recent of which is the planning application for the erection of a part four, part five storey 623-bedroom hotel with ancillary restaurant/bar facilities which was approved on 28/5/10 and to which this application seeks an amendment. All of the original conditions which required the approval of details have been discharged (App. Nos. 35293/APP/2013/586, 587, 588, 625, 643, 652, 653, 656, 657 and 658 refer), apart from conditions 22 (Surface Water Drainage Scheme), 23 (Contamination), 29 (Contamination Site Survey & Remediation Scheme) and 38 (Sustainable Urban Drainage).

A non material amendment (App. No. 35293/APP/2014/4020 refers) to alter the timescales for the submission and approval of details relating to conditions 22, 23, 29 and 38 prior to

the construction of the foundation or floor of the building was approved on 2/12/14.

A further non material amendment (App. No. 35293/APP/2015/1947 refers) to vary condition 2 to include the approved plans and documents and omit the inclusion of the number of floors in the description of development was approved on 1/7/15.

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.E7 (2012) Raising Skills
- PT1.HE1 (2012) Heritage
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.CI2 (2012) Leisure and Recreation

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF4 NPPF - Promoting sustainable transport
- NPPF7 NPPF - Requiring good design
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- NPPF12 NPPF - Conserving & enhancing the historic environment
- LPP 2.13 (2015) Opportunity Areas and intensification areas
- LPP 3.1 (2015) Ensuring equal life chances for all
- LPP 3.2 (2015) Improving health and addressing health inequalities
- LPP 4.5 (2015) London's Visitor Infrastructure
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.6 (2015) Decentralised Energy in Development Proposals
- LPP 5.7 (2015) Renewable energy
- LPP 5.9 (2015) Overheating and cooling

LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.21	(2015) Contaminated land
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2015) Aviation
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 7.13	(2015) Safety, security and resilience to emergency
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 8.2	(2015) Planning obligations
EC5	Retention of ecological features and creation of new habitats
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
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.
BE25	Modernisation and improvement of industrial and business areas
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE2	Development in designated Industrial and Business Areas
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

Not applicable

5.1 Advertisement Expiry Date:- **13th November 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

99 neighbouring properties have been consulted, the application has been advertised in the local press on 28/11/15 and 2 site notices have been displayed on 3/11/15, with a closing date of 24/11/15. 1 response has been received from a neighbouring property, making the following points:-

(i) The management company of the adjoining Heathrow Boulevard Business Park to the west do not object to the general principle of a hotel on this site and recognize that there is a demand for hotel accommodation within the vicinity of Heathrow Airport and acknowledge that a hotel would be complementary to a business park environment. However, we have consistently objected to each application on this site for the erection of a hotel (App. Nos. 35293/APP/2008/2463, 35293/APP/2008/3437 and 35293/APP/2009/595), including the most recent application for the erection of a 623 bedroom hotel (ref. 35293/APP/2009/1938) to which this application for minor material amendment relates due to concerns of scale, massing and design as well as the sub-standard level of car parking and potential traffic movements, particularly in relation to the junction between the site access and the A4 Bath Road (which were not addressed).

(ii) Considering these amendments, there are further concerns that the proposed height of the hotel would have a much greater negative impact on the scale, massing and design of the building than previously approved, with little regard to the amenity and setting of the adjacent buildings or the impact upon the Green Belt. The additional storey of bedrooms with plant room above will bring the building to a total of 6.5 storeys in height and it should be noted that the actual height of the building will exceed the 19 metres shown on the Proposed Sections (Drw. ref. PL(00)16) as this does include the full height of the plant room and roof above. Therefore the exact height of the building should be confirmed.

(iii) The proposed changes should not be considered as a 'minor material amendment' as this is a significant material change that warrants the submission and consideration of a new application for full planning permission so that the impacts of the scheme can be examined in full.

GLA:

I have assessed the details of the current application and have concluded that the proposal for minor material amendment to planning permission LPA Ref:35293/APP/2009/1938 - Erection of a 623-bedroom hotel with ancillary facilities, in which the current application includes height increase from five to six storeys, improvement to space standards of the hotel bedrooms and optimization of the combined heat and power system does not raise any new strategic planning issues. It is noted that the consented scheme was referred to the Mayor and was supported (GAL Ref: D&P/2269).

Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA.

ENVIRONMENT AGENCY:

We have no objections to this application.

NATS:

We refer to the application above. The proposed development has been examined from an en-route infrastructure technical safeguarding perspective and the findings show that it will infringe NERL safeguarding criteria for the following reason:

The proximity, physical size and relative orientation of the development has the potential to degrade the service provided by the London (LON) DVOR/DME navigation beacon. This is based on our understanding of the planning application (35293/APP/2015/3693) is that it increases the height of the original proposed building approved against application 35293/APP/2009/1938.

Accordingly, NATS (En Route) plc objects to the proposal.

We would like to take this opportunity to draw your attention to the legal obligation of local authorities to consult NATS before granting planning permission. The obligation to consult arises in respect of certain applications that would affect a technical site operated by or on behalf of NATS (such sites being identified by safeguarding plans that are issued to local planning authorities).

In the event that any recommendations made by NATS are not accepted, local authorities are obliged to follow the relevant directions within Planning Circular 2 2003 - Scottish Planning Series: Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) (Scotland) Direction 2003 or Annex 1 - The Town And Country Planning (Safeguarded Aerodromes, Technical Sites And Military Explosives Storage Areas) Direction 2002.

These directions require that the planning authority notify both NATS and the Civil Aviation Authority ("CAA") of their intention. As this further notification is intended to allow the CAA to consider whether further scrutiny is required, the notification should be provided prior to any granting of permission.

It should also be noted that the failure to consult NATS, or to take into account NATS's comments when determining a planning application, could cause serious safety risks for air traffic.

Comments on revised Scheme:

With regards to this application, we request that the following planning condition be imposed:
"Prior to their use, details and/or samples of all materials, colours and finishes to be used on all external surfaces shall be submitted to and approved in writing by the local planning authority, in consultation with National Air Traffic Services (NATS).

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".

HEATHROW AIRPORT LTD:

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

- Prior to their use, details and/or samples of all materials, colours and finishes to be used on all external surfaces shall be submitted to and approved in writing by the local planning authority, in consultation with Heathrow Airport Ltd. 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 the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

We would also make the following 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>

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

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

MOD SAFEGUARDING:

The MoD has no safeguarding objections to this proposal.

GLAAS:

Having considered the submitted document I confirm it accords with relevant standards and guidance and that it is partly in compliance with the condition.

I note that condition 20 of planning permission 35293/APP/2009/1938 requires the implementation of a written scheme of archaeological investigation which has been approved by the local planning authority. An acceptable written scheme has been submitted with this application; although it is important to realise that it involves two stages of fieldwork - first evaluation trial trenching and then (if significant remains are found) further mitigation. Preferably this first stage would have been undertaken to inform the planning decision as noted in my letter of 24/10/13 providing advice on application 35293/APP/2013/2709. I could therefore only recommend the works set out in the WSI as partial discharge of condition 20.

Once the WSI has been approved, the start date should be communicated by the archaeological practice to this office. I will conduct monitoring visits on behalf of your office and advise if further mitigation is warranted.

The archaeological condition will not be fully satisfied until all mitigation works are complete, including any post-excavation assessment/analysis leading to publication.

METROPOLITAN POLICE (SECURE BY DESIGN):

I have reviewed the proposed and the amended proposed site plans. I have no objections to these amendments. Obviously, this site has a planning condition to achieve SBD, so very little changes as to standard expected.

Internal Consultees

HIGHWAY ENGINEER:

I have reviewed the material supplied as part of the minor amendment and have the following comments:

The latest application is a revision of the previous application 35923/APP/2009/1938 that was given permission for a 623 bedroom budget hotel along with 354 car parking spaces 20 cycle parking spaces and 3 coach parking spaces on Bath Road, Sipson.

The latest application is for a 4 star hotel on a site adjacent to Bath Road (A4) which is a dual 2 lane TfL road. In this application the bedrooms are larger and the building is bigger but the same access and parking arrangements are provided. There is a car park management regime proposed and there have been minor changes to the car park layout with the latest scheme but car, cycle and coach parking provision are proposed as per the earlier permitted scheme.

The applicant has submitted an addendum to the original Transport Assessment prepared by Waterman dated September 2015. In that document mention was made of the previous trip estimates that were made for a hotel on the site and it is suggested that these figures will not change significantly. There has also been a significant drop in traffic levels along the A4 close to the site in recent years.

Three coach parking bays are provided and this is suitable for a large hotel in close proximity to Heathrow Airport.

354 car parking spaces are provided on site which is the same as the previous permitted scheme and this should be subject to a Car Park Management Plan to stop long term parking on site.

There are proposals for 20 cycle parking spaces to be provided on site and this is supported.

There are 71 active and passive EV charging points to be provided which again is supported.

On the basis of the above comments I have no significant concerns over this application providing similar conditions are applied to this latest application as were applied previously.

TREE/ LANDSCAPE OFFICER:

I confirm that this minor material amendment application will have little effect on the overall layout and previously approved landscape infrastructure.

This layout includes the planting of 90No. specimen trees, mainly around the frontage and other boundaries, together with large areas of hedging, shrubs, perennials, bulbs and grasses.

The application includes planting plans, plant schedules, a Soft Landscape Specification and Landscape Management Plan.

No objection.

ENVIRONMENTAL PROTECTION OFFICER (NOISE):

With reference to the planning application below to add an additional floor, EPU have no further

comments to add.

ENVIRONMENTAL PROTECTION OFFICER (AIR QUALITY):

Please see below the Air Quality requirements for the application above:

1) The model used was inadequate to evaluate the impact of the scheme on local air quality. Whereas back in 2009 this might have been acceptable, it is not the case any longer given current local conditions and no consultation was undertaken with Air Quality Hillingdon in this instance.

Therefore the impact significance deemed by the study as negligible for the operation phase is not correct. EPU has run emission calculations with the traffic data provided for the scheme and the change in concentrations due to the development are moderate significant and therefore a Low Emission Strategy is required to address both traffic and energy plant (CHP and boilers) and to include at minimum an electric vehicle parking bay at the site. In addition S106 contribution will be sought.

2) a Heating plant is proposed but no specification is offered at this stage and no modelling to estimate impact on existing receptors is presented in the study. We will require detailed dispersion modelling is undertaken with software that takes into account the height and distance of surrounding buildings and includes a stack height optimization exercise. This should take into account any other CHP units along the road which will be also included in the model. Hillingdon will need to be consulted when this exercise is undertaken to agree specifications of all units and location of receptors. NOx emission for the proposed scheme should not be higher than 125 mg/Nm³.

3) In addition, no car park modelling was undertaken, which again contributes to the underestimation of the impact of the scheme on local air quality.

In conclusion:

- 1) we will require a Low Emission Strategy to be consulted with and submitted to EPU;
- 2) S106 contribution will be sought - we will advise on value which will be in line with the proportional detriment to local air quality and cost of improving air quality in this area to achieve compliance with Limit Values. This can only be finalised once the CHP plant has a final spec and has been modelled to quantify emissions.

EPU (LAND CONTAMINATION) OFFICER:

I refer to your consultation of 15 July 2016 regarding the above application for the new hotel on the former Technicolor site. There is much information on the site that has been reviewed previously, and I refer to previous correspondence. With this application for a minor amendment the above reports were submitted. These are mainly reports that have been reviewed and there are further reports the Council has which are not submitted. I refer to the late reports by Environ concerning the 'Post remediation Targeted Investigation of Hot Spots' dated May 2014 and the older Remediation Strategy from 2009. There is also ground water monitoring information reviewed by the Environment Agency and the two vapour assessments, one of which is submitted.

The main submitted report is the 'Revised Volatile Vapour Detailed QRA and Remediation Strategy by Capita dated 16 September 2015. There is also a further vapour assessment by Card Geotechnics dated March 2016 which reviews the above work and confirms vapour remediation measures are necessary. The reports assess the risks from various chloro hydrocarbons at the site and the conclusions are that remediation of the hotel by a volatile organic carbon proof membrane and sub

floor ventilation are required. The measures used will need to be agreed and implemented in compliance with the condition, and building control requirements. Information on verification will be required.

In addition to the gas issues there will be other matters to consider for the hotel. I would particularly refer to the remediation of the hot spots detailed in the Environ report of May 2014. Again, I think we are awaiting verification information.

I have not carried out a review of all of the reports on the site, but it appears there will be further remediation. I understand Environ (now Ramboll) are carrying out the soil remediation consultancy work and Capita are carrying out the gas and vapour consultancy work. Both are important given the presence of chlorinated hydrocarbons that can affect the groundwater and pose a risk to human health from vapour.

I would advise that Condition 29 must be retained on this application as with the previous amendment, under 35293/APP/2014/4020 when the text was slightly changed.

SUSTAINABILITY OFFICER:

I have no objections to the proposed development provided the development connects to the CHP unit outlined in the original energy strategy.

WATER AND FLOOD MANAGEMENT OFFICER:

There are no objections in principle to the material amendments to 276 Bath Rd 35293/APP/2009/1938. The development includes ancillary restaurant, bar facilities, landscaping, parking for 354 cars and associated works.

The Capita FRA dated September 2015 rev 4 dated 4/07/2016 states that 1300 cubic metres of attenuation will be provided, the car parking spaces will be on membrane lined permeable paving and the site will have a oil interceptor.

Condition 21 Permission to be constructed in accordance with Flood Risk Assessment (FRA) for Bath Road, Heathrow Technicolor Site, Issue No 5, 49326321, September 2009

Condition 27 which dealt with infiltration can be discharged as the applicant has followed the EA advice & not used infiltration as a SUDS technique. They also plan to membrane line the permeable paving to protect the aquifer underneath the site.

Condition 23 & 38: Both in the Foul & Surface Water sections of the FRA it states that a CCTV survey should be undertaken to establish "the condition, line & level of the existing "sewerage connection" No CCTV survey has been undertaken or submitted to us.

However it is not clear that the FRA, and appended new below ground drainage strategy by Meinhardt has been updated to take account of the new climate change allowances <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances> and therefore storage may need to be adjusted. The micro drainage calculations also don't appear to provide any allowance for climate change.

Therefore, a condition similar to that applied previously should be applied.

S106 OFFICER:

A Deed of Variation will be required in connection with this s73. application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The suitability of the site to provide a 623 bedroom hotel has already been established by virtue of the granting of the original application on 28/5/10 (Ref. 35293/APP/2009/1938) which is extant by virtue of the commencement of works to the access road. Therefore, it is only the proposed changes that need to be assessed against relevant development control criteria.

7.02 Density of the proposed development

Not applicable to this commercial hotel development.

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

Although there are no Conservation Areas, listed buildings, or Areas of Special Local Character within the vicinity, the application site does now fall within the Heathrow Archaeological Priority Zone. On the previously consented scheme, the site was known to be within a known area of archaeological potential and the then English Heritage were consulted and recommended a condition.

On this application, Historic England advise that condition 20 of the previous planning permission (35293/APP/2009/1938 refers) required the implementation of a written scheme of archaeological investigation which has been approved by the local planning authority. An acceptable written scheme has been submitted with this application which accords with relevant standards and guidance. However, they go on to point out that it is important to realise that the investigation involves two stages of fieldwork - first evaluation trial trenching and then (if significant remains are found) further mitigation. Preferably this first stage would have been undertaken to inform the planning decision but can only recommend the works set out in the WSI as partial discharge of condition 20.

Once the WSI has been approved, the start date should be communicated by the archaeological practice to this office so as to enable monitoring visits to be conducted and advise if further mitigation is warranted. The archaeological condition will not be fully satisfied until all mitigation works are complete, including any post-excavation assessment/analysis leading to publication.

As an acceptable written scheme of investigation has been submitted with this application. A condition has been added to ensure that further development works are not implemented until the archaeological investigation is completed, in accordance with the written scheme of investigation. An informative provides further clarification on this condition.

7.04 Airport safeguarding

MoD Safeguarding and Heathrow Airport Ltd did not raise any in principle concerns to the originally submitted scheme but NATS did raise objection, as the scheme was assessed to breach safeguarding criteria, namely that the proximity, physical size and relative orientation of the development has the potential to degrade the service provided by the London (LON) DVOR/DME navigation beacon.

Protracted discussions have taken place between the developers and NATS officers in order to identify revisions to the scheme which could overcome their objection. The scheme was revised on 11/7/16 and re-consultations have been undertaken on the revised scheme.

NATS have confirmed, that the revisions are sufficient to enable them to withdraw their objection subject to a condition that prior to their use, all materials and finishes should be agreed with NATS so that they can be assessed in terms of being safe to use in terms of the beacon's signal. Heathrow Airport Ltd. have also requested a similar condition which is included as part of the officer's recommendation.

This application site would also be directly affected by plans for Heathrow's Third Runway. At this stage, as no decision has been made, this application has been assessed based on current Council policies.

7.05 Impact on the green belt

Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect the Green Belt from nearby development, which may prejudice its visual amenity.

On the previous application, it was advised that:-

'the proposed hotel, due to its height and scale would be visible from the Green Belt to the north, east and west. However, the building is located towards the front of the site, with parking to the rear, and commercial/industrial buildings within Heathrow Boulevard and Heathrow Gate Business Park, which border the site to the north, east and west, would provide a significant buffer between this land and the proposed building. The site is least screened from the north, however, the nearest part of the rear elevation would be located approximately 100m away from the nearest part of the Green Belt in this direction.'

The officer's report went on to advise that:-

'The applicant has sought to address previous concerns relating to the overall visual impact of the scheme on the surrounding area, due to its height, mass and scale. Whilst this scheme is undoubtedly for a large building, and has been increased in depth, the reduction from 8-storeys (approximately 25m high) as previously proposed to 4, 5 and 6-storeys (maximum height of approximately 18m) significantly reduces its visual impact on the surrounding area. The applicant has submitted photomontages, which show the indicative views of the building from the surrounding Green Belt, and demonstrate the proposed development would not have a significant visual impact on this land, over and above the existing industrial buildings, including the 30m high chimney previously located on the site. The applicant has also submitted a street scene study which shows that whilst at 13m and 12m high respectively, the buildings immediately to the west and east are shorter than the proposed hotel, nearby developments, in closer proximity to the green belt, such as the nearby 22m high Arora International Hotel are much taller than the building now proposed. As such, given the industrial nature of the previous buildings on the site, the distance from the Green Belt, and the screening provided from surrounding developments, it is not considered that the proposed development would have a significant impact on the open nature, or visual amenities of the surrounding Green Belt, sufficient to justify refusal.'

The revised scheme would now have a maximum overall height of approximately 21.6m to the top of the atrium roof, 19.5m high to the top of the sixth floor parapet roof and 16.5m high at the rear of the building. The atrium roof is sited towards the front of the building and set well back from the edges of the building so that it would not have a significant impact on the openness of the Green Belt, particularly if translucent/ lightweight materials are used. The 19.5m main sixth floor height of the building would not be significantly taller than the

maximum 18m height of the previously approved building, which included roof top plant areas that extended to the edges of the roof. As such, it is considered that given the separation and screening from the Green Belt provided by surrounding buildings, this building would be sited away from the side and rear site boundaries with landscaping, including tree planting at the rear, the revised scheme would not be unduly harmful to the openness of the surrounding Green Belt and accords with Policy OL5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

The National Planning Policy Framework (NPPF) states at paragraph 64 that "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions." London Plan Policy 7.1 sets out a series of overarching design principles for development in London.

Policy BE13 of the Hillingdon Local Plan states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE25 supports the modernisation and improvement of Industrial and Business Areas through the careful design and landscaping of buildings.

The north side of this part of Bath Road is largely characterised by commercial office buildings, warehouses and hotels, interspersed with agricultural land falling within the Green Belt. There are several other hotels, including the Arora International and Holiday Inn, within the vicinity. The southern side of Bath Road tends to be more characterised by large airport car parks and development associated with Heathrow Airport.

The proposed building would sit on the southern side of the site with the majority of car parking located to the rear, accessed via a service road off Heathrow Boulevard, which crosses the front of the site and runs parallel with the eastern site boundary. The building would be characterised by two linked wings of approximately 123m long and 126m long, connected by a central circulation area comprising the main entrance and reception area/lobby, restaurant/bar facilities and a central atrium.

As previously advised, it is considered that the use of materials and facade treatment would lessen its impact on the surrounding area. The building would be characterised by a facade treatment, which uses glass panels with subtle graduations of colour. The front of the building would have a four-storey glazed atrium over the entrance. Coloured panels would be used along the side elevations in order to provide continuity with the main front elevation, and the use of panelling along the eastern and western elevations would help to break up the monotony of the long wings. As previously mentioned in the officer's report on the previous application, it is considered that the use of glass panels and graduations of colour to the front elevation give the perception of a much lighter, elegant and high quality development. The use of coloured panels along the side elevations help to break up their scale and length, and landscaping at the front of the site helps to create a welcoming high quality entrance to the building.

The building would have a maximum width of approximately 53m and a maximum sixth floor height of 19.5m. The atrium roof would be marginally taller, but this would be set well back from the edges of the building, so that it would not be readily discernible from the street. Whilst it would be larger in scale and height than the large industrial, warehouse units on the

adjacent Airport Gate Business Centre site, which are equivalent to a three storey height and the 2 to 4 storey office development on the adjoining Heathrow Boulevard to the west and rear of the site, these buildings are often sited hard up against their site boundaries, a siting which emphasizes their bulk, whereas the proposed hotel is set well back from all its boundaries, reducing the appearance of bulk outside the site and allowing landscaping to be provided that would help screen and soften the impact of the building. It is considered that given the lack of a defined characteristic building height/ urban context along Bath Road, a part 5, part 6 storey building would sit comfortably within the streetscape, whilst providing an attractive focal point and would not be out of character with other large buildings characteristic along Bath Road.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively.

As previously advised, the nearest residential properties to the site are located in Blunts Avenue, approximately 95m away to the east. Whilst, given its height, some views of the proposed building may be available from the rear windows of these properties, it is considered that the large warehouse style buildings in Heathrow Gate Business Centre provide a significant barrier between these properties and the proposed development. Given the distance, and screening provided by the adjacent warehouses, it is not considered that the proposed development would have any significant impact on residential amenity.

Objections have been raised concerning the impact of the proposed development on the adjacent commercial Heathrow Boulevard. The Heathrow Boulevard development comprises commercial/industrial buildings which, unlike residential properties, are not considered to be uses which are particularly sensitive to amenity impacts. Nevertheless, the nearest buildings within Heathrow Boulevard are located approximately 22m to the east of the nearest part of the hotel building, at the opposite side of the main access road into the estate. As such, it is not considered that the proposed development would lead to any significant impacts on these commercial properties sufficient to justify refusal.

7.09 Living conditions for future occupiers

Not applicable to this hotel development.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) require development proposals to be assessed against their traffic generation and the availability of public transport and the capacity and functions of principal roads. Policy AM9 seeks to ensure that adequate provision for cyclists is made in development proposals. Policies AM14 and AM15 require parking to be provided in accordance with standards, including provision for disabled persons.

The Council's Highway Engineer has reviewed the revised scheme and submitted documents, including an Addendum Document to the Transport Assessment, dated 10 September 2015 and a further Highways Note, dated 18/11/15 which was submitted following initial concerns raised by the Highway Engineer concerning use of the site as two hotels. The Engineer advises that the findings of the reports, that the previous trip estimates that were made for a hotel on the site would not change significantly are accepted. It is also noted that there has been a significant drop in traffic levels along the A4 close to the site in recent years.

The Engineer goes on to confirm that the three coach parking bays previously approved are suitable for a large hotel in close proximity to Heathrow Airport and that the 354 car parking spaces previously approved are acceptable, provided they are subject to a Car Park Management Plan to stop long term parking on site. The overall parking provision includes 35 disability standard spaces as per the previous application. This continues to comply with Council policy which requires 10% of parking spaces to be disability standard.

The Engineer goes on to advise that the proposals include 20 cycle parking spaces to be provided on site which would accord with standards as 1 space per 10 staff would be required (the hotel development is expected to create a maximum of 200 staff). The scheme would also require 10% of the spaces to be served by electric charging points and a further 10% of the spaces to be easily convertible in the future. The proposals make a total provision for 71 spaces to be served. As such, the scheme accords with relevant current standards.

On the basis of the above comments there are no significant concerns over this application providing similar conditions are applied to this latest application as were applied previously.

Of the three previously attached highway related conditions, which required details electric charging points, a delivery and service plan and require that parking is used by hotel guests only have been included and revised as necessary in the officer's recommendation.

7.11 Urban design, access and security

- Building bulk and scale

This has been dealt with in Section 3.07 of the officer's report.

7.12 Disabled access

Policy 7.2 of the London Plan and guidance within the Council's HDAS - Accessible Hillingdon requires developments to be designed to be fully accessible for wheelchair users

The revised parking layout involves the 35 disabled person spaces being provided close to the building and its accesses, with drop-off provision for cars, taxis and coaches made at both hotel entrances.

The applicant has included an Access Statement as part of the Design and Access Statement, which confirms that the development would be fully inclusive. All primary access areas would be step and ramp free and wheelchair accessible lifts with braille controls and audible announcements would be provided to the bedroom floors. The Council's Access Officer previously raised no objections to the proposed scheme, subject to further details regarding the emergency evacuation plan for those with disabilities, and specification of the lifts. This would be covered by building control regulations and, as such, it is not considered necessary to add a condition requesting this information.

7.13 Provision of affordable & special needs housing

Not applicable to this hotel development.

7.14 Trees, Landscaping and Ecology

Trees and Landscaping

Policy BE38 of the of the Hillingdon Local Plan: Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

There are no Tree Preservation Orders or Conservation Area designations affecting the site and no trees or other landscape features of merit would be affected by the proposal. The landscaping scheme has been revised since this non-material amendment application was first submitted in order to address the Council's Tree/ Landscaping Officer's initial concerns. Since revision, the officer advises that this minor material amendment application will have little effect on the overall layout and previously approved landscape infrastructure.

This layout includes the planting of 90No. specimen trees, mainly around the frontage and other boundaries, together with large areas of hedging, shrubs, perennials, bulbs and grasses.

The application includes planting plans, plant schedules, a Soft Landscape Specification and Landscape Management Plan.

The officer advises that there is no objection to the scheme of tree/ landscaping grounds and it complies with Policy BE38 of the Hillingdon Local Plan: Saved UDP Policies (November 2012).

Ecology

The application has been supported by the submission of a Preliminary Ecological Appraisal. This advises that due to the length of time the site has been vacant, recolonisation of the hardstanding has taken place by various flora. However, the habitats present are considered to be of low ecological value but the vegetation does provide suitable habitats for invertebrates and bird species. Therefore, in order to mitigate the loss, a the landscaping scheme should include species beneficial to wildlife and artificial nest sites should be created. This would be controlled by condition.

7.15 Sustainable waste management

As advised in the officer's report on the previous application, as the application is for a commercial development, the hotel occupier ultimately has discretion over which waste management methods are used. The plans indicate that bin stores would be provided towards the rear of the hotel, on the western side of the building. Details of the bin store have previously been submitted and approved which have been provided as part of this application.

7.16 Renewable energy / Sustainability

The Council's Sustainability Officer advises that there are no objections to this minor material amendment application, provided the development connects to the CHP unit outlined in the original energy strategy. This has been conditioned as part of Condition 3.

7.17 Flooding or Drainage Issues

The Environment Agency have confirmed they have no objections to this application. The Council's Water and Flood Management Officer advises that there are no objections in principle to the material amendments on this site for the 623 bedroom hotel.

The submitted Flood Risk Assessment dated September 2015, rev 4 dated 4/07/2016 states that 1300 cubic metres of attenuation will be provided, the car parking spaces will be on membrane lined permeable paving and the site will have a oil interceptor.

The officer advises that previously, Condition 21 required the hotel to be constructed in accordance with Flood Risk Assessment (FRA) for Bath Road, Heathrow Technicolor Site, Issue No 5, 49326321, September 2009.

Condition 27 which dealt with infiltration can be discharged as the applicant has followed the EA advice & not used infiltration as a SUDS technique. They also plan to membrane line the permeable paving to protect the aquifer underneath the site.

Condition 23 & 38: Both in the Foul & Surface Water sections of the FRA it states that a CCTV survey should be undertaken to establish "the condition, line & level of the existing "sewerage connection". No CCTV survey has been undertaken or submitted to us.

However, it is not clear that the FRA, and appended new below ground drainage strategy by Meinhardt has been updated to take account of the new climate change allowances <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances> and therefore storage may need to be adjusted. The micro drainage calculations also don't appear to provide any allowance for climate change.

Therefore, a condition similar to that applied previously should be applied. The recommended condition forms part of the officer's recommendation.

7.18 Noise or Air Quality Issues

AIR QUALITY

The proposed minor material amendment to the approved scheme as assessed by the Council's Highway Engineer is unlikely to give rise to any additional traffic generation. As Environmental Protection Officer on the previous application advised that the development could lead to only a very minor increase in pollutants and, as such, given the existing poor air quality in the area, a number of mitigation measures should be put in place, namely providing a Green Travel Plan and agreed to contribute £15,000 towards air quality monitoring in the area, it would be difficult to argue that this scheme now needs to make additional provision for air quality. Therefore, subject to these mitigation measures being in place, there are no objections to the scheme on air quality grounds.

NOISE

On the previous application, it was advised that the nearest residential properties were over 100m from the site, and these properties were significantly screened from the development by the existing large buildings within the adjacent Heathrow Gate Business Centre. As such, the long-term impacts of the development on these properties, in terms of noise, was likely to be minimal. The Council's EPU (Noise) Officer does not raise any comments in relation to this application. A number of conditions were imposed on the previous permission to control the timings of deliveries, noise from site plant such as the CHP unit and air conditioning units, no music or other amplified sound to be audible inside surrounding or adjacent properties between 2300 and 0700 and sound insulation of bedrooms. Where the details have not been discharged, similar conditions are included in the officer's recommendation.

7.19 Comments on Public Consultations

The concerns raised on behalf of the operators of Heathrow Boulevard have been addressed in the main report.

7.20 Planning Obligations

Policy R17 of the Unitary Development Plan Saved Policies September 2007 states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction

with other development proposals'.

The applicant has agreed in principle to provide the following contributions which will be secured by the proposed Section 106 agreement:-

- (i) A financial contribution of up to £30,000 towards the upgrading of bus stops in the area and/or highway improvements.
- (ii) The provision of a 10-year Green Travel Plan to be prepared in accordance with TfL guidance and to include a bond of £20,000.
- (iii) A contribution of £40,000 towards public realm improvements within the area.
- (iv) A financial contribution of £15,000 towards air quality monitoring initiatives.
- (v) A financial contribution of £14,500 towards hospitality training initiatives in the borough.
- (vi) A scheme detailing how construction training will be provided throughout the construction phase of the development.

7.21 Expediency of enforcement action

There are no enforcement issues raised by this application.

7.22 Other Issues

CONTAMINATION

The Council's Land Contamination Officer has reviewed the application and the supporting documentation and advises the reports identify risks from various chloro hydrocarbons which will need mitigation by means of a volatile organic carbon proof membrane and sub floor ventilation. Also, there will be other matters to consider for the hotel which will require further mitigation and therefore the Condition 29 must be retained on this application as with the previous amendment, under 35293/APP/2014/4020 when the text was slightly changed.

The condition forms part of the officer recommendation.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted,

enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

This application seeks a minor material amendment to a previously approved and extant permission for a 623 bedroom hotel on this site. It is considered that the proposed changes to the approved scheme are acceptable.

The scheme is considered to comply with relevant NPPF, London Plan (March 2016) and Hillingdon Local Plan Strategic and Saved UDP Policies. As such, approval is recommended.

11. Reference Documents

NPPF (March 2012)

London Plan (March 2016)

Hillingdon Local Plan: Part One (November 2012)

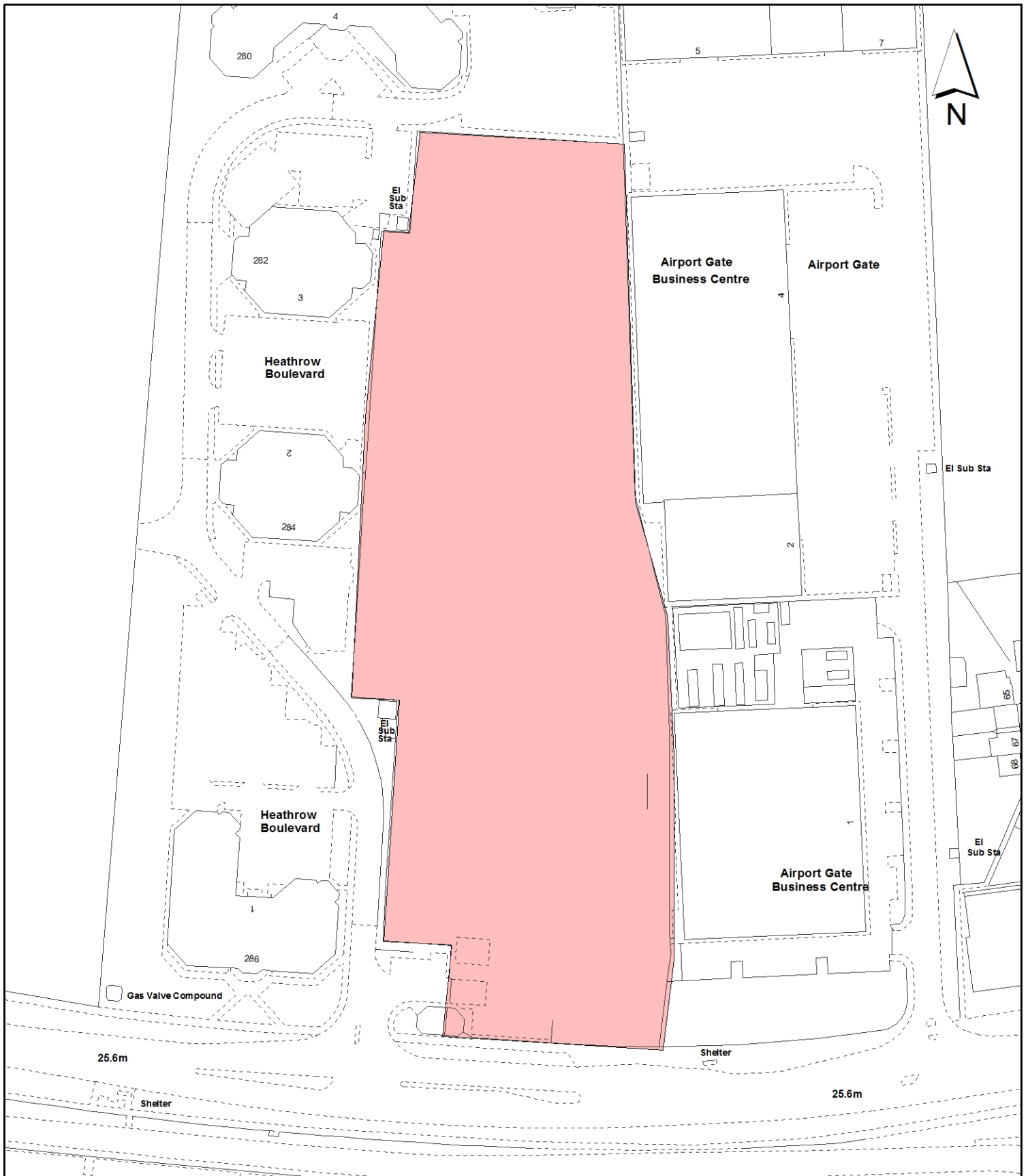
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

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

Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Richard Phillips

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Notes:

 Site boundary

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

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

Planning Application Ref:

35293/APP/2015/3693

Scale:

1:1,500

Planning Committee:

Major

Date:

August 2016



HILLINGDON
LONDON