

Report of the Head of Planning, Sport and Green Spaces

Address 40A - 50 STATION ROAD HAYES

Development: Part conversion and part redevelopment of site to provide a part one to four storey building with roof-top plant comprising 5 retail units and a 64-bedroom hotel, with restaurant, and associated servicing facilities and car park.

LBH Ref Nos: 11563/APP/2017/2071

Drawing Nos: Sustainability and Energy Statement, dated 10/7/17
Transport Statement, July 2017
Travel Plan, July 2017
Air Quality Neutral Assessment, dated 18/10/17
16/9/PROANIMATIONS/50STAT/1;
16/10/PROANIMATIONS/50STAT/1;
16/11/PROANIMATIONS/50STAT/1;
014/EXTMONTAGE/50STAT/1;
Daylight, Sunlight and Overshadowing Assessment, July 2013
Maven Plan Covering letter dated 6/6/17
Planning, Design and Access Statement
Addendum to Daylight and Sunlight Assessment (July 2013) dated 28/6/17
01B/BLOCK/50STAT/EXI/500/12
025/SWEPT/PRO/50STAT/200/12
Outline Noise Assessment of Proposed Mechanical Services Plant, June 2017
01/SITE/50STAT/EXI/1250/1;
02/50STAT/EXI/200/12
03/1ST/50STAT/EXI/200/12
04/2ND/50STAT/EXI/200/12
05/ROOF/50STAT/EXI/200/12
06/FRONTEL/50STAT/EXI/200/12
07/LEFTTEL/50STAT/EXI/200/12
08/RIGHTTEL/50STAT/EXI/200/12
09/REAREL/50STAT/EXI/200/12
10/SECTS/50STAT/EXI/200/12
11/AERIAL3D/50STAT/EXI/200/1;
12/AERIALPHOTO/50STAT/EXI/200/1;
11/STREETSCAPE/50STAT/12
10/REAREL/50STAT/PRO/200/12
12/HAYESPLAN/50STAT/3350/1;
13/HOTELSITE/50STAT/PRO/500/12
14/STREETSECTS/50STAT/500/12
15/SECTSAABB/50STAT/200/12
16/SECTSCDD/50 STAT/200/12
17/SHOP/50STAT/PRO/50/12
13/ALLPHOTOS/50STAT/EXI/12
16/1/PROANIMATIONS/50STAT/1;
16/2/PROANIMATIONS/50STAT/1;
16/3/PROANIMATIONS/50STAT/1;
16/4/PROANIMATIONS/50STAT/1;
16/5/PROANIMATIONS/50STAT/1;

16/6/PROANIMATIONS/50STAT/1;
16/7/PROANIMATIONS/50STAT/1;
16/8/PROANIMATIONS/50STAT/1;
024/SWEPT/PRO/50STAT/500/12
01/GND/PRO/50STAT/200/12
02/1ST/PRO/50STAT/200/12
03/2ND/PRO/50STAT/200/12
04/3RD/PRO/50STAT/200/12
05/4TH/PRO/50STAT/200/12
06/ROOF/PRO/50STAT/200/12
07/FROEL/50STAT/PRO/200/12
08/LEFTEL/50STAT/PRO/200/12
09/RIGHTEL/50STAT/PRO/200/12

Date Plans Received: 06/06/2017 **Date(s) of Amendment(s):** 06/06/2017
Date Application Valid: 14/06/2017 02/10/2017

1. SUMMARY

This application relates to an irregular shaped 0.17 hectare site which is centrally located within Hayes Town centre, and currently comprises a number of retail units within a retail parade of mixed single, two and three storey height which fronts the western side of Station Road and includes a rear service yard.

This application seeks a new planning permission to replace a planning permission which was granted on 30/7/14 and extant at the time this application was submitted in order to extend the time limit for implementation of a scheme for the part conversion and part redevelopment of the site to provide 5 retail units and a 64 bedroom hotel with associated servicing facilities and car park (ref. 11563/APP/2013/2076).

The only significant change in policy is that this area now forms part of the Hayes Housing Zone. There has been no other significant material change in terms of policy. As regards site circumstances, Station Road has been subject to improvement works under the Station Road Improvement Plan. However, it is considered that neither of these two developments would now justify departing from the previous decision. As such, it is recommended that a further planning permission be granted.

The application is therefore recommended for approval subject to a S106 Agreement/Deed of Variation, appropriate conditions and informatives.

2. RECOMMENDATION

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

1. That the Council enter into a legal agreement with the applicants under Section 106/Unilateral Undertaking of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:

(i) Travel Plan, including a £20,000 Bond,

- (ii) Hayes Town Centre Improvements: £25,000 to include improvements to the adjoining Grand Union Canal and bike hire scheme,
- (iii) £74,595 contribution towards an air quality local action plan and/or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels,
- (iv) Construction Training: £2500 per £1m build costs + Coordinator Costs: $1000/7500 \times £71,765 = £9556.66$ or in kind provision.
- (v) Hospitality/Employment Training: In kind provision.
- (vi) Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.

2. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 5th January 2018, 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 applicant has failed to provide a commensurate package of planning benefits to maximise the health and social benefits, namely transportation, town centre/canalside improvements, construction training, hospitality training and project management of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'

3. That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

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

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

6. That on completion of the S106 Agreement, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers.

7. 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:-

01/GND/PRO/50STAT/200/12,
03/2ND/PRO/50STAT/200/12,
05/4TH/PRO/50STAT/200/12,
07/FROEL/50STAT/PRO/200/12,
09/RIGHTEL/50STAT/PRO/200/12,
11/STREETSCAPE/50STAT/12,
15/SECTSAABB/50STAT/200/12,
17/SHOP/50STAT/PRO/50/12

02/1ST/PRO/50STAT/200/12,
04/3RD/PRO/50STAT/200/12,
06/ROOF/PRO/50STAT/200/12,
08/LEFTTEL/50STAT/PRO/200/12,
10/REAREL/50STAT/PRO/200/12,
14/STREETSECTS/50STAT/500/12,
16/SECTSCDD/50STAT/200/12 and

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

REASON

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

3 COM6 Levels

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

REASON

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

4 COM7 Materials (Submission)

Notwithstanding the details shown on Drw. Nos. 01/GND/PRO/50STAT/200/12, 02/1ST/PRO/50STAT/200/12, 03/2ND/PRO/50STAT/200/12, 04/3RD/PRO/50STAT/200/12, 05/4TH/PRO/50STAT/200/12, 06/ROOF/PRO/50STAT/200/12, 07/FROEL/50STAT/PRO/200/12, 08/LEFTTEL/50STAT/PRO/200/12, 09/RIGHTEL/50STAT/PRO/200/12, 10/REAREL/50STAT/PRO/200/12, 15/SECTSAABB/50STAT/200/12, 16/SECTSCDD/50STAT/200/12 and 17/SHOP/50STAT/PRO/50/12, no development shall take place until details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

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

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

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

- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Means of enclosure/boundary treatments
 - 2.c Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
 - 2.d Hard Surfacing Materials
 - 2.e External Lighting
 - 2.g Other structures (such as compaction plant)
- 3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs
- 4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 5. Schedule for Implementation
- 6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (March 2016).

6 NONSC Delivery and Servicing Plan

A Delivery and Service Plan including hours for servicing and deliveries shall be submitted to and approved in writing by the Local Planning Authority prior to the development being occupied. The development shall be implemented in accordance with the Delivery and Service Plan for so long as the development remains in existence.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.3 of the London Plan (March 2016).

7 NONSC Car Parking Management Plan

A Car Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the development being occupied. The development shall be implemented in accordance with the Car Parking Strategy for so long as the

development remains in existence.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.14 of the London Plan (March 2016).

8 NONSC Demolition and Construction Plan

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

- (i) The phasing of development works
- (ii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iii) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (iv) The storage of demolition/construction materials on site.

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

REASON

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

9 NONSC Details of Traffic Arrangements

Prior to the commencement of works on site, details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) shall be submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

10 NONSC Cycle Parking Provision

Notwithstanding the detail shown on Drw. Nos. 01/GND/PRO/50STAT/200/12, 024/SWEPT/PRO/50STAT/500/12 and 025/SWEPT/PRO/50STAT/200/12 prior to the occupation of the site, full details of the covered and secure provision for cycle parking provision for 16 cycles, shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the cycle parking provision shall be maintained and retained at all times for the use of the development.

REASON

To ensure that adequate cycle parking facilities are provided, in accordance with Policy AM9 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and

Policy 6.9 of the London Plan (March 2016).

11 NONSC Details of Accessible Bedrooms

The development hereby approved shall ensure the accessible bedrooms are designed in accordance with BS 8300:2009+A1: 2010, and shall ensure that the quantity of accessible bedrooms as a percentage of the total number of bedrooms is no less than:

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

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people, in accordance with Policy 4.5 of the London Plan (March 2016).

12 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 and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) 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. where it is intended to have above ground storage, 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).
- iv. Where infiltration techniques (soakaway) 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).

b) Minimise water use:

- i. incorporate water saving measures and equipment,
- ii. provide details of how rain and grey water will be recycled and reused in the development.

c) Long Term Management and Maintenance of the drainage system:

- i. Provide a management and maintenance plan,
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

lii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner.

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 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012),
- Policy 5.12 of the London Plan (March 2016) and

To be handled as close to its source as possible in compliance with

- Policy 5.13 of the London Plan (March 2016), and

Conserve water supplies in accordance with

- Policy 5.15 of the London Plan (March 2016).

- National Planning Policy Framework (March 2012), and

- Planning Practice Guidance (March 2014).

13 NONSC Detailed Energy Assessment

Prior to the commencement of development full details of the carbon reduction measures that conform to the energy strategy (Energy Statement, 10 July 2017) shall be submitted to and approved in writing by the Local Planning Authority. These shall include:

1. Full details of the baseline energy (kWhr) and carbon performance (KgCO₂) of the development

2. Full details and specifications of the passive energy savings measures (Be Lean - London Plan) and how they relate to the baseline emissions

3. Full details and specifications, including relevant plans and elevations of any low or zero carbon technology to be utilised in the site. This must include elevations and roof plans showing the incorporation of the PV panels.

The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure the development contributes a CO₂ reduction in accordance with Policy 5.2 of the London Plan (March 2016).

14 NONSC Noise Rating Level

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

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).

15 NONSC Scheme for the Control of Noise and Odour

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

REASON:

To protect the amenities of the occupiers of residential accommodation in the vicinity in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

16 NONSC Scheme for Site Noise Control

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures and noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

17 NONSC Details of any Plant, Machinery or Fuel Burnt

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment if necessary, as set out in the EPUK CHP Guidance 2012 (September 2007). Details to limit and/ or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation and thereafter implemented and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON:

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

18 NONSC Construction, Environmental and Management Plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating

to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason

To safeguard the amenity of surrounding areas in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

19 NONSC Secure by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (March 2016).

20 NONSC Scheme for the Control of External Air Pollution

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

Reason

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

21 NONSC Details of Vehicle Gates

Prior to the commencement of the development, details of the operation of any vehicular access gates by disabled persons, and manual operation of any gates in the event of power failure shall be submitted to and approved in writing by the Local Planning authority

Thereafter the secure access arrangements shall be installed in accordance with the approved details and maintained so long as the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in Accordance with Policy 3.8 of the London Plan (March 2016).

22 NONSC Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. Prior to the undertaking of the drafting of the LES, the applicant shall consult with the EHO what measures are acceptable to deliver the emission reduction required. The LES shall address:

1) the fleet composition serving the Hotel to be Euro 5/VI or above or have implemented

retrofitting devices that will enable compliance with such Euro standards.

2) the supply of energy to the Hotel. Any CHP or gas boiler will have to conform with the London Low NOx requirements;

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to take into account future changing standards and available technologies and be updated accordingly in agreement with the local planning authority. The strategy will present a clear time table of delivery and results to be achieved on a yearly basis.

In addition, the strategy will commit to deliver:

3) an electric vehicle charging bay. This is to be implemented as part of the proposal with a minimum of three charging points (fast charging units).

4) a clear and effective plan to encourage staff to

- a) use public transport;
- b) cycle / walk to work where practicable;
- c) enter car share schemes;
- d) purchase and drive to work zero emission vehicles.

The LES shall encompass a package of measures, which help to reduce emissions over and above design features and other aspects of mitigation already incorporated into the scheme proposal. The package will set out to encourage and incentivise the use of low emission fuels and transport technology. The package may tackle one or a combination of the following site sub-fleets:

- Private cars (staff and/or visiting the site)
- Captive fleet(s) (site based - light and/or heavy)
- Service vehicles (goods) (visiting site: light/heavy for collection/delivery of goods)
- Service Vehicles (people) (visiting site: light/heavy for personal transport, e.g. taxi)

Non exhaustive examples of possible measures:

- measures discouraging high emission vehicles
- measures encouraging low and ultra-low emission vehicles
- Designation of parking spaces for low emissions vehicles
- Differential parking charges depending on vehicle emissions
- Commercial Vehicles Euro based standard
- On-site fleet low emission operations plan

The measures in the agreed scheme shall be maintained throughout the life of the development and be quantified to show the reduction of emissions required as the neutral assessment undertaken to support the planning application.

The Low emissions strategy shall make reference to The London Councils 'Air Quality and Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on Measures to Encourage the Uptake of Low Emission Vehicles, February 2009; and Low Emission Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies, June 2008.

Furthermore, during the construction phase of the proposed development, the non-road

mobile machinery emission standards shall be complied with as per requirements as of 1st September 2015.

REASON

In order to reduce emissions within a Focus Area within an Air Quality Management Area, in compliance with paragraph 124 of the NPPF and Policy 7.14 of the London Plan (March 2016).

INFORMATIVES

1 152 **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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
LPP 2.15	(2016) Town Centres
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 4.7	(2016) Retail and town centre development
LPP 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 4.12	(2016) Improving opportunities for all
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
	(2016) Cycling

LPP 6.9	
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2016) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H2	Restrictions on changes of use of residential properties
H3	Loss and replacement of residential accommodation
S11	Service uses in Primary Shopping Areas
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
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
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

PR2	Western Core Area, Hayes
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 13 Building Regulations - Demolition and Building Works

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

4 15 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

5 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

6 113 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

7 115 **Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

8 160 **Cranes**

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

9

In order to discharge condition 8 (Sustainable Water Management), clear details and calculations should be submitted demonstrating how the surface water run off will be controlled on site to the greenfield runoff rate through sustainable drainage systems. This is required as there is evidence of localised flooding on Station Road, due to the overwhelming of the surface water sewers.

10

As the proposal involves creating a new vehicular access from Station Road, the development will have to be carried out in association with the Council's Highways Team who will need to be contacted before the commencement of any works on site.

11

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

12 128 Food Hygiene

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

3. CONSIDERATIONS

3.1 Site and Locality

The 0.17 hectare application site is located within Hayes Town centre, on the western side of Station Road, some 30m to the north of its junction with St Anselm's Road, which turns through 90 degrees at its junction with Nield Road to run along the rear of the site. The site comprises a mix of one, two and three storey buildings which front Station Road, with a three storey block located at the southern end of the site (Nos. 46 - 50 Station Road) and a part single storey, part two storey building at the northern end (Nos. 42A - 44 Station Road). On the ground floor, these buildings mainly comprise retail uses within 5 retail units with a sixth unit (No. 44 Station Road) providing an indoor arcade of 8 smaller units known as 'The Plaza'. There is also a separate retail/storage unit located at the rear of No. 42A at the northern end of the site known as 40A Station Road which is accessed at the side of No. 42A Station Road. At the rear of the site is a private car park for 23 vehicles. The upper floors provide a mixture of offices and 4 flats.

On Station Road, the application site is adjoined to the north by a single storey parade and to the south by a mainly part three, part 4 storey building in use as a Primary Care Centre which extends along the full side boundary of the application site. On the opposite side of Station Road is a three storey retail parade with offices on the upper floors. Anselm's Road at the rear of the application site is primarily residential, characterised by two storey semi-detached houses which are sited opposite and immediately to the north of the application site.

The whole of the site forms part of the Hayes Town Centre, with the buildings forming part of its Primary Shopping Area. The site also forms part of the Hayes Housing Zone and it is within the Hayes/West Drayton Corridor. The site has a Public Transport Accessibility Level (PTAL) score of 4 on a scale of 1 to 6 where 6 represents the highest level of accessibility.

3.2 Proposed Scheme

This application seeks a new planning permission to replace a planning permission which was granted on 30/7/14 and extant at the time this application was submitted in order to extend the time limit for implementation of a scheme for the part conversion and part redevelopment of the site to provide 5 retail units and a 64 bedroom hotel with associated servicing facilities and car park (ref. 11563/APP/2013/2076).

A new planning permission is sought for the conversion/extension of Nos. 46 to 50 Station Road and the demolition of Nos. 40a to 44 Station Road to allow the erection of a part single, part 2, part 3 and part 4 storey building/extension to provide a 3,455sqm Class C1 hotel, with 64 hotel rooms on the upper floors and on the ground floor, retention of the existing 3 retail units at Nos. 46 to 50 Station Road and provision of 2 new retail units at

Nos. 40a to 44 Station Road, together with the hotel entrance, undercroft access, hotel lobby area and servicing facilities including a kitchen, bar, swimming pool and spa. The retained building would be extended with a new recessed floor at roof top level with plant area above and extensions at the rear. The hotel would provide 61 double bedrooms and 3 singles, with 7 of the double rooms being for disabled persons. The proposal involves the loss of office space and 4 residential flats from the upper floors and 231sqm of retail floor space on the ground floor.

Parking for 12 cars, including 6 disabled spaces would be provided at the rear, accessed from Station Road through the undercroft with an ancillary service access from St Anselm's Road. 3 of the spaces are proposed to have electric charging points. The spaces would be for use by hotel guests and disabled staff and visitors.

The hotel would have a sedum flat roof.

This scheme previously formed the subject of a pre-application enquiry to the Council and the original application did undergo a number of revisions in the light of officer comments.

The application is supported by the following original and revised documents:-

Planning, Design and Access Statement:

This provides an introduction to the proposals and lists the accompanying documents. The site is described and previous planning history documented. The proposals are then described and relevant national, regional and local planning policy and guidance is assessed. Various detailed aspects of the proposals are discussed, including the acceptability of the principle of the development, design, access and parking. The statement concludes by stating that the proposal would meet the strategic policy target of increasing hotel bedspaces in London and local planning policy to regenerate this part of Hayes and locate hotels in Hayes Town Centre, increasing employment within the tourism and visitor economy. Furthermore, the scheme would improve the appearance of this part of the town centre and the proposal accords with the development plan and represents sustainable development in a sustainable location for which there is a presumption in favour for the proposal within the NPPF.

Transport Statement, July 2017:

This provides an introduction to the study, describes the existing site and the local road network. It goes on to present results of a parking survey undertaken on Friday 7th and Saturday 8th July 2017 and describes the site's accessibility. The development proposals are described, with a particular focus on access, parking, servicing and travel plan arrangements. Relevant national, regional and local planning policy is assessed. The report concludes by stating that a hotel of this scale would have in the order of 43 car/taxi movements in and out per day, with movements during peak times of between 3 and 7 vehicles in/out per hour. The report states that this is insignificant in comparison with background levels of traffic and not materially higher than the traffic from the existing 23 car parking spaces. The scheme is therefore acceptable in traffic and transport terms, in accordance with transport policy.

Travel Plan, July 2017:

This provides an introduction to the plan, provides a policy context and sets out the plan's objectives and targets. A travel plan strategy is devised, measures and initiatives are set out, together with the monitoring and review mechanisms. An action plan is presented which would be reviewed and revised on an annual basis and secure and monitored through the S106 Agreement.

Daylight, Sunlight and Overshadowing Assessment for the Proposed Redevelopment of Nos. 40a to 50 Station Road, Hayes:

This provides the background to the study, describes the site and the development. Best practice guidance is described and relevant planning policy identified. Assessment techniques and methodology are described and the report advises that using the BRE guidelines, the only building that falls within the 25 degree obstruction angle test is the adjoining Hesa Medical Centre. Although the building is non domestic and does not contain any habitable room windows, a precautionary approach has been adopted which assumes the facing windows enjoy a reasonable expectation of daylight and therefore further numerical modelling has been carried out on these side windows and results are presented. The report concludes that the development would not result in any significant reduction in sunlight or overshadowing of garden/amenity areas and there would be no notable reduction in the amount of either daylight or sunlight reaching neighbouring buildings.

Addendum to Daylight and Sunlight Assessment (July 2013) dated 28/6/17:

This provides an update to the original assessment.

Sustainability and Energy Statement, dated 10/7/17:

This provides the context for the study, assesses the planning policy background and evaluates various energy efficiency technologies. The report concludes that the fabric insulation standards of the building will exceed those required by the Building regulations, space heating (and cooling) will be provided by a variable refrigerant flow system and use of combined heat and power may be feasible, subject to further detailed design. In addition, a photovoltaic array would be provided on the roof.

Outline Noise Assessment of Proposed Mechanical Services Plant, June 2017:

This provides an introduction to the study and describes the site. The assessment advises that a background noise survey was undertaken on Monday 29th to Tuesday 30th April 2013 at No. 5 Anselm's Road, the nearest residence to the proposal and its results are presented. Relevant acoustic criteria are described and noise control recommendations are outlined. The report concludes that a further assessment is likely to be required, once full details of the plant specification have been confirmed.

Air Quality Neutral Assessment, dated 18/10/17:

This compares the estimated building and transport emissions with respective benchmarks.

3.3 Relevant Planning History

Comment on Relevant Planning History

The original proposal for a mixed retail/hotel scheme was originally presented to the Major Applications Committee on 24/6/14 where Members resolved to approve the scheme, subject to a S106 Agreement and conditions. Following the completion of the S106 Agreement, the scheme was granted planning permission on 30/7/14 (App. No. 11563/APP/2013/2076 refers).

Prior to this, following an initial refusal of permission on 26/10/07 (App. No. 11563/APP/2007/2159 refers), outline planning permission was granted on 21/2/2008 for the redevelopment of part of the current site at Nos. 42-44 Station Road, Hayes which involved the demolition of the existing buildings and erection of a 4 storey mixed use building containing a retail store at ground level with 14 residential units at the first, second and third floor levels (App. No. 11563/APP/2007/3360 refers). A further application was submitted to renew the permission which committee resolved to approve on 5/9/12, but it

was refused on 28/3/13 as the agreed contributions had not been secured through a completed S106 Agreement (App. No. 11563/APP/2011/1621 refers).

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.E5 (2012) Town and Local Centres
- PT1.E7 (2012) Raising Skills
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF2 NPPF - Ensuring the vitality of town centres
- NPPF4 NPPF - Promoting sustainable transport
- NPPF7 NPPF - Requiring good design
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- LPP 2.15 (2016) Town Centres
- LPP 3.1 (2016) Ensuring equal life chances for all
- LPP 4.5 (2016) London's Visitor Infrastructure
- LPP 4.7 (2016) Retail and town centre development
- LPP 4.8 (2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
- LPP 4.12 (2016) Improving opportunities for all
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2016) Sustainable design and construction
- LPP 5.6 (2016) Decentralised Energy in Development Proposals
- LPP 5.7 (2016) Renewable energy
- LPP 5.9 (2016) Overheating and cooling
- LPP 5.10 (2016) Urban Greening
- LPP 5.11 (2016) Green roofs and development site environs
- LPP 5.12 (2016) Flood risk management

LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2016) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H2	Restrictions on changes of use of residential properties
H3	Loss and replacement of residential accommodation
S11	Service uses in Primary Shopping Areas
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
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
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
PR2	Western Core Area, Hayes
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **25th July 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

56 neighbouring properties have been consulted on 30/6/17, 2 site notices were displayed, one at the front and one at the rear of the site on 4/7/17, with a closing date of 25/7/17 and the application has been advertised in the local press on 4/7/17, with a closing date of 25/7/17. 3 responses have been received from neighbouring properties, raising the following concerns:-

- (i) Proposal is not ideal for this site. It does not enhance Hayes Town,
- (ii) St. Anselms Road will have buildings towering over them,
- (iii) The proposal has rooms directly over looking into our garden invading our privacy,
- (iv) Proposal will result in more noise and pollution,
- (v) Water pressure is already low in the area, this is not going to help the situation,
- (iv) Refuse collection will be from the rear, already this is a complete mess with items dumped all over the car park. This will get worse with proposal, raising concerns with rats and mice,
- (vii) Hayes town is already overpopulated, and has a hotel and many flats near the station. We do not need another Hotel in Hayes Town - what is needed are decent shops to encourage people to come to shop in Hayes,
- (viii) Landlords of No. 42A have recently started trading in area between this and our property at No. 40 which used to provide a shared access between the two properties so that access is blocked which was a service route to rear of our property, a fire access and bin storage area.

Canal and River Trust:
We have no comment to make.

Hayes Town Partnership:
I am writing on behalf of the Hayes Town Partnership in response to the consultation on the planning application to provide a 64 bedroom hotel and 5 retail units at 40A to 50 Station Road Hayes. I apologise for the late submission.

The Hayes Town Partnership is a multi-agency partnership set up by the Council to help regenerate the area. Besides the Council our members include Hillingdon Police, Hayes Town Business Forum, Hillingdon Chamber of Commerce, Uxbridge College (Hayes Campus) and Brunel University plus major employers and developers. This response is from the Partnership as a whole and does not purport to represent the corporate view of the Council.

The Partnership wishes to make two observations on the application. Firstly it questions the rationale for an additional hotel in Hayes Town. We currently have Stay City in High Point Village and the Best Western Airlink Hotel in Pump Lane and a Premier Inn is also under construction in North Hyde Road. While there is a strategic planning objective to provide more hotels in Town Centres it should be noted that Ballymore, the developers of High Point Village, spent a considerable number of years trying to attract a mainstream operator to run the hotel element of its development. The building stood empty for a considerable period and eventually it was taken over by the operators of the adjoining Stay City apart-hotel. The Partnership is concerned at the prospect of another hotel being built in the Town Centre which might also fail to attract a mainstream operator.

It should also be borne in mind that the hotels that already exist are producing little direct economic benefit to the Town Centre with the customers using them simply as a stopping-off point before travelling to and from central London or Heathrow Airport. There is no obvious evidence of money being spent in the existing shops or eating establishments and no clear prospect that an additional hotel would produce a different result.

The second reservation is that the proposed scheme would bring about only a limited redevelopment of the western side of Station Road. The creation of a Housing Zone in Hayes means that the population of the Town Centre is likely to increase by many thousands of people in the years ahead. A more comprehensive development of this side of Station Road could contribute towards achieving the number of residential units envisaged as part of the Housing Zone and provide the opportunity to improve the shopping offer which is currently extremely restricted. It could also help bring into positive use some of the backlands to the rear of the shops which are a current focus for crime and anti-social behaviour.

On behalf of the Partnership I request that these observations are taken into account in determining the application.

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

Internal Consultees

Conservation/ Urban Design Officer:
The design of this development is being developed as part of the Housing Zone. No further comments from the Conservation and Design Team.

Housing Zone Programme Officer:
There will need to be a planning condition in place regarding the materials. This is because the

current proposals are not satisfactory and therefore not acceptable, given the site's prominent location in Hayes Town Centre.

Officer comment

A materials condition forms part of the officer's recommendation.

Highway Engineer:

This application is for the conversion/redevelopment of a site in Station Road, Hayes to create a building with retail units at ground level and a 64 bed hotel. Station Road (A312) is a classified road and there are waiting restrictions associated with the Hayes CPZ outside the property commensurate with a Town Centre location. The site has a PTAL value of 5 (good) which suggests that there will be a reduced reliance on private car trips to and from the site. There is a wide pedestrian footway on the Station Road frontage.

The site has previously (2012) been the subject of a pre-application enquiry for a similar development on the site where a set-down facility was suggested. There was also approval given in 2014 for a 64 bed hotel and retail units on the site.

There is an existing 23 space car park at the rear of the buildings with an access off the one-way St Alnelms Road. There are also public car parks in the surrounding area.

A Transport Statement by TPP dated July 2013 was submitted in support of this application and this has now been updated by the same authors in September 2017.

The old car parking data (2014) showed there was large amounts of car parking available in the area. The latest parking beat surveys in the roads and car parks nearby in July 2017 also showed spare car parking capacity. Pump Lane Car Park was busy during the day but other locations had spare capacity.

The proposals involve adding space above the existing retail space to create a 64 bed hotel. With the extensions in place there will be 12 parking spaces (6 for disabled) to serve both shops and the hotel. A cycle store and refuse bin store are provided at ground level.

The proposals include creating a new access off Station Road to allow customers of the hotel to set down close to the new lobby. According to the TS the development is likely to generate an additional 50 movements per day which is not significant given the local background traffic flows.

The Council has carried out significant Town Centre improvement works in Station Road, Hayes so any changes to this area (new access) will have to be carried out in association with Council's Highways Team.

On the basis of the previous pre-app and the previous approval of the development I do not have significant highway concerns over the application.

Environmental Protection Officer (Noise):

There are no objections to the proposal subject to recommended conditions to ensure plant and/or machinery complies with an appropriate noise rating level; a scheme for the control of noise and odour is submitted and implemented before any air extraction system is used; details of a scheme to control noise from the site are provided, together with a construction, environmental and management plan.

Officer Note:

The recommended conditions for part of the officer's recommendation.

Environmental Protection Officer (Air Quality):

I have evaluated the Air Quality Assessment associated with 1563/APP/2017/2071 and it exceeds the benchmark for transport emissions. We therefore will require mitigation to reduce the excess emissions. Also, they may consider a Combined Heat and Power (CHP) at a later stage - if that is the case a neutral assessment will be required for the facility at that point which was not included in the current assessment.

In Summary:

The development trip rate is greater than the calculated benchmark ; mitigation of transport related emissions is therefore required for the development to be considered as air quality neutral.

The Transport Statement indicates that the following mitigation measures will be implemented:

- a) Of the twelve car parking spaces, six will be disabled car parking spaces; and three parking spaces will be fitted with electric charging points;
- b) Secure covered parking will be provided for 16 cycles, with showering and locker facilities available for hotel staff. Access to the cycle parking will also be available for retail staff and hotel guests.
- c) The operator of the hotel will encourage guests and other users to use sustainable modes of transport.
- d) A Travel Plan will be submitted with the planning application to encourage staff to use public transport and active modes of travel.

These measures are generic and non quantifiable in terms of emission reductions required to meet the transport benchmark. Therefore a low emission strategy is required that clearly identifies the emission reduction necessary to meet the standards. Please see text offered below.

Condition Air Quality - Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. Prior to the undertaking of the drafting of the LES, the applicant shall consult with the EHO what measures are acceptable to deliver the emission reduction required. The LES shall address:

- 1) the fleet composition serving the Hotel to be Euro 5/VI or above or have implemented retrofitting devices that will enable compliance with such Euro standards.
- 2) the supply of energy to the Hotel. Any CHP or gas boiler will have to conform with the London Low NOx requirements;

The strategy shall detail the steps that will be followed in addressing the lower emissions requirements stated above and what measures will be taken to take into account future changing standards and available technologies and be updated accordingly in agreement with the local planning authority. The strategy will present a clear time table of delivery and results to be achieved on a yearly basis.

In addition, the strategy will commit to deliver:

- 3) an electric vehicle charging bay. This is to be implemented as part of the proposal with a minimum of three charging points (fast charging units).
- 4) a clear and effective plan to encourage staff to
 - a) use public transport;

- b) cycle / walk to work where practicable;
- c) enter car share schemes;
- d) purchase and drive to work zero emission vehicles.

The LES shall encompass a package of measures, which help to reduce emissions over and above design features and other aspects of mitigation already incorporated into the scheme proposal. The package will set out to encourage and incentivise the use of low emission fuels and transport technology. The package may tackle one or a combination of the following site sub-fleets:

- Private cars (staff and/or visiting the site)
- Captive fleet(s) (site based - light and/or heavy)
- Service vehicles (goods) (visiting site: light/heavy for collection/delivery of goods)
- Service Vehicles (people) (visiting site: light/heavy for personal transport, e.g. taxi)

Non exhaustive examples of possible measures:

- measures discouraging high emission vehicles
- measures encouraging low and ultra-low emission vehicles
- Designation of parking spaces for low emissions vehicles
- Differential parking charges depending on vehicle emissions
- Commercial Vehicles Euro based standard
- On-site fleet low emission operations plan

The measures in the agreed scheme shall be maintained throughout the life of the development and be quantified to show the reduction of emissions required as the neutral assessment undertaken to support the planning application.

The Low emissions strategy shall make reference to The London Councils 'Air Quality and Planning Guidance'; DEFRA Practice Guidance 3: Practice guidance on Measures to Encourage the Uptake of Low Emission Vehicles, February 2009; and Low Emission Strategies: Using the Planning System to Reduce Transport Emissions, Good Practice Guidance prepared by the Beacons Low Emission Strategies, June 2008.

Furthermore, during the construction phase of the proposed development, the non-road mobile machinery emission standards shall be complied with as per requirements as of 1st September 2015.

Reason - As the application site is within an Air Quality Management Area and in particular within a Focus Area, and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DME1 14 of the London Borough of Hillingdon Local Plan (part 2).

The proposal increases emissions from associated transport by an estimated 0.242 tonnes per year at an equivalent damage cost of £74, 595. It is therefore incumbent on the developer to identify and implement mitigation to reduce emissions by at least this value. In the instance the developer chooses to enter a section 106 agreement with the LAP, £74, 595 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels.

Sustainability Officer:

There are no objections to the proposed development subject to a condition requiring the final details of the carbon reduction measures to be submitted which conform to the energy strategy in the Energy Statement, 10 July 2017.

Officer's note:

The recommended condition forms part of the officer's recommendation.

Water and Flood Management Officer:

It is noted that a sedum roof is proposed to be included on flat roof which the Council supports.

Prior to commencement, a scheme for the provision of sustainable water management is required to be submitted to, and approved in writing by the Local Planning Authority.

Officer's note:

The recommended condition forms part of the officer's recommendation.

Waste Services Manager:

An area is designated for waste storage which is good practice.

Hotel

It is estimated the waste arising from the development would depend on the star rating of the hotel from 16,000litres weekly (15 eurobins required) for a 2/3 star hotel to 22,400 litres (21 eurobins) for a 4/5 star hotel. From the above it can be seen that larger waste containers would be more practical. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll on - roll off bins. The latter would give the opportunity to be fed through compactors, to optimise the load being taken away. The plans indicate a compactor system is included; this would be the logical option for the volume of waste. Alternatively a private company, who is a licensed waste carrier, would have to be found that could carry out daily collection.

Commercial Units

The producers of waste from commercial premises have a duty of care to contain the waste safely until it is collected by the Council or a licensed waste carrier. They can best comply with this through the use of bulk bins or presenting sacks on the day of collection. In this case, the occupiers of the commercial units may be able to agree to share waste collection arrangements with the hotel, although this may lead to some problems in terms of apportioning costs between the people using the waste containers.

Metropolitan Police (Secure by Design) Officer:

Due to the existing crime in the local area, I would request that this is conditioned to achieve Secured by Design accreditation.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The officer's report on the original hotel application noted that the National Planning Policy Framework (NPPF) at paragraph 2 states that "Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise".

Further, Government guidance requires Local Authorities to make the best use of urban land within their boroughs while safeguarding the quality of the surrounding environment and the amenity of neighbouring residents. The National Planning Policy Framework states that local authorities should actively promote sustainable development.

As previously noted, the existing single and two storey buildings at Nos. 40A - 44 Station Road are of little historical or architectural merit and no objections are raised to their loss.

The previous report noted that the site is located within Hayes Town Centre, with its Station Road frontage being within the primary shopping area as designated by the Hillingdon Local

Plan: Part Two - Saved UDP Policies (November 2012). Additionally, the site is subject to policy designation PR2 (part of the western core area of Hayes) of this plan.

Saved Policy PR2 states:

"Redevelopment of the northern part of the west side of Station Road, Hayes, as shown on the proposals map, for retail or mixed development comprising retail with office and residential uses at first floor level, will be considered acceptable in principle subject to:

- (i) Provision of adequate parking and rear servicing;
- (ii) Removal of non-conforming uses;
- (iii) Improved servicing facilities to existing retail premises; and
- (iv) High quality landscaping, where appropriate, around the periphery of the site".

Saved Policy T4 states:-

Hotels, guest houses and other tourist accommodation will be acceptable in principle provided:

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

Although a hotel use is not specifically identified within the site specific policy, with a town centre location close to Hayes Station and with a PTAL score of 4, this is a mixed use area and represents a very sustainable location for hotel development.

The officer's report went on to note that the adopted Local Plan Part 1: Strategic Policies does specifically identify Hayes town centre as being one of the three preferred areas for hotel growth. Policy E2 which deals with the location of employment growth, in relation to hotels, states:

'The Council will accommodate a minimum of 3,800 additional hotel bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter and in other sustainable locations.'

Paragraph 5.23 outlines how this is based on the GLA's Hotel Demand Study (2006), which allocates a requirement of 3,800 new hotel rooms to the borough between 2007-2026. However Paragraph 5.23 goes on to highlight how this figure is likely to be an underestimate and according to Hillingdon's Tourism Study (2007), a much higher figure of 5,600 additional hotel bedrooms is identified as being required between 2012 and 2026. The London Plan (March 2016) Policy 4.5 outlines a London-wide target of 40,000 additional bedrooms by 2036.

The previous report stated that from 1st April 2006 to 31st March 2013, records showed that 1,703 new hotel rooms were completed (including the 307 additional bedrooms with

the alteration and extension of the Radison Edwardian Hotel on the Bath Road which was then under construction).

There has been no published data regarding completions since then. However, it is considered that there will still be strong demand for additional hotel capacity. This is acknowledged in the emerging Local Plan Part 2: Site Allocations and Designations which proposes to introduce Policy SEA 2: Hotel and Office Growth Locations, in which Hayes Town Centre is confirmed as a destination for Hotel Growth. This will support Local Plan Part 1: Strategic Policies Policy E2 and confirm that the Council supports a range of visitor accommodation in Hayes Town Centre, subject to it meeting all other local plan policies.

The site does now fall within the Hayes Housing Zone. However, such a designation does not preclude such a mixed use development on this site.

As such, it is therefore considered that given the current policy background, there is no objection to the further grant of planning permission for a hotel use on this site.

The previous officer's report also cited Policies H2 and H3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) which state that planning permission will not normally be granted for a change from residential use and the loss of residential accommodation will not be permitted. The proposal would result in the loss of 4 small flats, however, given the small quantity of residential accommodation on site, compared with the much more comprehensive use that would be made by the hotel which will create employment and help regenerate this part of the town centre, it is considered that the loss of 4 small flats which do not satisfy current minimum floor space standards is justified.

The previous report also noted that this site also forms part of the primary retail frontage of the town centre. A main thrust of retail policy is to prevent avoidable interruptions to the frontage by dispersing service uses within shopping areas and limiting the length of continuous frontage in non-retail use (Policy S11 of the Hillingdon Local Plan: Saved UDP Policies (November 2012)). This scheme retains the retail frontage at Nos. 46 - 50 Station Road and re-provides 2 retail units on the remaining frontage so that the proposed non-retail frontage, comprising the hotel entrance and undercroft access would total 13.6m in width (including the adjoining Class A3 cafe use at No. 40). Although this distance would be marginally in excess of the 12m distance recommended in the supporting text in Paragraph 8.26 to Policy S11, it is considered that the non retail frontage on this scheme has been kept to a minimum and the scheme would generally accord with Saved Policy S11, particularly as the hotel itself would generate pedestrian footfall within this part of the town centre.

7.02 Density of the proposed development

Not applicable to this commercial development.

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

The proposals would not affect any statutory or locally listed building and the application site is not located within or on the fringes of a conservation area or an area of special local character. The site also does not form part of an archaeological priority area and the proposal is unlikely to affect any archaeological remains. The proposal would therefore not impact upon any heritage asset.

7.04 Airport safeguarding

No airport safeguarding issues are raised by this application and NATS have confirmed that they have no safeguarding objections to the proposal.

7.05 Impact on the green belt

This site does not form part of the Green Belt, nor is it located close to the Green Belt boundary. As such, no Green Belt issues are raised by the proposal.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene. Saved Policy BE26 seeks to ensure that within town centres, the design, layout and landscaping of new buildings respect the role, overall scale and character of the town centre as a focus for shopping and employment activity.

On the previous scheme, the Council's Urban Design/ Conservation Officer advised that Hayes town centre and in particular Station Road, contains buildings of varied age, architectural style and scale. As a result, there is little overall consistency in the appearance of the local streetscape, which is rather eclectic in character and the current buildings on the site are of little interest.

The officer's report advised that the overall four storey scale of the proposed extension/building would not be out of keeping with the surrounding area. The adjoining Hesa Medical Centre building is four storeys along the Station Road frontage and there is 5 storey development along this part of Station Road. Building heights increase to 10 and 12 storeys further to the south around Hayes and Harlington Station. At the rear, the building steps down towards the two storey residential development on St Anselms Road.

The Council's Urban Design/ Conservation Officer advised that the alterations, including the addition of an extra floor to the existing 3 storey red brick office block and a new 4 storey building directly to the north have the potential to positively enhance the streetscape of the area.

The scheme previously underwent a number of revisions in the light of the design officer's comments. The design officer concluded that the proposed development incorporates a simple modern design, which reflects the scale and massing of the existing building to the south, and will read as two buildings to reduce its apparent scale and potential impact on the local streetscene. The materials for the elevations and the detailing of the fenestration, including balconies, canopies and shopfronts will require additional submissions via suitable conditions, however, overall, there are no design objections to the scheme.

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.

The officer's report on the previous scheme advised that the Council's Supplementary Planning Document HDAS: Residential Layouts is also useful, in that it establishes minimum dominance and overlooking distances that can also be applied to other non-residential schemes. The guidance advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing overdominant and a 21m distance between facing habitable room windows and private amenity space (considered to be a 3m deep 'patio' area adjoining the rear elevation of a property) which could be overlooked to safeguard their privacy within a 45 degree line of sight.

The officer's report went on to advise that the nearest residential properties to the application site are located in St Anselm's Road. No. 5 St Anselm's Road directly abuts the

northern boundary of the site. A daylight, sunlight and overshadowing assessment was previously submitted in support of the application which assessed the impact of the development on all surrounding buildings, following BRE guidance. This concluded that there would be no notable reduction in the amount of either daylight or sunlight reaching neighbouring buildings or overshadowing of their garden/amenity areas.

Furthermore, the nearest part of the proposed building would be sited over 20m from the rear elevation of this property with the nearest proposed window being a first floor hotel bedroom window which would not overlook the rear elevation of this property or its private patio area within the 45 degree line of site and in any case, the separation distance at over 22m exceeds the minimum 21m recommended by guidance. As regards the properties on the opposite side of St Anselm's Road, the nearest front elevation would be sited some 40m from the nearest part of the proposed building.

The proposal would be sited adjacent to the Hesa Health Centre to the south which contains side windows that face the application site. The daylight, sunlight and overshadowing assessment assessed the impact of the development on all surrounding buildings and identifies the Health Centre as the only building affected in terms of light loss. Although this building is not in residential use, the assessment took a precautionary approach by identifying these side windows as having a reasonable expectation of daylight. The assessment concluded that although some of the windows would be affected, this would not be significant in terms of the reduction in sunlight from these windows.

The original daylight, sunlight and overshadowing assessment has been re-submitted as part of the current proposal. It is accompanied by an addendum, dated 28/6/17. This incorrectly states that the scheme has since been amended by the removal of a fourth floor restaurant and consequent reduction in the bulk of the fifth floor so that it now only incorporates a plant room (this change was in fact made as part of the initial scheme). However, the addendum does go on to advise that:-

'The daylight and sunlight assessment that was prepared for the original application concluded that there were only negligible reductions to the daylight and sunlight received by the neighbouring buildings, many of which are commercial premises. The reduction in the massing of the fourth floor of the currently proposed scheme will reduce the impact of the building further. Therefore, it will still be possible to conclude that the overall impact of the proposals will remain within the acceptable parameters of the BRE Guidance and thus the reduction in daylight and sunlight will remain negligible.'

As such, it is considered that the proposal would not adversely impact upon surrounding occupiers, in relation to loss of sunlight, dominance and/or loss of privacy and the scheme complies with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

The hotel bedroom would all have en-suite bathroom/showerooms, with single rooms having an area of 15sqm and double rooms ranging from 20 - 33sqm. All of the bedrooms would have a reasonable outlook and natural lighting.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

There are no car parking standards for hotel development. The Council's adopted car parking standards advise that parking requirements should be assessed on an individual basis using a Transport Assessment and Travel Plan. The London Plan (March 2016) states that no maximum standards are set for hotels, but advises that the Mayor would expect in locations with a PTAL of 4 - 6, on site provision should be limited to operational

needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing. Cycle parking should be provided at a minimum of one space per 20 bedrooms and one space per three staff.

This town centre site is located some 300m from Hayes and Harlington Station and has a Public Transport Accessibility level (PTAL) of 5 based on a scale of 1-6, where 6 represents the highest level of accessibility.

The proposed car park would provide 12 car parking spaces, 6 of which would be disabled spaces located at the rear but mainly accessed via an undercroft access from Station Road. These would be for hotel guests and disabled staff and visitors. The Transport Statement advises that the retail units would continue existing service arrangements along Station Road, allowing servicing to take place outside 10:00 to 14:00. Parking space would need to be booked in advance, with access controlled by hotel management. The undercroft access from Station Road would have a 3.2m clearance height that would allow the majority of service vehicles to use this access and would be required to do so by hotel management. The hotel lobby would provide 2 pedestrian access points, an entrance adjacent to the proposed access road layby for those parking on site or being dropped off or collected by taxi, with another entrance directly fronting Station Road. Secondary service access, primarily for use for refuse collection, would utilise St Anselms Road, where refuse collection for the existing site already takes place. The existing site access from St Anselm's Road would therefore be used in a more limited way than at present, with a reduction in vehicular traffic using this access. A barrier with an intercom would be used to control access. The car park layout does allow refuse vehicles and minibuses to turn.

On the original application, the proposals underwent a number of revisions and additional information was submitted in an attempt to address the initial concerns raised by the Highway Engineer. The Highway Engineer then went on to advise that the proposals are acceptable, provided that the development is subject to a delivery and service plan, a car parking management strategy and a traffic management plan. Also, details of all traffic arrangements, the sustainable travel initiatives detailed within the submitted Travel Plan being implemented upon first occupation of the development and reviewed at 12 monthly intervals, 20% (10% active and 10% passive) of all car parking spaces have electrical charging points and details of the proposed cycle parking provision for 16 cycles need to be secured by conditions or a S106 Agreement. These have been included in the recommendation on the current application.

The Highway Engineer has reviewed the revised Transport Assessment submitted as part of the current application and advises this predicts that the development would generate an additional 50 movements per day which is not significant in terms of the local background traffic flows. Furthermore, the old car parking data (2014) showed that there were large amounts of car parking available in the area. The latest parking surveys of the roads and car parks nearby, undertaken in July 2017 also showed spare car parking capacity. Pump Lane Car Park was busy during the day but other locations had spare capacity.

The Highway Engineer therefore raises no objections to the further grant of planning permission.

The Highway Engineer also notes that the Council has carried out significant Town Centre improvement works in Station Road so that any changes to this area (ie. the new access) will have to be carried out in association with the Council's Highways Team. An informative has been added advising of the need for the applicant to contact the Council's Highways

Team before the commencement of works on site.

7.11 Urban design, access and security

Security

A condition is recommended to ensure that the scheme satisfies Secure by Design standards.

7.12 Disabled access

The Council's Access Officer reviewed the original application and advised that the proposal is acceptable from an access point of view and recommended a condition to ensure that the disabled bedrooms meet relevant standards. This condition forms part of the officer's recommendation.

7.13 Provision of affordable & special needs housing

Not applicable to this commercial development.

7.14 Trees, landscaping and Ecology

Landscaping

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires development proposals to retain and utilise topographical and landscape features of merit and to provide for new planting and landscaping wherever it is appropriate.

There are no trees or other landscape features of merit on this site which is entirely covered by buildings and hardstanding nor are there any landscape features nearby that may constrain development.

The proposals include a large sedum roof. The Council's Tree/Landscape Officer advises that landscaping should preserve and enhance the character and appearance of the area and that a landscape management / maintenance plan will be required to ensure that the roof planting and other landscape proposals are established and maintained in accordance with good practice. This has been secured by the recommended condition.

Ecology

The site does not provide any ecology interest at present and it is considered that the proposed sedum roof would be appropriate and improve wildlife habitat on this town centre site.

7.15 Sustainable waste management

The Council's Waste Services Manager advises that the provision for waste storage at the site will depend upon the standard of hotel to be provided, ranging from 9 eurobins for a 1 star hotel up to 21 bins for a 4/5 star hotel. A 18sqm bin refuse area within the car parking area is shown. It is considered that this would be capable of providing appropriate provision on site.

7.16 Renewable energy / Sustainability

The Council's Sustainability Officer advises that the submitted energy assessment is broadly sufficient but is not yet detailed enough at this stage to understand the final design solutions. The strategy includes a number of recommendations but it is not clear how or if these will be included within the final design. The officer recommends a condition that would ensure a detailed energy assessment is submitted prior to the commencement of development. This forms part of the officer recommendation.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer, as on the original scheme, raises no objection to the proposal, but does recommend the use of a condition to ensure that the scheme incorporates suitable sustainable drainage techniques and water saving

measures. This forms part of the officer's recommendation.

7.18 Noise or Air Quality Issues

Noise

Hillingdon does not normally apply planning conditions which seek to protect new hotel development from external noise. It is the responsibility of the developer to ensure that noise levels inside hotels meet an acceptable standard.

Given the nature of the development the main impact of the hotel on surrounding residential properties would be from any associated plant. An outline noise assessment has been submitted with the application. This establishes cumulative plant noise criteria that would need to be satisfied at the nearest residential property to comply with Council criteria. However, as the details of the proposed mechanical services plant have not been confirmed at this stage, it has not been possible to undertake a detailed plant noise prediction or to recommend specific noise control measures that may be required to meet relevant criteria. It recommends that a further assessment is undertaken once mechanical services plant has been specified.

The Council's Environmental Health Officer has reviewed the assessment and raises no objections with its findings or conclusions and recommends that conditions are attached to any permission to ensure that an appropriate noise rating level is established and noise and odour control measures are in place before any plant is used. These conditions have been included within the officer's recommendation.

Air Quality

The site is located within a Focus Area of an Air Quality Management Area. An Air Quality Neutral Assessment has been submitted which has been reviewed by the relevant EPU Officer.

The officer advises that air quality would exceed the benchmark for transport emissions and therefore mitigation will be required to reduce the excess emissions. Also, there may be a Combined Heat and Power (CHP) system at a later stage and if that turns out to be the case, a neutral assessment will be required for the facility at that point which has not been included in the current assessment.

The officer advises that although the Transport Statement advises that (i) of the twelve car parking spaces, six will be disabled car parking spaces; and three parking spaces will be fitted with electric charging points; (ii) secure covered parking will be provided for 16 cycles, with showering and locker facilities available for hotel staff, (iii) the operator of the hotel will encourage guests and other users to use sustainable modes of transport and (iv) a Travel Plan will encourage staff to use public transport and active modes of travel, these measures are generic and non quantifiable in terms of emission reductions required to meet the transport benchmark. Therefore a low emission strategy is required that clearly identifies the emission reduction necessary to meet the standards. The officer's recommended condition forms part of the officer recommendation.

The officer also advises that the proposal increases emissions from associated transport by an estimated 0.242 tonnes per year at an equivalent damage cost of £74,595. It is therefore incumbent on the developer to identify and implement mitigation to reduce emissions by at least this value. In the instance the developer chooses to enter a section 106 agreement with the LPA, £74,595 is to be paid for Hillingdon to deliver its air quality

local action plan and/or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels. This also forms part of the officer recommendation.

7.19 Comments on Public Consultations

Points (i) to (iv), (iv) and (vii) have been dealt with in the officer's report. As regards point (v) regarding water pressure, the relevant water company is made aware of the applications submitted to the Local Planning Authority through the weekly list and no concerns have been raised. Point (viii) does not raise a material planning consideration as regards the proposal.

In terms of the comments from the Hayes Town Partnership, whilst one of the existing hotel schemes in Hayes may have taken a while to attract a mainstream operator, the reason for this is not known and would have involved multiple commercial considerations. As regards the claim that the existing hotels are producing little direct economic benefit to the Town Centre, clearly with their presence, the potential to provide a greater benefit will exist and could be exploited. As regards the need for more comprehensive re-development on this side of Station Road, this is not a reasonable reason to withhold further planning permission as this scheme would not prevent adjoining sites from being re-developed.

7.20 Planning obligations

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

1. Travel Plan, including a £20,000 Bond,
2. Hayes Town Centre Improvements: £25,000 to include improvements to the adjoining Grand Union Canal and bike hire scheme,
3. £74,595 contribution towards an air quality local action plan and/or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduces human exposure to nitrogen dioxide levels
4. Construction Training: £2500 per £1m build costs + Coordinator Costs: 1000/7500 x £71,765 = £9556.66 or in kind provision.
5. Hospitality/Employment Training: In kind provision.
6. Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

The development also represents chargeable development under the Mayor's Community Infrastructure Levy which would equate to £35 per sq.m of floorspace (including within the basement car park) adjusted for inflation.

7.21 Expediency of enforcement action

The proposal does not raise any enforcement issues.

7.22 Other Issues

There are no other issues raised by this application.

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 proposal for a mixed use retails and hotel scheme within the Hayes town centre was originally granted planning permission on 30/7/14 (ref. 11563/APP/2013/2076). Since this approval, the site now also forms part of the Hayes Housing Zone and improvement works have been undertaken along Station Road. The various officers concerned have confirmed that these changes should not preclude a further grant of planning permission for the scheme.

Hayes town centre is one of the three preferred areas for hotel development within the borough. The application site lies close to Hayes and Harlington Station and its Station Road frontage forms part of the town centre's primary shopping area. The proposal retains the majority of this frontage in retail use, with only a narrow width providing the entrance and vehicluar access to the hotel.

The proposal does involve the loss of 4 small and undersized residential flats, but it is considered that the employment opportunities associated with a 64 bedroom hotel and the positive enhancement of this part of the town centre would justify this loss.

The scheme would be of an appropriate scale and represents a sympathetic design that, subject to suitable external materials being used which has been conditioned, positively enhance this rather rundown part of Hayes town centre. Furthermore, the scheme would not result in the loss of amenity to surrounding occupiers and it would not prejudice highway safety, with car parking at the site strictly controlled. The scheme makes appropriate provision to be able to cater for disabled persons. Conditions have also been added to ensure that the development makes appropriate contributions towards energy efficiency, water use savings and sustainable drainage.

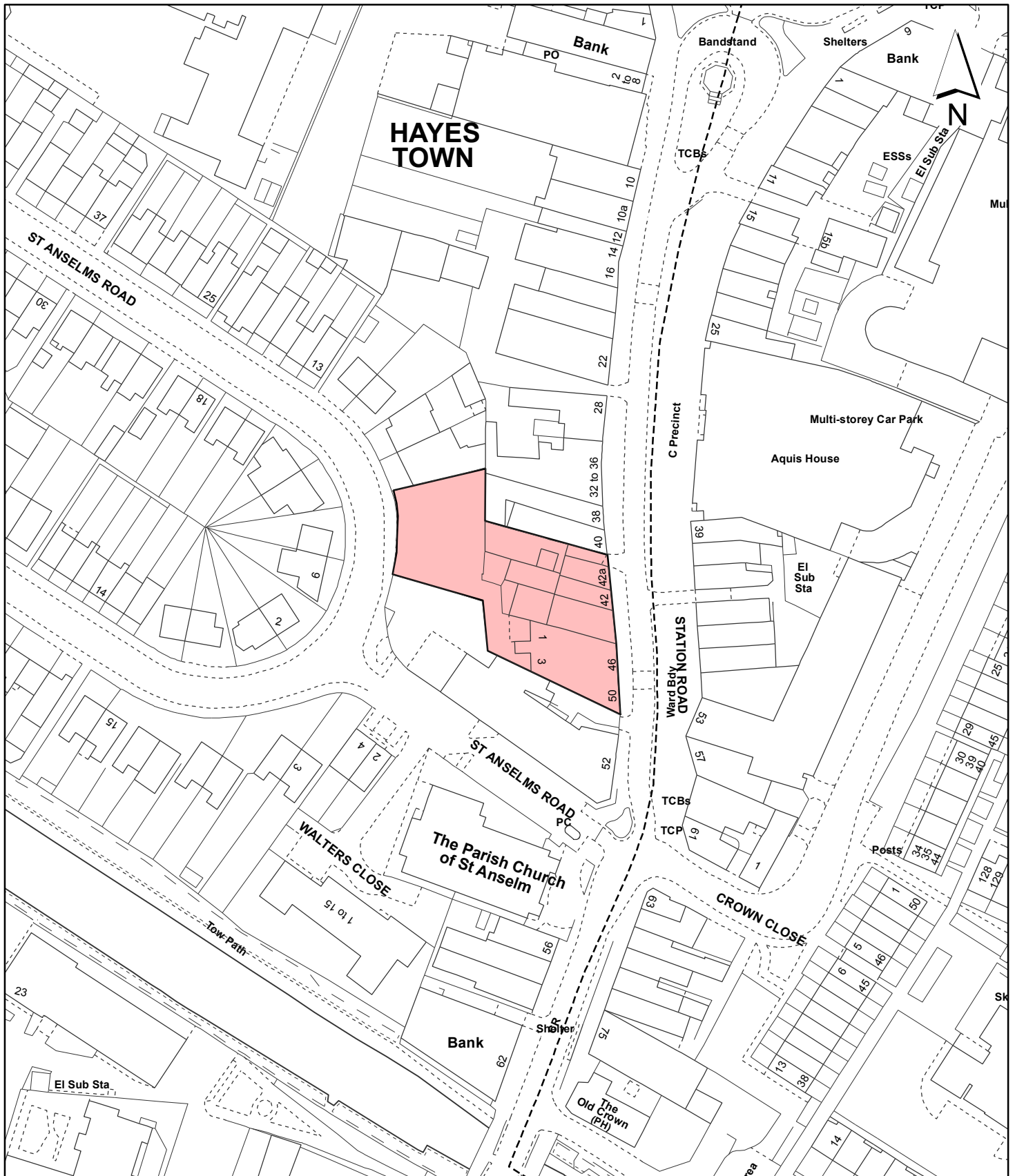
The scheme also provides a commensurate package of planning benefits and is recommended accordingly.



11. Reference Documents

National Planning Policy Framework (March 2012)
Planning Practice Guidance (March 2014)
London Plan (March 2016)
Hillingdon Local Plan (November 2012)
HDAS: 'Accessible Hillingdon'

Contact Officer: Richard Phillips

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">40a - 50 Station Road Hayes</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">11563/APP/2017/2071</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">December 2017</p>	