

Report of the Head of Planning, Sport and Green Spaces

Address AXIS HOUSE 242 BATH ROAD SIPSON

Development: Erection of a 5-storey 128 bedroom hotel including the excavation of a basement to provide 50 car parking and associated landscaping

LBH Ref Nos: 43794/APP/2017/3704

Drawing Nos: 15L08 Planning List of drawings
15L08PL04_12 Context elevation and sketchup views
15L08PL04_13 Sketchup views from Egerton way.
15L08PL04_01 Site plan as proposed
15L08PL04_02 Basement plan as proposed
15L08PL04_03 Ground floor plan as proposed
15L08PL04_04 First floor plan as proposed.
15L08PL04_05 Second floor plan as proposed.
15L08PL04_06 Third floor plan as proposed
15L08PL04_07 Fourth floor plan as proposed.
15L08PL04_08 Roof plan as proposed
15L08PL04_09 North and East elevations as proposed
15L08PL04_10 South and West elevations as proposed.
15L08PL04_11 Sections AA and BB as proposed.
15L08PL4_OSM_Site Location Plan 125C

Date Plans Received: 11/10/2017 **Date(s) of Amendment(s):**
Date Application Valid: 11/10/2017

1. SUMMARY

Planning permission is sought for the erection of a 5 storey (plus basement), 128 room hotel on the car park for Axis House. The principle of a hotel use at this site is supported by both the Local Plan (November 2012) and London Plan (2016). The proposal seeks to make efficient use of land by redistributing car parking spaces elsewhere on the site at surface level and basement levels.

The applicant is seeking permission for the erection of a 5-storey 128 bedroom hotel with associated car parking at basement and ground floor levels. The proposed hotel will also include a restaurant/bar on the first floor and will operate under Hilton's "budget" brand Hampton by Hilton.

This application follows a refusal of a larger 150 bedroom hotel development. This application is considered to address all of the previous reasons for refusals within the revised scheme. This application raises no significant adverse amenity issues to neighbouring occupiers. The car parking provision and highway access arrangements are considered to be sufficient and consistent with planning policy, including the arrangements for service delivery and guest drop off / collection.

The scheme is considered to comply with relevant policies within the London Plan (2016) and Hillingdon Local Plan: Part 1 (November 2012) and Local Plan: Part 2 (November 2012), and accordingly, approval is recommended subject to appropriate conditions and planning obligations.

2. RECOMMENDATION

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

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

1. To secure all necessary highway works including written agreement from the Local Planning Authority on the final proposed public realm improvements to the pedestrian environment.

2. To provide 50 allocated car parking spaces for residents of Axis House. No charges for residents car parking at surface or basement levels. The applicant cannot sell or rent the allocated car parking spaces to third parties. To provide details of temporary parking arrangements for residents of Axis House during construction.

3. The provision of a Travel Plan, including a bond of £20,000, which shall incorporate Sustainable Transport Measures such as a hopper bus service, a Construction Management Plan, a Construction Logistics Plan and a Service and Delivery Plan.

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

5. Hospitality Training contributions or an in-kind scheme.

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

7. Parking Survey : a contribution of £30,000 towards a parking study and the cost of works towards changes of traffic orders on Egerton Way.

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

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

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

c) If the Legal Agreement have not been finalised by the 25/01/2018 or any other date that may be agreed by the Head of Planning and Enforcement, that delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to agree to provide a Travel Plan, or undertake all

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

d) 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.

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

- 15L08 Planning List of drawings
- 15L08PL04_12 Context elevation and sketchup views
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- 15L08PL04_10 South and West elevations as proposed.
- 15L08PL04_11 Sections AA and BB as proposed.
- 15L08PL4_OSM_Site Location Plan 1250

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

REASON

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

3 COM5 General compliance with supporting documentation

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

Planning Statement produced by Brian Madge;
Air Quality Assessment produced by REC dated October 2017;
Arboricultural Report produced by Arboricultural Solutions dated October 2017;
Transport Statement produced by Monson dated October 2017;
Daylight and Sunlight Report produced by Flow Analysis Limited dated October 2017;

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

REASON

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

4 COM15 Sustainable Water Management

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

- i. Provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. Provide details of the body legally responsible for the implementation of the management and maintenance plan.
The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
 - iii incorporate water saving measures and equipment.
 - iv. provide details of water collection facilities to capture excess rainwater;
 - v. provide details of how rain and grey water will be recycled and reused in the development.
- vi. Micro drainage outputs to be re-submitted using Cv values and FEH.
- vii. BIA and Groundwater justification
- viii. Details of green/blue roof proposal conceptualised
- ix. Surface water

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

REASON

To ensure the development does not increase the risk of flooding in accordance with policy OE8 of the Local Plan: Part Two (November 2012) and policy 5.12 of the London Plan (2016).

5 COM9 Landscaping

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments
 - 2.b Car Parking Layouts for 102 car parking spaces including EV and disabled spaces
 - 2.c Hard Surfacing Materials
 - 2.d Provision of CCTV and secure entrance arrangements to the hotel, secure cycle parking spaces and basement car parking
 2. f Motorcycle Parking Spaces
 2. g Refuse storage and access

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

4. Schedule for Implementation

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and in pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to ensure the development provides a safe and secure environment in accordance and with Policies BE13, BE38 and AM14 of the Local Plan: Part Two (November 2012) and policies 5.11 (living walls and roofs), 5.17 (refuse storage), 7.1 (lifetime neighbourhoods), and 7.3 (designing out crime) of the London Plan (2016).

6 NONSC Air Quality

Prior to commencement of the development, a low emission strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. 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.

- 3) A clear and effective strategy 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 measures in the agreed scheme shall be maintained throughout the life of the development.

The Low emissions strategy shall make reference to The Mayor's '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).

REASON

To reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012) and paragraph 124 of the National Planning Policy Framework (2012).

7 NONSC Noise Mitigation

Prior to the commencement of development, a sound insulation and ventilation scheme for protecting the proposed development from road and air traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria.

Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road or air traffic noise in accordance with Policy OE5 of the Local Plan: Part Two (November 2012).

8 NONSC Ingress of polluted air

Prior to commencement of the development, a scheme detailing mechanical ventilation to be installed at the premises with the systems / filters required to extract NOx/NO2 from outdoor ambient air and secure indoor NO2 levels below 40ug/m3 shall have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out before the use/operation commences, and be thereafter maintained in perpetuity.

REASON

To safeguard the amenity of future users of the development in accordance with Policy OE1 of the Local Plan: Part Two (November 2012) and paragraph 124 of the National Planning Policy Framework (2012).

9 NONSC Contaminated land

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

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

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

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

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

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

REASON:

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

10 COM29 No floodlighting

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

REASON

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

11 COM31 Secured by Design

Prior to first use of the building as a hotel, the building shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police Designing Out Crime Officer (DOCO) on behalf of the Association of Chief Police Officers (ACPO).

REASON

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

12 COM7 Materials & Fenestration Detailing

No development shall take place until details of all materials (including physical samples where appropriate) are provided of external surfaces have been submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such thereafter.

REASON

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

13 DIS2 Access to Buildings for People with Disabilities

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

- (i) The access to the building entrances including the provision of non-slip surface and adequate lighting and use of clearly defined texture and visual contrasts;
- (ii) Further details of internal doors across circulation routes to incorporate a suitable zone of visibility.
- (iii) Details of the lift to facilitate the evacuation of disabled people in the event of a fire emergency.
- (iv) Details of blue badge car parking spaces (clearly marked).

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

REASON

To ensure that people with disabilities have adequate access to the development and to ensure that older and disabled people, and others who may be unable to evacuate by stairs, can leave the building independently during a fire emergency in an efficient, controlled and dignified manner in accordance with Policy R16 of the Local Plan: Part Two (November 2012) and policies 3.1, 3.8, and 7.2 of the London Plan (2016).

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

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

Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

The use of the site for long or short stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Local Plan: Part Two (November 2012). Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Unitary Development Plan (2012) and Chapter 6 of the London Plan (2016).

15 NONSC Accessibility

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

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

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with Policy AM13 of the Local Plan: Part Two (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2016).

16 NONSC Swept Path Analysis

Prior to the commencement of development, details of swept paths of typical delivery vehicles with a 300mm error margin should be submitted to demonstrate that there is sufficient space to manoeuvre in and out of the bay.

Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (2016).

17 NONSC CO2 Reductions

Prior to the commencement of development full details of the carbon reduction measures that conform to the energy strategy (Energy Statement, 1 June 2017, Ref. E691-ES-00) shall be submitted 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.

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 the London Plan Policy 5.2

18 COM9 Accessible Car Parking

Prior to the commencement of development, details relating accessible car-parking bays should be sited within 50m of the entrance. They should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010. This prescribed standard also states that an accessible parking space should be provided for every accessible bedroom, which in this instance should equate to 12 parking bays.

Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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 AM14 and AM15 of the Local Plan: Part Two (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2016).

19 H3 Coach and Cycle Parking

Prior to the commencement of development, details shall be provided illustrating 2 coach parking spaces, 6 long stay cycle parking and 3 short stay cycle parking in a secure and accessible location. Details shall also include changing and shower facilities alongside long stay cycle parking spaces.

Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure the provision of a safe and convenient access for cycle parking, prior to occupation in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan (2016).

20 OM19 Construction Management Plan

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) 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).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

(vii) 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 Unitary Development Plan (Saved Policies 2007).

21 NONSC Servicing and Delivery Plan

Prior to occupation, a Delivery and Servicing Plan (DSP), as referred to in the London Freight Plan, which identifies efficiency and sustainability measures to be undertaken once developments are operational shall be submitted to and approved by the Local Planning Authority in conjunction with TfL.

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

REASON

To to minimise congestion impacts and improve safety in accordance with Policies 6.13 and 6.14 of the London Plan (2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Development Plan, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.

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

3 I28 Food Hygiene

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

4 I3 Building Regulations - Demolition and Building Works

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

5 I23 Works affecting the Public Highway - Vehicle Crossover

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

6 I23B Heavy Duty Vehicle Crossover

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

7 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This

includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

8 I43 Keeping Highways and Pavements free from mud etc

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

9 I23 Vehicular Crossover

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

10

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

11 I60 Cranes

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

12

The proposed facility would be the subject of the Equality Act 2010 The applicant is advised to take the following into consideration with regard to this application:

- a. The accessible car-parking bays should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010.
- b. A suitable access route to the building should be provided from the car parking areas. Paths forming access routes should be a minimum of 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.
- c. Level access and adequate front door width are assumed. If this is not the case, level access should be provided and a minimum door width of 1000mm for a single door or 1800mm for a double door.
- d. The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009+A1:2010.
- e. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, i.e. infra-red or induction loop system, should be fitted to serve

all reception areas.

f. Seating of varying heights should be provided and sited close to reception.

g. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.

h. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004 (2013 edition). A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is likely to be required within the communal areas of the Hotel.

i. The accessible toilet proposed on the ground floor should be signed either "Accessible WC" or "Unisex". Alternatively, the use of a "wheelchair" symbol with the words "Ladies" and "Gentlemen" or "Unisex" would be acceptable.

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

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

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

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

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

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

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

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

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

s. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the

scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area. Such detail should be fully documented in the Design & Access Statement and submitted.

13

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

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

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

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

14

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

15

The development shall install a fat trap on all catering establishments and a non return valve shall be provided to avoid the risk of backflow during stormy conditions.

16

Adequate protection measures shall be employed to protect the trees on the footway of A4 Bath Road from damage/ destruction caused by construction activities. TfL reminds the applicant that TfL will not hesitate to prosecute/ make claim against the developer of the proposal if it has found that plants/ trees on the TLRN have been tempered/ damaged by construction activities related to the proposal.

17

All vehicles associated with the construction of the hotel must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst

undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>

18

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

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

c. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently during an 'all-out' evacuation.

Conclusion: revised plans should be submitted prior to any grant of planning permission, or, suitable pre-commencement conditions attached to any planning permission.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated within the car park of Axis House, 242 Bath Road. The site is currently used as a car park for Axis House, a former office building to the east. The site is bounded by Egerton Way to the north and the A4 (Bath Road) to the south and to the west is Strata House which is currently in use as an office. Beyond the A4 to the south, the area is characterised by a mix of hotels and offices. The area to the north of the application site is characterised by residential terraces. The site is located outside of the Heathrow Opportunity Area.

The existing car park was previously used by the offices at Axis House. In 2014, the offices were converted to form 64 residential units following a Prior Approval under ref: 43794/APP/2014/1542 and in 2015 Axis House was extended to form a further 7 units. The existing car parking is used by the residents of Axis House.

The site records a Public Transport Accessibility Level (PTAL) of 4 on a scale where 1 is the lowest and 6b the highest. 9 bus routes serve the bus stop located outside the site on Bath Road. The nearest tube stop is Heathrow Terminals 1,2 and 3 which is situated approximately 1.5km from the site.

3.2 Proposed Scheme

The applicant is seeking planning consent for:

- the erection of a 5-storey 128 bedroom hotel;
- provision of a restaurant/bar on the ground floor; and
- distribution of existing car parking spaces at basement and ground floor levels.

The proposed hotel is set away from the Doghurst Avenue terrace, situated to the north, by 30m. The proposed hotel would be set away from Strata House to the west by 5m and from the nearest habitable accommodation at Axis House by 10m.

3.3 Relevant Planning History

43794/APP/2013/3855 Axis House 242 Bath Road Sipson

Change of use of offices to 32 Flats (Application for Prior Approval under Schedule 2 Part 3 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended))

Decision: 07-02-2014 PRN

43794/APP/2014/1542 Axis House 242 Bath Road Sipson

Change of use of offices to 64 Flats (Application for Prior Approval under Schedule 2 Part 3 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended))

Decision: 27-05-2014 PRN

43794/APP/2015/1272 Axis House 242 Bath Road Sipson

Conversion of roof space to habitable use to include a rear dormer and a side dormer and 8 x rooflights to create 7 x 1-bed and 1 x 2-bed self contained flats with associated parking

Decision: 20-07-2015 Refused

43794/APP/2015/2822 Axis House 242 Bath Road Sipson

Conversion of roof space to habitable use to include a rear dormer and a side dormer and 17 rooflights to create 6 x 1-bed and 1 x 2-bed self contained flats with associated parking

Decision: 15-10-2015 Approved

43794/APP/2016/2814 Axis House 242 Bath Road Sipson

Details pursuant to conditions 4 (Landscaping) and 5 (Parking) of planning permission Ref: 43794/APP/2015/2822 dated 15/10/2015 (Conversion of roof space to habitable use to include a rear dormer and a side dormer and 17 rooflights to create 6 x 1-bed and 1 x 2-bed self contained flats with associated parking)

Decision: 31-10-2016 Approved

43794/APP/2016/4445 Axis House 242 Bath Road Sipson

Erection of a part 4-storey, part 7-storey 150 bedroom hotel (Use Class C1) including the excavation of a basement to provide 62 car parking spaces and associated landscaping.

Decision: 18-08-2017 Refused

Comment on Relevant Planning History

The planning application under ref: 43794/APP/2016/4445 (18/08/2017) was refused for three reasons:

- The application failed to provide a cohesive scheme, the proposal was considered to be out of keeping with the surrounding area;
- The application failed to provide adequate car parking;
- The size, scale, height and proximity of the proposal to neighbouring buildings was considered to cause overshadowing to neighbouring properties.

This application overcomes the reasons for refusal through:

- A revised design to ensure the proposed height, scale, massing and aesthetic appearance is in keeping with the local area;
- This application secures improvements to the immediate public realm to ensure the proposal responds to its immediate environment and ensures access and egress from the site is suitable;
- The car parking provision has increased for the residents of Axis House from 30 (under the previous proposal) to 50 (this proposal) for residents of Axis House; and
- The proposed footprint has been revised to ensure the building is set away from neighbouring properties. The applicant has supplied a daylight and sunlight report demonstrating the revised proposal would not result in the loss of daylight and sunlight to neighbouring properties.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

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

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE18 Design considerations - pedestrian security and safety
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- T2 Location of tourist accommodation and conference facilities
- T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **27th November 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was consulted on between 06/11/2017 and 27/11/2017. 7 objections were received to the application which are summarised below:

- Objection to the general height, bulk and massing which is considered too large in the context of the surrounding area;
- Height of the hotel to the rear backing onto Egerton Way is too dominant;
- The proposal is likely to result in overlooking into garden and rooms of the terrace to the rear;
- This proposal does not include privacy screens;

- Concerns raised that the car parking which residents of Axis House have been allowed to use would be lost;
- Concerns relating to noise;
- Concerns raised that the car parking during construction will not be available to residents; and
- Concerns relating to overshadowing.

Transport for London

- The site of the proposed development is on Bath Road, the A4, which forms part of the Transport For London Road Network (TLRN). TfL is the highway authority for the TLRN, and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. Therefore, the footway and carriageway on the A4, Bath Road must not be blocked during the construction of the hotel.
- All vehicles associated with the construction of the hotel must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>
- TfL notes the proposed level of car parking spaces is 50, TfL request the applicant investigate the possibility of reducing this provision consistent with the objective to reduce congestion and traffic levels and promote sustainable and public transport.
- This proposal should provide one coach parking space per 50 rooms for hotels, therefore this development should provide at least 2 coach parking spaces.
- The applicant should provide a minimum of 6 long stay cycle spaces which should be located in a secure, sheltered and accessible location. The applicant should also provided 3 short stay cycle spaces. It is advised the applicant provide long stay cycle parking spaces along with shower and changing facilities to encourage staff to cycle to the new development, whilst ensuring the objective to reduce congestion and traffic levels does not undermine walking, cycling and public transport.
- TfL is content the access arrangement to/ from the public highway will be via Egerton Way toward the back of the site, and TfL would like to state clear it would not support any later proposal for direct vehicular access from A4 Bath Road for highway safety reasons.
- A Staff and Guest Travel Plan should be produced to encourage the use of sustainable transport modes, such as walking, cycling and public transport. TfL also asks that an obligation to requiring the applicant provide a shuttle service to Heathrow airport, this can however be arranged through existing operator.
- TfL requests that a Construction Logistics Plan (CLP), as referred to in the London Plan Policy 6.3, which identifies efficiency and sustainability measures to be undertaken while developments are being built is submitted to and approved by the London Borough of Hillingdon in conjunction with TfL before construction work commences on site. TfL further requests that the submission of the plans should be secured via appropriate planning conditions/ obligations. Should be provided in accordance with TfL's CLP guidance to rationalise construction vehicles activities as well as improve safety to minimise risk of conflict with other road users.
- TfL requests that a Delivery and Servicing Plan (DSP), as referred to in the London Freight Plan, which identifies efficiency and sustainability measures to be undertaken once developments are operational is submitted to and approved by the London Borough of Hillingdon in conjunction with TfL prior to occupation. TfL further requests that the submission of the plans should be secured via appropriate planning conditions/ obligations.
- Adequate protection measures shall be employed to protect the trees on the footway of A4 Bath Road from damage/ destruction caused by construction activities. TfL reminds the applicant that TfL will not hesitate to prosecute/ make claim against the developer of the proposal if it has found that plants/ trees on the TLRN have been tempered/ damaged by construction activities related to the proposal.

Internal Consultees

ACCESS

No objections in principle, the application requires conditions to be attached to the permission requiring details and revised plans indicating how Policy 4.5 of the London Plan (2016) has been met.

This proposal to provide a 128 bedroom hotel would require amendments in order to meet the fundamental principles of London Plan policy 4.5. These are as follows:

1. Accessible car-parking bays should be sited within 50m of the entrance. They should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010. This prescribed standard also states that an accessible parking space should be provided for every accessible bedroom, which in this instance should equate to 12 parking bays.

2. In addition to the 10% provision of accessible rooms, in accordance with the 2016 London Plan policy 4.5, a further 5% should be capable of adaptation as stated in the following excerpt from the said British Standard:

i. 5% without a fixed tracked-hoist system;

ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;

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

3. 50% of the ensuite bathrooms within the required accessible bedrooms should have level access showering facilities, with the remaining 50% fitted with a bathtub.

4. The design of the accessible "DDA rooms" appeared not to have been designed to a recognised standard. Plans should detail room dimensions, particularly for the en suite bathrooms and confirm, within a Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS 8300:2009+A1:2010.

Informatives recommended

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

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

c. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled

people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently during an 'all-out' evacuation.

Conclusion: revised plans should be submitted prior to any grant of planning permission, or, suitable pre-commencement conditions attached to any planning permission.

HIGHWAYS

This is re-submission for the development of a site off Bath Road Sipson. The latest application is for a 128 bed hotel in the grounds of an existing car park at a site that fronts Bath Road Sipson. This reduction in bedrooms from the previous 150 bedrooms will result in less traffic to and from the site along with less parking demand. There is a Transport Statement by Monson dated October 2017 in support of the application. Bath Road is part of TfL's strategic road network but access to the site is via Boltons Way and Egerton Way, both local Council roads. Egerton Way is a narrow road with kerbside parking and local parking restrictions in place. The kerbside parking in Egerton Way is very well used. The access to Axis House and the service entrance for the adjacent hotel are located off Egerton Way.

The site has a PTAL value of 4 (good) but there will still be a reliance on private cars for trip making for a hotel of this size along with residential trips to the existing flats in Axis House. The proposed hotel is located on the car park that is used by residents of the adjacent Axis House residential development. 70 flats have access to the car park on site. The TS states that the car park has been under used since the flat conversion was completed in March 2016. Since the initial discussions with the applicant the on-site car parking fees have been removed and car parking demand has increased. The local roads surrounding the site are subject to on-street parking stress both during the day and nighttime periods.

The proposal is to reduce the level of on-site car parking to 30 spaces at ground level and 20 basement spaces (50 in total) to serve the 70 flats which equates to 1 space per 1.4 flats or 0.7 spaces per flat which is sufficient for the area. The existing cycle parking provision for Axis House will remain unaltered in the latest proposal. The new hotel with 128 bedrooms to be constructed on site along with a basement car park for 67 cars (20 for residents). As the car park is a shared facility with Axis House the car parking for the hotel provision (47 spaces) is a lot less than the 1 space per bedroom that is in Councils' Policies but is probably thought sufficient for the location, PTAL, and supporting Hoppa bus provision.

The TS estimated the trip generation of the new hotel would be 255 trips per day (21 trips in the AM peak) and these figure must be seen as a maximum but are additional. It is proposed that the existing access/egress arrangements for the residential use will be subject to minor alterations. A proposed hopper bus service that connects the hotel directly to Heathrow Airport terminals is supported and should be conditioned. The provision of adequate cycle parking facilities for the hotel can be conditioned along with refuse/recycling service. A Travel Plan strategy for the new hotel and the provision of a detailed Travel Plan should be conditioned along with a Construction Management Plan. The applicant has supplied schemes for improving the local public realm and improving the access to the new hotel. The latest scheme will improve the public realm of the area albeit it reduces the total on-street car parking by approximately.

I suggest the applicant makes a S106 contribution of £30,000 towards a Parking Study of the area as well as the costs of works and Traffic Orders for changes to Edgerton Way. On the basis of the above comments I do not have significant highway concerns over the latest proposals.

If the application is approved the following conditions are required:

- ECVP charging points (active and passive) in the car park
- No charges for residents parking on site or in the basement
- Secure covered cycle parking
- Hoppa Bus provision
- Refuse area and access
- No sale or rent of residents car parking spaces to others
- Travel Plan
- Construction Management Plan

TREES AND LANDSCAPING

The site is accessed via Bolton's Lane and Egerton Way - which defines the northern boundary. This application includes a roadside verge with a mix of trees and shrubs immediately to the south of the rear gardens of Doghurst Avenue.

There is an existing landscape buffer along the Bath Road and Boltons Lane boundaries. There are no tree or landscape planning constraints affecting the site although some of the existing planting contributes to the visual amenity of the area and has other environmental benefits in an area that suffers from poor air quality.

COMMENT

The site has been the subject of recent applications including ref. 2016/4445, which was refused. Since then pre-application discussions have taken place with a view to addressing the outstanding issues.

A tree survey by Arboricultural Solutions, based on the original survey of 2016, has been updated in October 2017. The survey has identified and assessed 29 individual trees and two groups. The survey concludes that there are no 'A' grade trees. 13 individual trees and groups are graded 'B' (moderate condition and value) - which should be retained as part of a new development if possible. The remaining tree are considered to be 'C' grade (poor) with one 'U' grade tree - which should be removed in the interests of good management Section 6.2 considers the impact of the development on the existing trees. Five of the 'B' grade trees/ groups will be removed to facilitate the development, together with some of the poorer quality specimens. The tree removal / retention plan(dwg. No. TRP_242BATHRD_2 Rev C) confirms that the better most of the better specimens (which include off-site trees on Bath Road and Egerton Way) will be protected and retained as part of the development. At 6.2.6 of the tree report a replacement planting strategy is described. The report also contains an Arboricultural Method Statement and Tree Protection Measures.

The site plan, ref. 15L08PL4_01, by Architects Network shows an indicative masterplan with planting associated with the new layout. There appears to be additional scope for planting along the south and east boundaries (labelled 'green space' on plan). The first floor plan indicates a roof garden above the groundfloor. This will be overlooked from within the building rather than used as a accessible amenity space. Most of the attention to the landscaping has focused on the Egerton Way frontage which was subject to pre-application discussion in attempting to resolve both highway and landscape concerns.

No objection is raised to the proposal subject to appropriate conditions.

SUSTAINABILITY (summary)

I have no objections to the proposed development subject to compliance with appropriate conditions

FLOOD WATER MANAGEMENT (summary)

Current proposal requires further refinement. Development shall not commence until full details are provided and agreed in writing by the local flood authority.

WASTE (summary)

Development must comply with the waste criteria for this type of development

7. MAIN PLANNING ISSUES

7.01 The principle of the development

London Plan Policy 4.5 'London's Visitor Infrastructure' states that the Mayor "will support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision especially in outer London."

Policy 4.5 also sets a target of 40,000 net additional hotel rooms by 2036 and identifies town centres, intensification areas and Opportunity Areas (once there is adequate public transportation to central London and other international and national transport hubs) as locations for additional provision beyond the Central Activities Zone (CAZ).

Policy T2 of the Local Plan: Part 2(November 2012) encourages the provision of a range of accommodation on sites easily accessible from Heathrow Airport provided the development does not conflict with the development plan.

The site is located within the Heathrow Opportunity Area. In the London Plan it is envisaged that the northern part of the Heathrow Opportunity Area will continue to benefit from airport related economic growth stemming from a number of activities including the provision of hotels and leisure/tourism. The proposed hotel will provide 128 rooms; but as it will be a budget hotel, neither conference nor meeting facilities will be provided.

Given the general support for additional hotel accommodation, particularly budget accommodation in outer London provided by policy 4.5 of the London Plan, and the supporting text to policy A4 of the Hillingdon Local Plan, there is no objection in principle to the proposal.

Employment

The application form submitted by the applicant indicates the proposal would provide 36 full time staff and 44 part time staff. In an effort to fulfil the requirements of London Plan policies 4.12 'Improving Opportunities for All', the applicant is required to guarantee that local residents benefit through jobs and training. Should the application be found acceptable, this would be secured by way of a clause within the Section 106 legal agreement.

7.02 Density of the proposed development

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

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

Not applicable to this application.

7.04 Airport safeguarding

The proposal would not conflict with aircraft safeguarding criteria. A condition requiring a bird hazard management plan is required.

7.05 Impact on the green belt

Not applicable to this development.

7.07 Impact on the character & appearance of the area

Good design is central to all objectives of the London Plan (2016) and is specifically promoted by the policies contained within chapter seven which address both general design principles and specific design issues. London Plan Policy 7.1 sets out a series of overarching design principles for development in London. Other design policies in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites.

Policy BE1 of the Local Plan: Part One (November 2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policies BE13 and BE19 of the Local Plan: Part Two (November 2012) seeks to ensure that the new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

Chapter 7 of the London Plan (2016) sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world class, high quality design and design led change in key locations.

The majority of the site would be occupied by the proposed hotel footprint, with drop off areas, service access and landscaping to the perimeter of the site. It is laid out in a box like shape. This form closely echoes the shape and size of the existing surface car park and enables incorporation of a dedicated drop-off zone at the entrance to the hotel which is designed to create a courtyard effect reflective of the main entrance.

Development on the site is constrained by a maximum building height threshold of 47m AOD that is governed by the adjacent NATS radar. The proposal at 5-storeys complies with the height restriction. The proposed hotel is slightly taller, and occupies a larger footprint than the immediate neighbouring buildings, nevertheless in the context of the wider Bath Road, the proposal is actually of a more modest scale than other hotel developments. Furthermore, unlike the previously refused scheme, the proposed building is considered to be of an acceptable height and scale for the application site.

The neighbouring residents have raised several objections over the height of the proposal and its overbearing impact on the terrace to the rear under the previous application and under this application. It is considered that though this proposal is taller occupies a larger footprint, with a distance of approximately 30m between the proposed hotel and the existing dwellings on Doghurst Avenue, the proposal is unlikely to result an unacceptable visual impact or result in an overtly dominant feature.

This application is a result of discussions and revisions with officers. The key difference between this proposal and the previously refused application is that the proposed development is of a smaller built foot print and of a lower height across the site. The proposed design features a neutral palette of materials which include grey brick, granite, translucent glazing and dark grey cladding at the upper level. The proposal is aesthetically in keeping with the adjacent properties, particularly when viewed in the wider Bath Road streetscene. The proposal is considered to overcome the design reason for refusal under planning ref: 43794/APP/2016/4445 (dated 18/08/2017) and is considered acceptable.

7.08 Impact on neighbours

The NPPF encourages positive planning to achieve high-quality architecture, reflective of local surroundings and materials with a good standard of amenity for all existing and future occupants of land and buildings (paras. 12 and 58). The scale and layout of the proposed development must duly have regard to the specific constraints of the site.

Policy BE19 of the Hillingdon Local Plan (November 2012) requires new developments within residential areas to complement or improve the amenity and character of the area.

Policy BE20 of the Hillingdon Local Plan (November 2012) and the HDAS - 'Residential Layouts' seek to ensure that new development does not result in harm to neighbouring occupiers through loss of daylight or sunlight. The daylight and sunlight assessment is under review.

Policy BE21 of the Hillingdon Local Plan (November 2012) seeks to resist developments which would result in significant loss of residential amenity by reason of their siting, bulk and proximity. The HDAS (2006) - Residential Layout provides further guidance on the interpretation of this policy. The proposed building should be located such that it would retain an appropriate relationship with existing properties on Doghurst Avenue. Specifically, the building should not impinge within 21m of the 45 degree line drawn from adjoining properties habitable windows, in accordance with Local Plan Policy BE24 of the Hillingdon Local Plan (November 2012) and relevant HDAS guidance. The new building complies with the 45 degree line as regards to Axis House.

The application is supported by a daylight and sunlight assessment produced by appropriately qualified consultants. The study considers the potential loss of daylight to the affected windows in Axis House and houses in Doghurst Avenue. It has been accurately quantified and the results have been objectively analysed using widely accepted BRE criteria. It is predicted that the loss of daylight due to the proposed new building is comfortably within accepted limits.

Privacy

The proposed hotel would be set approximately 30m from facing windows along Doghurst Avenue and as such it is not considered that the proposal would result in the loss of privacy. However, neighbouring residents have raised concerns with regards to perceived overlooking, particularly from the proposed windows on the northern elevation. This could be mitigated through the use of louvres, details of which would be secured by way of a condition should the proposal be found acceptable.

The proposed hotel features a number of windows on the eastern elevation of the proposed building which sits approximately 6m from Axis House (which does not have directly facing windows on the side elevation but does have windows facing onto Egerton Way) which could give rise to overlooking into habitable rooms at Axis House albeit from an oblique angle. The proposal would be subject to a condition requiring the windows on the eastern elevation to be obscurely glazed.

In accordance with Policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), it is considered that the proposal would not have a detrimental impact on the residents of Doghurst Avenue and Axis House. The proposal is considered to accord with Policy BE24 of the Hillingdon Local Plan: Part Two (November 2012).

7.09 Living conditions for future occupiers

It should be noted that there are no adopted planning standards in respect of privacy/overlooking between hotel guest bedrooms.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Policies AM2 and AM7 of the Local Plan: Part 2 (November 2012) are concerned with traffic generation, and access to public transport. Policies AM14 and AM15 of the Local Plan: Part Two (November 2012) sets out the standards for on-site parking.

This is re-submission for the development of a site off Bath Road Sipson. The application is for a 128 bed hotel in the grounds of an existing car park at a site that fronts Bath Road Sipson. This reduction in bedrooms from the previous 150 bedrooms will result in less traffic to and from the site along with less parking demand. There is a Transport Statement dated October 2017 in support of the application. Bath Road is part of TfL's strategic road network but access to the site is via Boltons Way and Egerton Way, both local Council roads. Egerton Way is a narrow road with kerbside parking and local parking restrictions in place. The kerbside parking in Egerton Way is very well used. The access to Axis House and the service entrance for the adjacent hotel are located off Egerton Way.

The site has a PTAL value of 4 (good) but Axis House, due to a lack of available amenities or a town centre in close proximity to the site, residents rely on private cars for access to services. The local roads surrounding the site are subject to on-street parking stress both during the day and night time periods. The proposed hotel is proposed to occupy the car park that is currently used in part by the 70 residential units at the adjacent Axis House development.

Under this proposal, the applicant seeks to provide a reduced level of on-site car parking to 30 spaces at surface level and provide 20 basement spaces (50 in total) to serve the 70 flats which equates to 1 space per 1.4 flats or 0.7 spaces per flat. Given the site's proximity to the airport and the number of buses that serve the site, on balance this level of car parking is considered to be of an acceptable level.

This application provides 47 car parking spaces for the 128 bedroom hotel, the proposed hotel would also be served by the Hoppa bus which would be secured by way of a clause within the Section 106. Given the number of buses that serve the site, the site's proximity to Heathrow Airport and the Hoppa bus service that will serve the hotel, the proposed level of car parking for the hotel is considered to be of an acceptable.

The existing cycle parking provision for Axis House will remain unaltered in the latest proposal. The new hotel with 128 bedrooms to be constructed on site along with a basement car park for 67 cars (20 for residents). Given the site's proximity to Heathrow Airport, the number of bus routes that serve the site and the supporting Hoppa bus provision, this is considered to be acceptable.

The applicant has supplied schemes for improving the local public realm and improving the

access to the new hotel. The latest scheme will improve the public realm of the area albeit it reduces the total on-street car parking. The Highways Officer requests that a contribution of £30,000 towards a Parking Study for the area and changes to the Traffic Orders on Egerton Way.

7.11 Urban design, access and security

The applicant seeks to provide public realm improvements along Egerton Way which was extensively discussed with officers and is considered necessary to ensure a high quality scheme is delivered and access and egress from the site is suitable. As such, public realm works is secured by way of a clause within the Section 106 whereby a final scheme would be agreed by the Council and work would be delivered by the applicant using an approved contractor. Public realm improvement is considered necessary to mitigate against the direct impacts of the proposal.

7.12 Disabled access

Policies R16 and AM13 of the Local Plan: Part Two (November 2012) seek to ensure that developments of this type incorporate inclusive design, as do policies 7.1 and 7.2 of the London Plan (2016). Furthermore, detailed guidance is provided within the Accessible Hillingdon SPD.

The hotel could achieve London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms, the details of which have been secured by way of a condition.

Subject to an appropriate condition, it is considered that the proposal would provide an inclusive environment for future users in accordance with 'saved' policies R16 and AM13 of the Local Plan: Part Two (November 2012) and policies 7.1 and 7.2 of the London Plan (2016).

7.13 Provision of affordable & special needs housing

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

7.14 Trees, landscaping and Ecology

Policy BE38 of the Local Plan: Part Two (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy BE39 of the Local Plan: Part Two (November 2012) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

Policy OL26 of the Local Plan: Part Two (November 2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

Policy 7.21 'Tree and Woodlands' of the London Plan (2016) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

The site as it stands is largely devoid of vegetation, albeit there are some trees off-site that lie close to the south eastern boundary of the site. A site survey has been submitted with the application which plots trees on and close to the site, the tree species, and their quality and spread. The trees in the vicinity are not protected by a Tree Preservation Order or by Conservation Area designations. The proposal is considered acceptable subject to conditions. TfL have commented on the scheme and requested an informative reminding the applicant that damage to trees along Bath Road as a result of this development could result in prosecution or claims against the developer.

7.15 Sustainable waste management

Policy 5.17 'Waste Capacity' of the London Plan (2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling. The ground floor plan indicates an area proposed to be used for refuse and recycling which is considered to be appropriate.

7.16 Renewable energy / Sustainability

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions. This policy requires major developments to demonstrate a 35% reduction in carbon dioxide emissions from a 2013 Building Regulations compliant development.

The application has been supported by an Energy Statement that is considered satisfactory to determine the application favourably albeit more information will be needed prior to commencement of the development. This additional information can be obtained through a planning condition.

Subject to conditions to secure the installation of measures in accordance with policies 5.3, 5.4, and 5.7 of the London Plan (2016), the scheme would be considered acceptable with regards to minimising carbon dioxide emissions and sustainable construction.

7.17 Flooding or Drainage Issues

Policy EM6 'Flood Risk Management' in Hillingdon Local Plan: Part 1- Strategic Policies (November 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding.

Policies 5.12 and 5.13 of the London Plan (2016) require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so.

Information has been submitted in respect of drainage, however the proposal includes the excavation of a basement and further information would be required prior to commencement to manage surface water/ ground water impacts.

7.18 Noise or Air Quality Issues

Policy OE5 of the Local Plan: Part Two (November 2012) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic

environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise. The proximity and nature of the proposal would require a form of noise attenuation. Details are expected to be submitted prior to commencement.

Policy 7.14 'Improving air quality' of the London Plan (2016) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

The Council's Environmental Protection Unit has been consulted on the application and raises no objection regarding noise or air quality. With respect of air quality and air quality monitoring, it is recommended that similar conditions and planning obligations are secured. Overall, the development would be considered to comply with 'saved' policy OE5 of the Local Plan: Part Two (November 2012) and policies 7.14 and 7.15 of the London Plan (2016).

7.19 Comments on Public Consultations

Please refer to the 'External Consultees' section of this report for details regarding public consultation.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

Policy R17 of the Local Plan: Part Two (November 2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory

consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

Non-monetary contributions:

1. Highways: to secure all necessary works adjacent to the site
2. The provision of a Travel Plan, including a bond, which shall incorporate Sustainable Transport Measures such as:
 - . a hopper bus service
 - . a Construction Management Plan,
 - . a Construction Logistics Plan and
 - . a Service and Delivery Plan.
3. Public Realm: Improvement to the public realm along Egerton Way including soft landscaping works along Bath Road, a scheme to be agreed in writing by the Council and carried out by an approved contractor.
4. Axis House Car Parking: 50 spaces to be made available and used by the residents of Axis House at no additional cost.
5. To provide 50 allocated car parking for residents of Axis House. No charges for residents car parking at surface or basement levels. The applicant cannot sell or rent the allocated car parking spaces to third parties. To provide details of temporary parking arrangements for residents of Axis House during construction.

Monetary contributions:

1. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered. A contribution towards co-ordinating costs may also be required.
2. Hospitality Training contributions or in kind scheme to provide apprenticeships and on the-job training for young people interested in pursuing a career in the hospitality industry
3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.
4. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement
5. Parking Survey - a contribution of £30,000 towards a parking study and the cost of works towards changes of traffic orders on Egerton Way.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

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

The Mayor of London's CIL has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

It is known by officers that existing occupiers of Axis House have raised concerns relating to prohibitive car parking charges. These concerns relate to a Prior Approval that were not allocated car parking as part of their approval.

Under this application, a clause within the Section 106 Legal Agreement secures 50 allocated car parking for residents of Axis House. The clause further prevents any additional car parking charges and prevents the car parking spaces from being sold/leased to third parties.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the

proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

There is no objection to the principle of the development to provide a hotel within this location which is designated as Heathrow Opportunity Area. The general design, size, height and massing of the proposed building is considered to address the previous reason for refusal and the proposal under this application is of a comparable to the general height and scale found on the surrounding Bath Road. It is not considered that the development would have any detrimental impact on the street scene or upon residential amenity.

The budget hotel would primarily serve Heathrow Airport, where most guests will arrive by public transport or taxi. Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off including the provision of car parking at the adjacent Axis House. These matters taken together are not considered to have any significant detrimental impact on the provision of car parking, existing highway network or on highway safety.

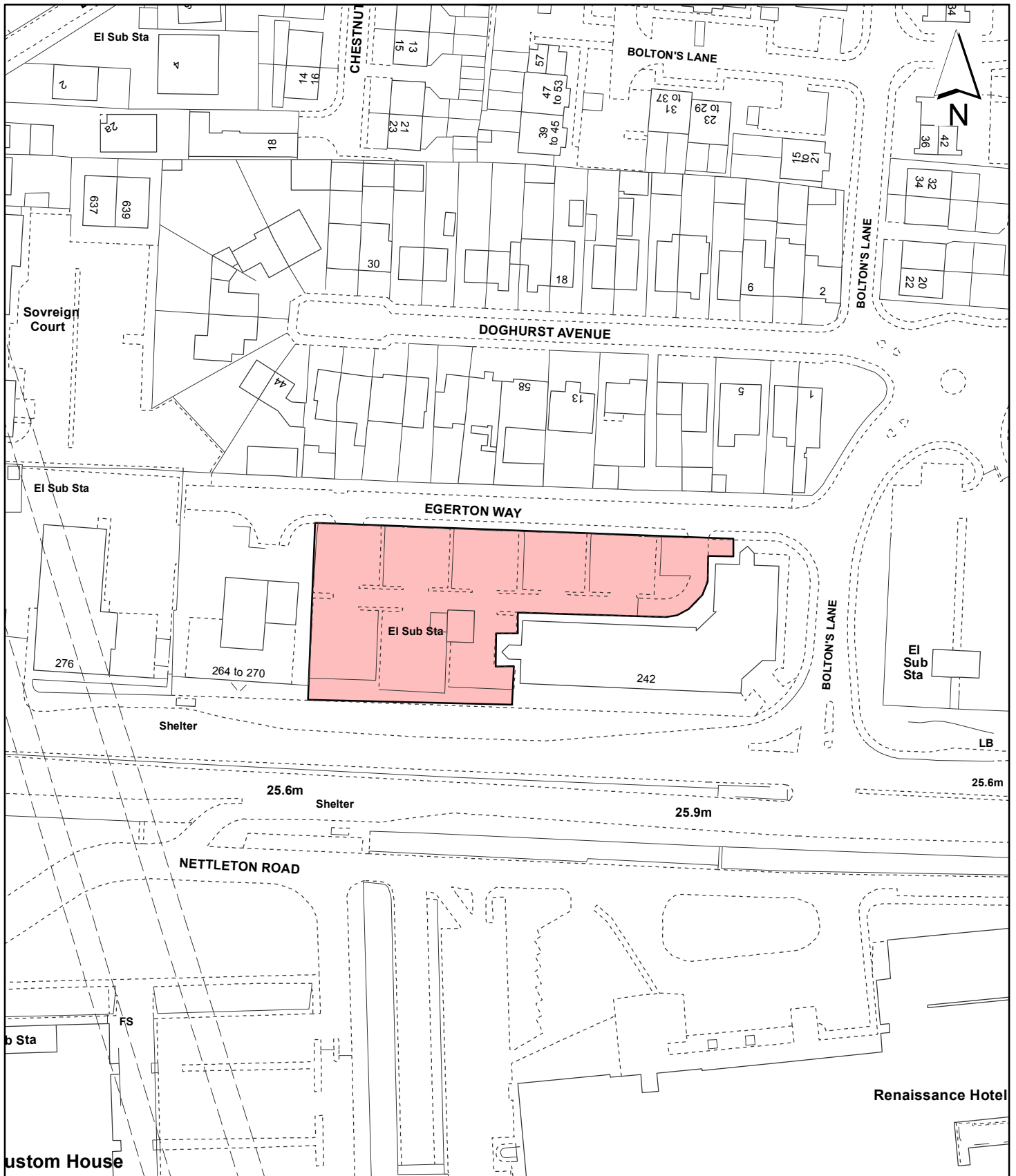
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Local Plan: Part Two (November 2012)
London Plan (2016)
National Planning Policy Framework (2012)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety
Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations
The Mayor's Housing Supplementary Planning Guidance

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<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;">Axis House</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;">43794/APP/2017/3704</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">December 2017</p>	
		 HILLINGDON <small>LONDON</small>	