

Report of the Head of Planning, Transportation and Regeneration

Address LAND AT 276 BATH ROAD SIPSON

Development: Redevelopment of the site for a 250-bed hotel (Use Class C1) and multi-storey car park, including landscaping, plant and associated works.

LBH Ref Nos: 35293/APP/2018/317

Drawing Nos: IBH-WIA-SK-A-0042-A_Sketch layouts to UA Bedrooms/Ensuite;
Drainage Strategy Report, Revision A (January 2018)
Energy and Sustainability Statement Version 2 January 2018
Flood Risk Assessment
Geotechnical Interpretive Report
Preliminary Ecological Appraisal
Traffic Management Plan
Transport Assessment
Workplace Outline Travel Plan
Agent's email dated 20/2/18
Agent's 2 emails dated 27/9/18
Noise Assessment
Written Scheme of Investigation for an archaeological evaluation
Outline Method Statement
Mechanical & Electrical Services Installation Services Strategy
NATS email dated 19/10/17
Planning Statement
Servicing Management Plan
Statement of Community Involvement
Addendum to Ecological Appraisal
Draft BREEAM Pre-Assessment
IBH-WIA-ZZ-XX-DR-A-000-0019 Rev. C
IBH-WIA-ZZ-XX-DR-A-000-0020 Rev. C
IBH-WIA-ZZ-XX-DR-A-000-0021 Rev. C
Design and Access Statement (as amended by agent's email dated 28/8/18)
IBH-WIA-ZZ-00-DR-A-000-0005 Rev. F
IBH-WIA-ZZ-00-DR-A-000-0006 Rev. F
IBH-WIA-ZZ-00-DR-A-000-0009 Rev. F
IBH-WIA-ZZ-ZZ-DR-A-000-0011 Rev. I
IBH-WIA-ZZ-ZZ-DR-A-000-0012 Rev. I
IBH-WIA-ZZ-GR-DR-A-000-0013 Rev. F
IBH-WIA-ZZ-01-DR-A-000-0014 Rev. F
IBH-WIA-ZZ-GR-DR-A-000-0010 Rev. F
IBH-WIA-ZZ-02-DR-A-000-0015 Rev. F
IBH-WIA-ZZ-RF-DR-A-000-0017 Rev. E
IBH-WIA-ZZ-03-DR-A-000-0016 Rev. F
IBH-WIA-ZZ-XX-DR-A-000-0018 Rev. I
IBH-WIA-ZZ-00-DR-000-0008 Rev. C

Date Plans Received: 29/01/2018 **Date(s) of Amendment(s):** 27/09/2018
Date Application Valid: 13/02/2018 20/02/2018

1. SUMMARY

This application seeks planning permission for a new 250 bedroom, 4 storey hotel and multi-storey car park behind a 623 bed hotel building that is currently under construction on the northern side of the A4 Bath Road opposite London Heathrow Airport, within the Heathrow/A4 Industrial Business Area. The hotel building currently being constructed would be divided to provide two separate four star hotels with different operators, although sharing back of house facilities. The proposed new hotel would be the third hotel on this site, being a budget hotel with the multi-storey car park sited behind the proposed new hotel serving all three facilities. The new hotel would be sited on a large part of the proposed surface car park that would have served the 623 bed hotel. Overall, 438 spaces would serve the 3 hotels, which represents an up-lift of 84 spaces on site, with the overall parking ratio reducing from 0.57 to 0.5 spaces per bedroom.

It is considered that there are no objections in principle to a further hotel on this site, as the hotel use has already been established.

The scheme at 4 storeys drops down in height as compared to the part 6, part 5 storey height of the hotel building at the front which respects the building hierarchy and importance of the A4 Bath Road frontage and its scale and massing has been set in from the sides and at the rear which maintains the built form and building spacing on site. The additional buildings would result in an increase in site coverage by built form on site, but it is considered that the scheme does maintain sufficient spacing to the side boundaries and between buildings to be acceptable, both in terms of the visual amenity of the site and the impact upon neighbouring commercial properties.

The development would not harm the openness of the surrounding Green Belt which abuts the adjoining industrial / commercial sites to the west and north as the building height is comparable to adjoining buildings so that only intermittent glimpses of the new buildings would be possible.

The Council's Conservation / Urban Design and Tree/ Landscape Officers do not raise any objections to the proposals, particularly since the developer has agreed to provide a green wall to the multi-storey car park, subject to conditions. The Council's Water and Flood Management Officer has not yet responded on the latest revisions to the scheme and their comments will be reported to committee via the Addendum report.

The Council's Highway Engineer and Environmental Protection Officer also do not raise

any objections to the scheme, subject to conditions.

The scheme has also been referred to the GLA and in their Stage 1 Report they have advised that the scheme does not raise any strategic concerns, subject to conditions and consider the scheme to be a high quality development with their main criticism being that too much parking is being proposed and revisions in this respect are required. The LPA take the view that although the scheme has reduced the overall parking ratio on site from 0.57 spaces to 0.5 spaces per bedroom, parking provision should not drop below this level (without evidence it is excessive), as it would establish a precedent in the area.

Approval is therefore recommended, subject to the recommended conditions, referral back to the Mayor and also to the Government Office for London and the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 to secure commensurate planning obligations.

An associated S73 application is also being presented to committee to revise the plan numbers and the wording of a number of the conditions attached to planning permission ref. 35293/APP/2015/3693 to allow the schemes to proceed.

2. RECOMMENDATION

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

- 1. That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.**
- 2. That the application be referred to the Secretary of State as a departure from the provisions of the Development Plan, in accordance with paragraph 3 of the Town and Country Planning (Development Plan and Consultations) (Departures) Directions 1999,**
- 3. That the Council enter into a legal agreement with the applicant under Section 106/Deed of Variation of the Town and Country Planning Act 1990 (as amended) to secure the following:**

- (i) Travel Plan, including a £20,000 Bond,**
- (ii) £75,000 contribution for the introduction and establishment of the new Heathrow Airport to Ruislip via Hayes 278 bus service (£25,00 for each year of first three years),**
- (iii) Construction Training: £2500 per £1m build costs + Coordinator Costs: $1000/7500 \times £71,765 = £9556.66$ or in kind provision.**
- (iv) Hospitality/Employment Training: In kind provision.**
- (v) Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.**

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

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

E) That if any of the heads of terms set out above have not been agreed and the Deed of Variation has not been finalised before the 5th December 2018, or any

other period deemed appropriate that delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

'The development has failed to secure obligations relating to a travel plan, public transport improvements, hospitality and construction training. Accordingly, the proposal is contrary to policies R17, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the NPPF.'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

IBH-WIA-ZZ-00-DR-A-000-0009 Rev. B,
IBH-WIA-ZZ-GR-DR-A-000-0010 Rev. B,
IBH-WIA-ZZ-ZZ-DR-A-000-0011 Rev. B,
IBH-WIA-ZZ-ZZ-DR-A-000-0012 Rev. B,
IBH-WIA-ZZ-GR-DR-A-000-0013 Rev. B,
IBH-WIA-ZZ-01-DR-A-000-0014 Rev. B,
IBH-WIA-ZZ-02-DR-A-000-0015 Rev. B,
IBH-WIA-ZZ-03-DR-A-000-0016 Rev. B,
IBH-WIA-ZZ-RF-DR-A-000-0017 Rev. B,
IBH-WIA-ZZ-XX-DR-A-000-0018 Rev. B,
IBH-WIA-ZZ-XX-DR-A-000-0019 Rev. C,
IBH-WIA-ZZ-XX-DR-A-000-0020 Rev. C,
IBH-WIA-ZZ-XX-DR-A-000-0021 Rev. C,
IBH-WIA-SK-A-0042-A_Sketch layouts to UA Bedrooms/Ensuites

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

REASON

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

3 COM5 General compliance with supporting documentation

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

Accessibility Standards [Design and Access Statement, as amended by the agents email dated 28/8/18 and attached Drw. No. IBH-WIA-SK-A-0042-A_Sketch Layouts to UA Bedroom/ Ensuites]

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

REASON

To ensure that the development complies with the objectives of Policies 4.5 and 7.2 of the London Plan (March 2016).

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

Prior to the above ground works, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Means of enclosure/boundary treatments
- 2.c Car Parking Layouts (including demonstration that 44 spaces are served by active electric charging points and 44 spaces would be easily convertible (passive charging),
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

- 3.a Details of the inclusion of a living wall to the multi-storey car park and (part of) the roof of the hotel building

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Other

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

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

REASON

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

5 COM31 Secured by Design

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

REASON

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

6 NONSC Construction Logistics Plan

Prior to the commencement of works on site, a Construction Logistics Plan (CLP) which identifies efficiency and sustainability measures to be undertaken while the development(s) is being built and is drawn up in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG, shall be submitted to and approved in writing by the Local Planning Authority. The construction works shall be carried out in strict accordance with the approved plan.

REASON:

To ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the adjoining A4 Bath Road and minimizes emissions, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.14 of the London Plan (March 2016).

7 NONSC Car Park Management Plan

The car parking facilities provided at the hotel shall be used by hotel guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the development, a car parking management strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. A review mechanism should also be included to assess the level of usage of the car parking spaces and to explore the feasibility as to whether any of the car parking provision could be released, at least on a temporary basis, to provide additional amenity/landscaping space. 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

To ensure that the car parking facilities at the site are only used by hotel guests, visitors and staff and to provide a mechanism whereby some of the car parking could provide additional amenity / landscaping space if the overall demand for parking at the site does not materialize, in accordance with Policies A4, BE38, AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 6.1 and 6.13 of the London Plan (March 2016) and to advice in NPPF to restrain the use of private cars and

encourage travel by alternative modes.

8 NONSC Delivery and Servicing Plan

Prior to the occupation of development details of a Delivery and Servicing Plan which identifies efficiency and sustainability measures to be undertaken once the development(s) is operational shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries/servicing during am and pm peak hours.

REASON

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

9 NONSC Cycle Parking and Facilities

Notwithstanding the numbers stated in the Transport Statement, prior to the commencement of works on site, details of the cycle storage provision to include a minimum of 13 long stay and 5 short stay cycle parking within a secure, sheltered and accessible location that meet the requirements in the London Cycle Design Standards shall be submitted to and approved in writing by the Local Planning Authority. Details of supporting facilities should also be provided for long stay cyclists such as lockers, shower and changing facilities.

The approved parking and supporting facilities shall be retained on site for so long as the development remains in existence.

REASON

To ensure that appropriate cyclist facilities are provided in accordance with Policy 6.9 of the London Plan (March 2016).

10 NONSC Bird Hazard Management Plan

Prior to the above ground works, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

11 NONSC Control of Lighting

Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

REASON

To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare in accordance with Policy A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

12 NONSC Non Standard Condition

Prior to the occupation of the hotel, details of a scheme to improve site legibility and wayfinding on the site, together with an appropriate lighting strategy, shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall be retained and maintained in reasonable working order for the duration of the development.

REASON

To ensure that access arrangements to the hotel are clearly marked to ensure efficient use, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

13 NONSC Energy

Prior to the above ground works, full details of the low and zero carbon technology to be used shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the specification and location of the technology to be installed in the plant and the subsequent environmental conditions (emissions for the CHP unit and noise for the heat pumps). The details shall demonstrate how the technology meets the requirements of the outlined energy strategy (Caldwell, V2 January 2018). The development must proceed in accordance with the approved plans.

REASON

To ensure the development achieves a 35% reduction in CO2 in accordance with Policy 5.2 of the London Plan (March 2016).

14 NONSC Contamination

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors inline with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

15 NONSC Ecological Enhancement Scheme

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

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

REASON

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

16 NONSC Air Quality - Operational Phase

Prior to occupation details of a Low Emission Strategy (LES) shall be submitted to, and approved in writing by, the Local Planning Authority. The LES shall include, but not be limited to;

any CHP or gas boilers associated with the development to conform to the standards for Ultra Low NOx boilers as required in the GLA Sustainable Design and Construction SPG; setting of targets for the use of low/zero emission vehicle technologies for the servicing and delivery vehicles associated with the operation of the hotel; active promotion of cleaner vehicle technologies for all users of the development with targets set for increased trips by zero emission vehicles, this may include consideration of the provision of electric shuttle buses to the airport; enforcement of no idling policy for users of the site.

REASON

To ensure that the operation of the hotel minimizes its impact on air quality, in compliance with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

17 NONSC No Additional Plant/Extension

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no plant, equipment or development/extension shall be installed/undertaken that would increase the overall height of the building hereby permitted unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the visual amenities/ openness of the surrounding Green Belt and to safeguard the safe operation of Heathrow Airport, in accordance with Policies OL5 and A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

INFORMATIVES

1 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 - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

2 I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

3 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).

4 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions

LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2016) Aviation
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 8.2	(2016) Planning obligations
OL5	Development proposals adjacent to the Green Belt
EC5	Retention of ecological features and creation of new habitats
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures

OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LE2	Development in designated Industrial and Business Areas
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when

requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

6

For further information please refer to Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety).

Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety).

7

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 <http://www.aoa.org.uk/policy-campaigns/operationssafety/>).

8

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds.

Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operationssafety/>).

9

The applicant is advised that the GLA advise that in accordance with Policy D11 of the draft London Plan, a fire statement, produced by a third party suitably qualified assessor and agreed with the London Fire Brigade should be submitted.

10

Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking construction work, separate licences may be required from TfL. Further advice can be found at <https://www.tfl.gov.uk/info-for/urban-planning-andconstruction/highway-licences>.

11 170 **LBH worked applicant in a positive & proactive (Granting)**

In dealing with the application the Council has implemented the requirement in the Nation:

Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

12 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a roughly square shaped plot of approximately 0.61 hectares located immediately to the rear of a large 623 bedroom hotel which is currently under construction and nearing completion on the north side of Bath Road, at its junction with Heathrow Boulevard, opposite London Heathrow Airport. This application site, together with the site of the adjoining hotel previously formed the former Technicolor Limited site. The application site, the subject of this application was originally included within the application site for the 623 bedroom hotel and it was shown as providing surface car parking.

The site is bounded to the west and north by office buildings/warehouses within Heathrow Boulevard estate, beyond which is farmland that forms part of the Green Belt. The site is bounded to the east by industrial warehouses within the Airport Gate Business Centre beyond which is a recreation ground and residential properties in Blunts Avenue. To the south the site is bounded by the newly constructed hotel, with the A4 Bath Road dual carriageway beyond, on the opposite side of which are airport related buildings and extensive surface car parks falling within the Heathrow Airport boundary.

Access into the new site would be from Bath Road, via the existing access road which enters the larger site to the front of the currently under construction hotel from the private

access road serving Heathrow Boulevard from the west and then along the front and eastern side of the hotel.

The site falls within the Heathrow/A4 Industrial and Business Area as designated in the Hillingdon Local Plan (November 2012) and forms part of a Locally Significant Employment Location (LSEL) and an Opportunity Area within the London Plan. Bath Road is designated as a Strategic Route and open land beyond the commercial/industrial units to the north, east and west is designated as Green Belt. The site is within an AQMA and it should be noted that the site also falls within the area earmarked for a proposed third runway at Heathrow.

3.2 Proposed Scheme

The proposal is for a new 250 bedroom, 4 storey budget hotel located to the rear of the part 5 storey, part 6 storey 623 bedroom four star hotel building which is currently under construction and nearing completion at the front of the larger site, together with a 4 storey multi-storey car park at the rear of the new hotel. The proposed hotel building would have a flat roof and a square shape, surrounding an internal courtyard with 2 small projecting wings, one on the western side and one on the rear elevations. The multi-storey car park would have a similar overall height to the new hotel and provide parking on 4 split levels for 257 vehicles. Together with retained surface car parking, a total of 438 spaces serving the 3 hotels would be provided.

The new hotel and multi-storey car park would maintain a roughly similar width and central siting within the site as the existing hotel building being constructed on the larger site. The new hotel would be set back some 17.2m from the rear elevation of the existing hotel building and the new hotel would maintain an 11m separation distance from its rear facing bedrooms to the car park. Although the projecting rear wing would be sited within a metre of the car park, this does not contain any rear facing windows, with the hotel bedroom windows being positioned on the sides. Due to the narrowing of the site towards the rear and the widening of the car park at the rear, the separation gaps to the side boundaries would reduce towards the rear, with the car park maintaining a gap of 4.8m to the western side boundary and 5.9m to the eastern side boundary. The set back of the car park from the rear boundary of the site would range from 2.9m to 6.9m due to the angled boundary.

Access to the hotel would utilize the consented access route from the A4 Bath Road, via Heathrow Boulevard. The vehicular access road would pass in front of the 623 bedroom hotel and the taxi/coach drop-off point and then continue along the eastern side of the hotel to access the consented surface parking at the rear of the site. The access would now encircle the proposed new hotel, passing underneath the projecting wing at the rear of the hotel. This would provide access to the retained surface parking at the rear and to the sides of the hotels, the shared servicing/ delivery yard on the western side of the 623 bed hotel and also provide access to the multi-storey car park at the rear of the hotel. A drop off facility would be provided adjacent to the entrance of the new hotel and a service area provided for refuse and smaller deliveries on the eastern side of the new hotel.

The entrance to the new hotel would be on the south eastern corner where it would be visible along the vehicular and pedestrian access route along the eastern side of the 623 bedroom hotel. A wrap around ground floor canopy over the entrance would emphasis and define the entrance.

This application should be considered in conjunction with a related application (35293/APP/2018/538 refers) which is also presented to this committee and which seeks

to make the necessary alterations to the permission for the hotel currently being constructed on the adjoining blue lined site in order to allow both schemes to be implemented.

This application is supported by the following documents:-

Design and Access Statement:

This provides a overview and summary of the project, outlines the planning history and goes on to describe the hotel brand, focusing upon the types of bedroom accommodation provided, together with the site location and recent history of the site. The report then goes on to discuss various aspects of the proposals design and impacts, including site massing, site views and context, green belt impact, site approach, materials and finishes, access, landscaping and car park design strategy.

Planning Statement:

This provides an introduction to the proposal, outlines the planning background to the application and the structure of the statement and the documents included in the application submission. The site and surrounding area are described and the planning history detailed. The statement goes on to describe the pre-application process that was undertaken on the proposal, relevant planning policies and then provides a planning assessment of the proposals, including the principle of development and land use, design, green belt, accessibility, sustainability, transport, flood risk and drainage, ecology and biodiversity, land contamination, noise, archaeology. The statement concludes that the scheme seeks to optimize development on the site, will provide further employment and the proposal complies with relevant planning policy and represents sustainable development and should therefore be granted planning permission.

Transport Assessment:

This provides an introduction to the assessment and describes the site and the existing highway network, together with local public transport services and the pedestrian and cycling environments. The report then briefly describes the baseline traffic surveys undertaken and surrounding committed development from which traffic growth rates are extrapolated. Relevant policy is then discussed and parking standards outlined. The proposals are described, together with the various servicing arrangements. The report then assesses the trip generation associated with the development and relates this to possible highway impacts, particularly on junction capacity. The car park management plan to be put in place is then briefly discussed before conclusions are provided, notably that there are no highway reasons to object to the proposal.

Traffic Management Plan:

This describes the traffic management practices and arrangements that will be put in place during the construction phase of the new hotel and car park.

Servicing Management Plan:

This is a preliminary document which sets out the delivery protocols that will apply to all three hotels which will share the internal road network, car parking, cycle parking, coach parking and servicing areas in order to minimize the impact on the environment.

Workplace Outline Travel Plan:

This outline document highlights the initial measures that will be put in place to help reduce reliance on the private car for staff at the three hotels, particularly single occupancy trips.

Written Scheme of Investigation for an archaeological evaluation:

This report is dated 17 September 2015 and describes the site background, relevant policy and the archaeological background of the area, mainly derived from Excavation works at the adjoining Airport Gate site. An outline of the methodology that will be employed to investigate the archaeological significance of the site is provided and involves excavating 22 evaluation trenches. The objectives of the evaluation are then set out, together with timeframes for the works.

Noise Assessment:

This provides an introduction to the study and outlines relevant acoustic noise criteria. Details of the environmental noise survey undertaken towards the end of 2016, before much of the construction work on the adjoining Holiday Inn had commenced, are given and results presented. It goes on to specify the noise mitigation and acoustic performance of the building materials that will be required in order for internal noise levels to satisfy the hotel operator's brand standards and the less onerous Building Regulations 2010. The report acknowledges that at the time of its preparation, the location of mechanical plant was unknown.

Flood Risk Assessment:

This is dated September 2015 and covers the larger site. Policy background and design guidance is described and an analysis of flood probability and hazard at the site discussed. The management of surface water is described and conclusions are presented.

Drainage Strategy Report, Revision A (January 2018):

This describes existing drainage provision and assesses drainage options for appropriate surface water and foul water drainage strategies. The report goes on to advise of the implications of the construction phase and puts forward maintenance regimes.

Mechanical & Electrical Services Installation Services Strategy:

This provides the general specification of the various mechanical and electrical services such as lighting, ventilation, CCTV and fire alarms that will be installed on the different elements of the hotel.

Preliminary Ecological Appraisal, September 2015:

This advises that due to the length of time the site has been vacant and the former factory buildings demolished in 2009/2010, recolonisation of the hardstanding has taken place by various flora and fauna. However, the habitats present are considered to be of low ecological value but the vegetation does provide suitable habitats for invertebrates and bird species. Therefore, in order to mitigate the loss, the landscaping scheme should include species beneficial to wildlife and artificial nest sites should be created. This would be controlled by condition.

Addendum to Ecological Appraisal, dated 16/10/17:

This advises that since the original Ecological Appraisal in September 2015, much of the site has been subject to ongoing development as a hotel for Holiday Inn. An inspection of the undeveloped area to the rear of the development carried out in October 2017 revealed that it currently consists of hardstanding and is being used as a car park for construction workers on site and for storage of building materials. There are no remaining ecological features within the confines of the site and thus there are no ecological grounds to oppose the development of the remainder of the site as an Ibis Hotel.

Energy and Sustainability Statement V2, January 2018:

This assesses the proposed development against relevant policies and standards and reviews energy technologies. The report advises on the most appropriate technologies to

achieve the 35% carbon emission reduction.

Draft BREEAM Pre-Assessment:

This presents the results of the BREEAM assessment undertaken for the proposed Ibis hotel.

Geotechnical Interpretative Report, September 2015:

This report primarily concerns the Phase 1 development of the 623 bed hotel, but it does relate to the whole site and provides geotechnical recommendations, mainly for the design of the foundations, having regard to the soil conditions, including previous geoenvironmental investigations which have identified high concentrations of hydrocarbons and free phase product.

Statement of Community Involvement:

This describes the public consultation undertaken on the proposals with the local community and organisations prior to submission and outlines the responses received.

3.3 Relevant Planning History

Comment on Relevant Planning History

The original permission for the hotel currently being constructed on the larger site was approved on 28/5/10 (App. No. 35293/APP/2009/1938 refers). That permission was subsequently amended by a S73 application approved on 31/10/16 to allow the addition of an extra floor, internal and external alterations to the building, involving extension of the building within the internal courtyards and on the new fifth floor and alterations to the parking/landscaping layout (App. No. 35293/APP/2015/3693 refers).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

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

Part 2 Policies:

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 4.5	(2016) London's Visitor Infrastructure
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(2016) Aviation
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality

LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 8.2	(2016) Planning obligations
OL5	Development proposals adjacent to the Green Belt
EC5	Retention of ecological features and creation of new habitats
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE2	Development in designated Industrial and Business Areas
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with

- disabilities in development schemes through (where appropriate): -
- (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th March 2018**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

96 surrounding commercial and residential properties were consulted on 22/2/18, together with the Harmondsworth and Sipson Residents' Association, a site notice was displayed outside the site on 27/2/18 and a press notice was put in the local paper on 7/3/18. 1 response has been received from the operators of the adjoining 'Heathrow Boulevard' business park, raising the following concerns:

- (i) No objections are raised to the principle of a hotel on this site and recognize that there is demand for hotel accommodation within the vicinity of Heathrow Airport and acknowledge that a hotel use would ultimately be complimentary to a business park environment,
- (ii) Objections have previously been raised to the 623 bed hotel as regards scale, massing design, as well as the sub-standard level of car parking and potential traffic movements, particularly as regards the junction of the site access with the A4 Bath Road. A further hotel and a multi-storey car park would have a further negative impact on the adjacent office buildings. With the Ibis Hotel, this would result in substantial site coverage and overdevelopment of the site and the scale massing and design of the structures would have little regard to the amenity and setting of the adjoining officer buildings or the impact on the Green Belt,
- (iii) The proposal, due to the substantial massing and bulk of the hotel and car park in such close proximity to the boundary would appear unduly overbearing and result in significant loss of light to the occupiers of the neighbouring office building to the north, known as Heathrow Boulevard 4. This could reduce the ability of letting the building.

Heathrow Villages Conservation Areas Advisory Panel:

I am writing on behalf of the Heathrow Villages Conservation Areas Advisory Panel. Although this proposal is not in one of our conservation areas it would have an effect on them as it would increase the intensity of use and gap-filling of land adjoining the Green Belt. It would also cause an increase in traffic and pollution in the area. We would therefore prefer it did not get permission, particularly as

the number of new hotel rooms being built close to Heathrow far exceeds the total in the Local Plan.

GLA (Summary):

London Plan and draft London Plan policies on hotel use, loss of employment land, urban and inclusive design, climate change, and transport are relevant to this application. Whilst acceptable in principle, the application does not fully comply with the London Plan and draft London Plan; the following matters should be addressed:

- Principle of development: The intensification of a previous extant consent for hotel use on this site within the Heathrow Opportunity Area is supported. The proposal complies with Policy 4.5 of the London Plan and Policy E10 of the draft London Plan.
- Urban and inclusive design: Design broadly supported. The proposed inclusive design measures must be secured through conditions.
- Climate change: The carbon dioxide savings exceed the targets set within the London Plan and draft London Plan. Proposed measures must be secured through conditions.
- Transport: The applicant and Council must work with the GLA and TfL in addressing concerns raised (in particular on significant reduction of the amount of car parking); and limiting its use to hotel guests; increase in cycle parking; and securing of a construction logistics plan and a delivery and servicing plan). As it stands, the proposal does not comply with transport policies of the London Plan and draft London Plan.

TfL:

- The site of the proposed development is on the A4, Bath Road, 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.
- The footway and carriageway on the A4 must not be blocked during the construction of the development. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A4, Bath Road.
- All vehicles associated with the development 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-andconstruction/highway-licences>
- TfL notes the proposed level is 257 which is considered contrary to London Plan policy 6.13. The current London Plan states "In locations with a PTAL of 4 -6, on-site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing". Therefore, TfL requests the reduce this provision consistent with the objective to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport.
- The amount of cycle parking should be increased to 13 long-stay and 5 short stay cycle parking spaces, in line with the current London Plan, policy 6.9. These spaces should be located in a secure, sheltered and accessible location.
- Where double-decker cycle storage racks will be provided, it is recommended that they should have a mechanically or pneumatically assisted system for accessing the upper level, as many people find using these spaces difficult. The product must also allow for double-locking. Minimum aisle widths, as set out in the London Cycle Design Standards (LCDS) must be met in order for these stands to be usable.
- Additionally, please note that the London Plan refers to the need for "easy access" and catering "for cyclists who use adapted cycles". This is an accessibility requirement. The London Cycle Design Standards (LCDS) states that 5% of stands ought to be able to accommodate larger cycles. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally is to provide a mix of types of cycle stands, preferably including the Sheffield

style of stands. All supporting facilities should also be provided for long stay cyclist as lockers, shower and changing facilities.

- 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.

- 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.

Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN).

GLAAS:

Recommend No Archaeological Requirement

The GLHER received an archaeological evaluation report from Museum of London Archaeology for a previously consented scheme on this site. In view of the modern disturbance and lack of significant features found in the trial trenches, I conclude that the proposed development is unlikely to have a significant effect on heritage.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

No further assessment or conditions are therefore necessary.

NATS:

NATS operates an aeronautical beacon, known as London DVOR/DME in the vicinity of the site in question.

NATS has been working with the applicant's agents over the last two years in respect of ensuring that its infrastructure's integrity is not impaired due to various construction activity at this site.

Over the last few months, NATS has engaged with the applicant and White Ink Architects around the planning application in question, specifically around the details regarding the highest parts of the proposed building. White Ink have submitted drawing IBH-WIA-SK-A-0027-A to NATS, this drawing is shown overleaf and satisfies NATS that the elevation of the building is mostly below the agreed height limits. The limited areas protruding through the limit, have been agreed with NATS and do NOT exceed 39.5m AOD. Furthermore, these exposed areas are clad in materials which have been agreed with NATS, specifically Marley Eternit Fibre.

Accordingly, NATS has no objections to the proposal. It should be noted however, that this application is at the utmost limit of what NATS considers to be acceptable to the operation of its DVOR/DME beacon. As such, any deviation from the agreed design, specifically in terms of massing and elevation is likely to warrant an objection on grounds of an aviation impact.

Officer comment:

Drw. No. IBH-WIA-SK-0027-A does not form part of this proposal and NATS were contacted again to

ensure that they are aware that the current proposal in part, does marginally exceed the 39.5AOD.

Further NATS comments:

We can confirm that 22cm is not anticipated to worsen the expected impact significantly and as such, we are satisfied that this is acceptable, albeit not quite what was agreed with the applicant.

I was concerned that the breach was significantly more as we have had issues where we have had to take enforcement action. Please note this position relates to NATS, and that HAL will need to reply separately to confirm whether this also works for them or whether they had additional concerns.

Heathrow Safeguarding:

NATS have now supplied us with a letter, which is attached to this email stating an agreement has been reached with the developer. In this letter is a new elevation drawing that the developer has provided, ref: IBH-WIA-SK-0027-A. This letter and drawing agrees a maximum height not exceeding 39.5m AOD.

Heathrow Airport has no objection to the agreed height not exceeding 39.5m AOD. However, should any other new drawings be provided to you then these would require further assessment by ourselves.

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

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason:

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Control of Lighting on the Proposed Development

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

Reason:

To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare.

For further information please refer to Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety).

Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/policy-campaigns/operations-safety)

We will need to object to these proposals unless the above-mentioned conditions are applied to any planning permission.

We would also make the following observations:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operationssafety/>)

Landscaping

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard.

Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds.

Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operationssafety/>)

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

Officer comment:

HAL were also contacted again concerning the 39.5AOD breach.

Further Heathrow Safeguarding comments:

I have checked the plans in relation to our Obstacle Limitation Surfaces and I can confirm that no infringements will occur.

MOD Safeguarding - RAF Northolt:

The MoD has no safeguarding objections to this development.

Internal Consultees

Urban Design/ Conservation Officer:

Initial comments:

The use of render is not acceptable - especially in the courtyard area. The courtyards are very small and will be the darkest and dampest area of the development, therefore render will rapidly degrade. All render will need to be replaced with the fibre cement rain screen panels at the upper levels and blue grey bricks at the lower (plinth) levels, to maintain a consistent approach across all the elevations.

In general, the 'corporate' approach to the materials, colouring and decal does not always produce the best architectural schemes, as it is very constraining in design terms. This is further compounded by the lower quality/ cost choice of materials proposed. If it is a 'budget' hotel, then this ethos should not be extended to the built form, as this will detract from the overall townscaping setting. Also, the operator should have a vested interest in producing a robust development from inception, to mitigate any medium to long term maintenance issues, which in turn will reflect on the brand that it is trying to promote - especially in a very competitive market in this location.

The proposed development is very much hidden away to the rear of the Staybridge and Holiday Inn Hotels and lacks any street presence considering its proposed use. This also means the proposed replacement parking, into a multi-storey car parking structure at the rear of the site, will also suffer from the same isolated condition. There needs to be a significant improvement to the on-site legibility and wayfinding to resolve this concern. Plus a lighting strategy. These issues combined, if not addressed, will result in secure by design concerns, usability of the replacement parking and ultimately the success of an additional hotel in this hidden location.

For these reasons, significant improvements need to be made to the landscaping/ public realm. Notwithstanding the fact that in general the overall landscaping provision is low for this site - considering the increased site coverage by built form, over and above the consented Staybridge and Holiday Inn development, is now disproportionate, with little or no space left over for public realm and landscaping. The close proximity between the neighbouring existing developments (inc. consented) and the proposed development, again highlights the concern that there is significant pressure on the site area to accommodate this quantum of built form. I will also be surprised if [water] drainage is not a concern, considering the lack of external permeable area. Again this emphasises the importance of landscape and public realm provision.

If the above concerns are not addressed, then the scheme cannot be supported in design terms. I am happy to review any revisions to the scheme. But currently it is a refusal.

Further comments:

The applicant appears to have addressed the concerns raised regarding materials. We will require revised drawings to confirm this change.

I appreciate the highways requirements, but on other schemes where there is disproportionate surface level parking in the salient public realm areas, we have secured an option to allow for the parking bays to be landscaped initially, with the option to convert to parking, as and when the demand arises. If we can secure conditions for landscaping in response to this (inc. parking monitoring), plus green wall(s), signage and lighting, then I am happy to proceed on this basis.

Highway Engineer:

The development site is located to the north of the A4 (Bath Road) and is bounded by Heathrow Boulevard to the west. Heathrow Airport sits to the south of the A4 directly opposite the site. Access

to the site is gained via the Heathrow Boulevard/A4 (Bath Road) priority junction. You will be aware that the A4 (Bath Road) falls within the remit of Transport for London (TfL) as Highway Authority with the road making up part of the Transport for London's Road Network (TLRN).

I note the A4 in the context of the wider highway network provides links to Central London to the East.

This current proposal follows that contained under ref, 35293/APP/2015/3693 which was a minor material amendment to that contained under ref, 35293/APP/2009/1938 for a hotel development comprising 623 rooms and 354 parking spaces. This was permitted on notice dated 28th May 2010.

You will be aware that this application seeks planning consent for the redevelopment of the site for a 250-bed hotel and multi storey car park accommodating 257 parking spaces and 181 surface level spaces to the northern end of a site. This provision will be shared with the hotels currently being constructed and are included under the previous planning permissions. Having assessed the submitted information I have the following observations

Vehicle Trip Generation

To determine the proposed number of trip rates associated with the development, the applicant has carried out an interrogation of the TRICS (Trip Rate Information Computer System) database.

As highlighted within the Transport Assessment (TA), two comparable sites within the London Borough of Hillingdon were selected. These sites are not only within close proximity to the Heathrow Airport but are similar to the hotels to be constructed at 276 Bath Road under the previous planning consent.

It should also be noted that the trip generation assessment used for the consented hotels also used the same two hotels in their respective TRICS assessments. The mean of the trip rates for the two selected sites are used to establish traffic movements associated with all three hotels at 276 Bath Road.

The access priority junction serving the proposed development has been analysed using the TRL (Transport Research Laboratory) program PICARDY. The access is shown to operating well within capacity in the future year development scenario.

Overall, Transport for London (TfL) who are the Highway Authority for the A4 (Bath Road) have confirmed that the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN).

Parking Provision:

As part of the previous planning consent (hotel comprising 623 bedrooms), 354 parking spaces were proposed and located predominantly to the northern section of the site. I note the current application site was included within the site boundary of the previous applications.

Car parking provision for this current scheme comprises 257 parking spaces located in a multi storey car park with a further 181 spaces at surface level totaling 438 spaces which is to serve all three hotels at 276 Bath Road. As already highlighted above, parking associated with the previous consent was located to the northern section of the site. This is now to be replaced with the multi storey car park.

The proposals will provide a net increase in 84 parking spaces compared to that already granted planning consent. Overall, the ratio of parking will reduce from 0.57 to 0.50 per bedroom.

44 spaces are to be allocated for disabled users which represents 10 percent of the total provision. This is accordance with the current parking standards.

The London Plan Policy 6.13 requires new development to provide both active and passive electrical charging points to encourage the use of electrical vehicles around London. The provision should be 1 in every 5 vehicles. Based on this provision, a total requisite of 88 electric vehicle charging points (44 active plus 44 passive) should be provided. It is apparent from the submitted information that this requirement is met.

It is understood that the car park will be managed by the hotels and that enforcement measures will be put in place to prevent parking by those other than hotel staff and residents. A Car Park Management Plan is to be submitted and agreed prior to the commencement of the works associated with this scheme. This should be conditioned.

With regard to cycle parking, the submitted TA states that 4 cycle spaces are to be provided for use by the hotel staff and that this accords with the London Borough of Hillingdon's standards for cycle parking.

Cycle parking provision for the proposals should in fact accord with that set out in the London Plan minimum Standards, specifically policy 6.9 which requires 13 long stay and 5 short stay cycle parking. I trust this can also be secured by way of condition.

Cycle storage racks should be accompanied with an assisted system put in place for accessing the upper level as this will hinder users from making use of the racks. Standards should accord with the London Cycle Design Standards.

Service Provision:

In terms of refuse and servicing provision for the site, this will take place as per the existing arrangement whereby refuse/delivery vehicles access the site via Heathrow Boulevard. This should be agreed with a delivery and servicing plan.

The submitted TA has undertaken Swept Path analysis drawings demonstrating that a delivery/service vehicle is able to access and manoeuvre throughout the site. The London borough of Hillingdon is satisfied with this arrangement.

Conclusion:

Overall, subject to the following being attached as conditions, I do not have any objections with regard to highways impacts

- A Construction Logistics Plan (CLP)
- A Delivery & Service Plan (DSP)
- Car Parking Management Plan
- Cycle Parking to accord with the London Plan Minimum Standards with cycle racks in line with the London Cycle Design Standards (LCDS)

Tree/Landscape Officer:

This site, formerly occupied by Technicolor, is part of a larger plot with previous approvals for the development of a hotel which is currently under construction. The site is at the northern end and has previous approval as a surface level car park serving the hotel which fronts onto the Bath Road. The approved plans include tree planting and soft landscape enhancement to the car park. The buildings to the west and north have a mix of industrial and commercial, beyond which lies agricultural land within the Green Belt.

Comment:

The proposal will result in the loss of ground level car parking and a significant amount of soft landscape whose wider environmental benefits extend beyond visual amenity. The impact on the Green Belt illustrated in photographs in s.2.05 of the D&AS shows the screening by existing trees in

summer months when the deciduous trees are fully clad. It is not known what the visual impact will be like for the six months of the year when the trees will be out of leaf. S.3.06 of the D&AS describes the landscape, including the installation of a green / brown roof. Any ecological benefits of the scheme will be seriously compromised by BAA / CAA bird strike avoidance restrictions on any planting proposals. The inevitable consequence of this development will be a significant intensification of grey infrastructure at the expense of green infrastructure proposals which were originally proposed to mitigate the effects of the previously approved hotel.

Recommendation:

If you are minded to approve this application conditions COM9 (parts 1, 2, 3, 4, 5 and 6) should be imposed.

Water and Flood Management Officer:

Although the proposals set out in the Drainage strategy are very similar to those approved in 2015. A rates of 10ls for the site overall. This additional hotel and car park lie on the sustainable element of the design and the previously agreed permeable paving. The Consultants now try to argue against the provision of permeable paving despite it been an option put forward for the last approved development being constructed. There is no objection in principle to the Hotel and car park, particularly where this results in the loss of an agreed more sustainable scheme which supports an existing permission, a revised drainage proposal must be submitted. All areas with car parking should also utilise permeable paving even if this is to a more limited as a result of these proposals. Although the hotel may be restricted in the materials used, the car parking to the rear is less so, and a Blue roof similar to those being implemented along Bath Road in addition would go some way towards mitigation.

Sustainability Officer:

I have no objections to the proposed development subject to the following condition:

Condition

Prior to the above ground works, full details of the low and zero carbon technology to be used shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the specification and location of the technology to be installed in the plant and the subsequent environmental conditions (emissions for the CHP unit and noise for the heat pumps). The details shall demonstrate how the technology meets the requirements of the outlined energy strategy (Caldwell, V2 January 2018). The development must proceed in accordance with the approved plans.

Reason

To ensure the development achieves a 35% reduction in CO2 in accordance with the London Plan (Policy 5.2).

EPU (Noise) Officer:

I have taken a look through the submitted information and from an EP viewpoint we do not have any objections to the application but suggest the following should you be mindful to grant the application

The noise level in rooms at the development hereby approved shall meet the noise standard specified in hotel operators brand standards requirements for internal rooms as stated in the Adnitt Acoustics report ref: 1971/EBF/R1-B, 10th January 2018.

Reason: To ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise & vibration in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Nuisance from demolition and construction work is subject to control under the Control of Pollution

Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the ASB & Environment Team, 3E/08 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 556 000).

EPU (Air Quality) Officer:

The application was submitted without an air quality assessment therefore the conditions below are requested in order to address the impact of the construction and operational phases of the development given its location in an Air Quality Focus Area.

Construction Phase

Construction Management Plan (CEMP)

No development shall commence until a CEMP has been submitted to, and approved in writing by, the LPA. The Plan must be drawn up in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG.

Reason: Compliance with London Plan Policy 7.14

Condition Air Quality - NRMM

No development shall commence until proof of the registration in GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

Reason: Compliance with London plan Policy 7.14 and the standards set out in the Mayor of London, Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

Operational Phase Condition - Low Emission Strategy

Prior to occupation details of a Low Emission Strategy (LES) shall be submitted to, and approved in writing by, the Local Planning Authority. The LES shall include, but not be limited to; any CHP or gas boilers associated with the development to conform to the standards for Ultra Low NOx boilers as required in the GLA Sustainable Design and Construction SPG; setting of targets for the use of low/zero emission vehicle technologies for the servicing and delivery vehicles associated with the operation of the hotel; active promotion of cleaner vehicle technologies for all users of the development with targets set for increased trips by zero emission vehicles, this may include consideration of the provision of electric shuttle buses to the airport; enforcement of no idling policy for users of the site.

Reason: Compliance with Hillingdon Local Plan Part 1 Policy EM8

Access Officer:

In assessing this application, reference has been made to the 2016 London Plan and Policy 4.5 (London's Visitor Infrastructure), and its requirement to ensure that 10% of all new hotel bedrooms are accessible to wheelchair users. Reference is also made to the Council's Supplementary Planning Document 'Accessible Hillingdon', adopted September 2017.

A drop-off zone for cars, taxis and coaches would be provided adjacent to the main. Pedestrian access to the site is via Bath Road and then an internal shared surface for a footpath/landscaped area in front of the phase 1 hotel. Continuing along the same path would lead pedestrians to a new crossing point and the proposed hotel entrance.

The Design & Access Statement further reports on the use of automatic doors at all entrances; reception areas that are 'DDA compliant', and internal corridors achieving a minimum width of 1500 mm. Accessible toilet provision is proposed on the ground floor. Guest bedrooms would be accessible via a lift, with the accessible rooms designed to accord with the requirements of Approved Document M to the Building Regulations.

Whilst there are no objections to the approach and circulation areas, the following points of detail require the design to be amended:

1. To meet the requirements of London Plan 4.5, 9% of the proposed bedrooms should be fully accessible to wheelchair user guests. A further 1% (2 rooms) should be fitted with a tracked hoist system and have an adjoining door to a standard bedroom.
2. The ensuite bathrooms within the Universal Access guestrooms would not be accessible to wheelchair users to perform a side transfer onto the toilet pan and shower seat. The bedroom and ensuite bathroom design appear not to be designed to a recognised standard. Plans should be amended to accord with the design and layout set out in BS 8300-1:2018, Figure 30.
3. As the majority of wheelchair users prefer showers, 75% of the ensuite bathrooms within the required accessible bedrooms should have level access showering facilities.
4. The refuge area shown on plan for wheelchair users is acknowledged. However, it is. It is unacceptable to provide only a refuge in development of this type and scale. That should be noted that the responsibility to provide proper evacuation for disabled people is the responsibility of the hotelier, not the fire service. Therefore, inherent in the design must be facilities that permit disabled people to leave the building in a safe and dignified way during an 'all-out' evacuation.

NB: The applicant is reminded of the duties set out in the Equality Act 2010 with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments. Conclusion: unacceptable.

Whilst the design of this development application demonstrates some commitment to the principles of access and inclusion, more detail is needed. The detail provided should be relative to the scale and significance of the development, and as such, I consider that the Design & Access Statement and accompanying plans lack the necessary detail.

Revised plans and an amended Design & Access Statement that incorporate the above observations (as appropriate), should be submitted prior to any planning approval.

Further comments:

The revised detail is acceptable and other than adding this email to the planning file, nothing more is needed in terms of accessibility.

Waste Services:

The design and access statement states that: 'vehicles will not need to turn or reverse as vehicles will be able to circle around the perimeter of the building and exit on the main access road.' To demonstrate that this is possible they will need to show that there is adequate clearance above the vehicle when it passes under the canopy at the rear of the proposed Ibis hotel.

Officer comment:

The plans have been assessed by the Council's Highway Engineer and no objections are raised to the servicing arrangements.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The GLA in their Stage 1 Report are supportive of the principle of the development, noting that although the site is outside a town centre, it does fall within the indicative wider hinterland of Heathrow North and South Opportunity Areas which include some strategically important clusters of hotels and related development around Heathrow. Policy 4.5 of the London Plan identifies the need for 40,000 net additional hotel rooms by 2036, while draft London Plan Policy E10 supports strategically important accommodation in Opportunity Areas and the Central Activities Zone and estimates that an additional 58,000 bedrooms are required by 2041. The GLA also note that the site is included within a Locally Significant Employment Location and the proposal will support 50 to 80 full time jobs as opposed to the consented use as a surface car park.

As the application site forms part of a larger site which has previously been granted planning permission for a 623 bedroom hotel building which is currently under construction, the principle of using this site for hotel use has already been established and no objections are raised to the intensification of the use.

7.02 Density of the proposed development

Density guidelines are not applicable to commercial hotel development.

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

There are no Conservation Areas, Listed Buildings, or Areas of Special Local Character within the vicinity of the application site, although it does fall within the Heathrow Archaeological Priority Zone and a written scheme of investigation for an archaeological evaluation report was submitted with the application.

Historic England (Greater London Archaeology Advisory Service) have been consulted on this application and they advise that an archaeological evaluation report has previously been submitted as part of the previously consented hotel scheme on this site. They advise that in view of the modern disturbance to the site and having regard to the information in the Greater London Historic Environment Record and the lack of significant features found in the trial trenches, they conclude that the proposed development is unlikely to have a significant effect on heritage assets of archaeological interest and there is no requirement for conditions.

7.04 Airport safeguarding

This is a sensitive site in terms of airport safeguarding due to the proximity of Heathrow Airport and an associated navigation beacon. NATS initially objected to the original proposal for the taller 623 bedroom hotel, but subsequently withdrew their objection once revisions to that scheme had been made. As a result, NATS have been involved in pre-application

discussions on this scheme and together with MoD Safeguarding - RAF Northolt and Heathrow Airport Ltd, do not raise any objections, subject to conditions and informatives in the case of Heathrow Airport Ltd. Both NATS and Heathrow Airport Ltd. do state that their not raising an objection is based upon the scheme not exceeding a height of 39.5m AOD. Having measured the plans, the projecting stairwells of the multi-storey car park do marginally exceed this height, but having referred this back to NATS and Heathrow Airport Ltd, both have confirmed that the scheme remains acceptable.

The conditions and informatives required to be attached to any permission by Heathrow Airport Ltd. form part of the officer's recommendation.

7.05 Impact on the green belt

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

The application site does not form part of, nor does it immediately adjoin the Green Belt, with the nearest Green Belt boundaries being located some 64m to the west and 71m to the north of the application site, and separated from it by the adjoining office and warehouse buildings within the Heathrow Boulevard estate to the west and north and the Airport Gate Business Centre to the north east. Given this relationship and the comparable height of surrounding buildings to that of the proposal, the proposed Ibis hotel and multi-storey car park would only be readily visible from the Green Belt through the undeveloped gaps between existing adjoining buildings and would only be seen from the Green Belt against the back drop of the large industrial warehouse of similar height to the east and the larger hotel to the south. Even then, these views would mainly only be possible during the winter months as the photographs provided at Section 2.05 of the D & A Statement show that in longer views from the Green Belt, the site would not be visible when trees are in leaf. As such, it is considered that the proposal would not have a detrimental impact on the openness of the surrounding Green Belt, in accordance with Policy OL5 of the Hillingdon Local Plan: Part One - Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

The National Planning Policy Framework (NPPF) states at paragraph 64 that "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions." London Plan Policy 7.1 sets out a series of overarching design principles for development in London, while Policy 7.6 requires buildings and structures to be of the highest architectural quality and be of a proportion, composition, scale and orientation that enhances the public realm, with details and materials that complement the local architectural character.

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

The proposed hotel building would be sited to the rear of the existing hotel building, with the multi-storey car park sited to the rear of the new hotel, at the northern end of the site. The new buildings would occupy a similar central siting within the site, set back from the side boundaries and with both the hotel and car park being 4 storeys, the buildings would step down from the part 6, part 5 storey height of the 623 bed hotel.

The GLA advise that the proposals are of a high quality and have been designed to sit harmoniously with the adjacent hotel, achieving the objectives of Policy 7.6. They go on to state that:-

'In accordance with the above policy requirement to protect the amenity of surrounding land, the proposed massing sets the building back from the east and west boundary lines of the site. The height of the proposed hotel and the multi-storey car park, at 4 storeys, steps down from the height of the consented (5 storeys) hotel to the south, ensuring that a clear hierarchy is achieved, which acknowledges the prominence of the Bath Road frontage, and minimizes the impact of the built form on the northern edge of the site where it meets the designated Green Belt. The proposed buildings will be screened by the existing commercial buildings located to both the east and west of the site, and from the north, the buildings will be screened by the established tree lines that follow the Green Belt boundary

As shown below (Figure 2), the proposed multi-storey car park is separated visually from the proposed hotel, allowing both proposed buildings to be read separately, rather than as a single, larger building. The use of different materials in constructing the proposed car park will also achieve this visual separation. The previously approved access routes are also maintained, to ensure that the proposal incorporates a clear network of routes that are easy to understand, and provides a high quality public realm for public and private spaces. Overall, the proposal is a high-quality design and meets the required policy objectives of London Plan Policy 7.6.'

The Council's Urban Design/Conservation Officer has raised initial concerns with the scheme regarding the use of render, particularly within the courtyard area; the need for significant improvement to the on-site legibility and wayfinding of the hotel due to the concealed siting of the hotel and parking, which should include a lighting strategy and the overall quantum of development now proposed on the site, having regard to the overall limited provision being made for landscaping.

The previously approved surface car park at the rear of the site did include tree planting and soft landscape enhancement to the car park with shrub and tree planting along the boundaries and landscaped strips between the parking spaces. The current scheme does provide for a grassed area at the rear and along the rearmost part of the side boundaries, the area of which is comparable to the area of landscaping provided in these locations on the approved scheme. The current scheme does not provide landscaping along the remaining side boundaries, although the car parking spaces are set back from the boundary by some 1.0m so there may be scope to provide some landscaping here as part of the landscaping scheme.

Revised plans have now been received which amend the materials in the courtyard as requested and are now considered acceptable. In their email dated 27.9.18, the agent acknowledges the importance of on-site legibility and wayfinding to this development and requests that details of signage, wayfinding and lighting are secured by way of a condition. As regards landscaping, the agent notes the site forms previously developed land in the Heathrow Opportunity Area where development opportunities need to be optimized and cite the constraints which apply to the site, namely that the extent of car parking is required by Hillingdon's standards; aviation requirements to manage bird hazard and the height of the building in this location is restricted by NATS and Heathrow Safeguarding Authority to ensure the building will not obstruct the radar signal to the north west of the site. However, as all options to increase suitable landscaping at ground level have been explored, there is an option for a green/bio wall to the multi-storey car park which will enhance the

appearance of the building and the overall pedestrian environment and the provision and detail of this can be agreed by way of a planning condition.

The Council's Urban Design/Conservation Officer has reviewed the revised plans and the agent's response and concludes that with the recommended conditions, the scheme is acceptable.

7.08 Impact on neighbours

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

The nearest residential properties to the site are located in Blunts Avenue, with the nearest residential boundary being some 100m from the application site. Given the siting of the large commercial units in the Heathrow Gate Business Centre, views of the new hotel and multi-storey car park would be screened from the residential properties in Blunts Avenue and there would be no adverse impacts in accordance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Objections have been raised concerning the impact of the proposed development on the adjacent commercial Heathrow Boulevard office development. These office/commercial buildings, unlike residential properties, are not considered to be uses which are particularly sensitive to amenity impacts. Nevertheless, the two nearest buildings within Heathrow Boulevard to the west at their nearest point would be sited approximately 18.0m from the nearest part of the proposed hotel/ car park buildings. There are no windows on the nearest elevations of these adjoining buildings to the application site as these are positioned on the elevations at a 45 degree angle to the site so that the windows would maintain a separation distance in excess of 21m. As regards the other building on Heathrow Boulevard to the north west (Heathrow Boulevard 4), at its nearest point, this is set back 18.9m from the rear elevation of the car park but there is a conifer screen of trees adjacent to the northern boundary of the application site which would partially screen the development and this building does not have a main outlook onto the application site.

The warehouse/industrial buildings immediately to the east within Airport Gate Business Centre have blank elevations at the rear facing the application site with the only openings being doors to emergency external staircases with the warehouse/industrial building to the north east has its servicing yard to the front and is separated by 27.8m from the nearest part of the car park building and would be similarly screened by the conifer trees.

As such, it is not considered that the proposed development would lead to any significant impacts on these commercial properties sufficient to justify refusal.

7.09 Living conditions for future occupiers

Not applicable to this development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

The Council's Highway Engineer has reviewed the scheme and submitted documents. They advise that the site of the proposed development is accessed from the A4, Bath Road, which forms part of the Transport for London Road Network (TLRN) for which TfL is the highway authority.

TfL have been consulted on the scheme and advise that construction works should not block the A4 or its footway, temporary obstructions should be kept to a minimum, construction vehicles should only park at permitted locations during permitted periods and no skips or construction materials should be left on the footway or carriageway. Separate licenses may also be required for any scaffolding or hoardings on the footway. This can be secured by a Construction Management Plan (CMP) which forms part of the officer's recommendation and an informative has been added to advise of the possible need to obtain a license for any scaffolding or hoarding on a footway.

Vehicle Trip Generation:

The submitted Transport Assessment advises that an interrogation of the TRICS (Trip Rate Information Computer System) database has been undertaken to determine the proposed number of trip rates associated with the development. The Council's Highway Engineer advises that two comparable sites within the London Borough of Hillingdon were selected. These sites are not only within close proximity to Heathrow Airport but are similar to the hotels to be constructed at 276 Bath Road under the previous planning consent. The trip generation assessment used for the consented hotels also used the same two hotels in their respective TRICS assessments. The mean of the trip rates for the two selected sites are used to establish traffic movements associated with all three hotels at 276 Bath Road.

The access priority junction serving the proposed development has been analysed using the TRL (Transport Research Laboratory) program PICARDY. The access is shown to operate well within capacity in the future year development scenario.

The Highway Engineer notes that overall, Transport for London (TfL) who are the Highway Authority for the A4 (Bath Road) have confirmed that the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN).

Car Parking:

There are no parking standards applicable to hotels, with each scheme considered on the basis of a submitted Transport Assessment.

The GLA advise that taking this scheme and the consented scheme, there would be a total of 438 spaces, comprising 257 spaces within the proposed multi storey car park and 181 surface parking spaces for 873 bedrooms, a ratio of 0.50 per room. The consented ratio is 0.57 spaces per room. Whilst the GLA recognize that this represents a reduction in the parking ratio on site, it would nonetheless be an increase in absolute parking numbers across the two sites. Given Mayoral objectives, improved public transport and the change in travel patterns to more sustainable modes over the past decade, GLA and TfL advise that the car parking ratio should be reduced to well below the figure consented 8 years ago and in accordance with London Plan and draft London Plan policy, the amount of car parking should be significantly reduced and the space utilized as hotel accommodation, facilities or as amenity areas.

The Council's Highway Engineer advises that a net increase of 84 parking spaces compared to that already granted planning consent represents an overall reduction of the

parking ratio and is acceptable. Of the parking spaces, 44 are to be allocated for disabled users which represents 10 percent of the total provision. This is in accordance with current parking standards.

The Highway Engineer goes on to advise that London Plan Policy 6.13 requires new development to provide both active and passive electrical charging points to encourage the use of electrical vehicles around London. The provision should be 1 in every 5 vehicles. Based on this provision, a total requisite of 88 electric vehicle charging points (44 active plus 44 passive) should be provided and it is apparent from the submitted information that this requirement is met.

The officer also advises that it is understood that the car park will be managed by the hotels and that enforcement measures will be put in place to prevent parking by those other than hotel staff and residents. A Car Park Management Plan is to be submitted and agreed prior to the commencement of the works associated with this scheme. This forms part of the officer's recommendation.

Cycle Parking:

The submitted TA states that 4 cycle spaces are to be provided for use by the hotel staff and that this accords with the London Borough of Hillingdon's standards for cycle parking. However, the Council's Highway Engineer, GLA and TfL advise that this should be increased to 13 long-stay and 5 short stay cycle parking spaces, in line with the current London Plan, policy 6.9. These spaces should be located in a secure, sheltered and accessible location and meet the requirements in the London Cycle Design Standards. This has been conditioned in the officer's recommendation.

Service Provision:

The Highway Engineer advises that in terms of refuse and servicing provision for the site, this will take place as per the existing arrangement whereby refuse/delivery vehicles access the site via Heathrow Boulevard. The submitted TA has undertaken Swept Path analysis which demonstrate that a delivery/service vehicle is able to access and manoeuvre throughout the site. The GLA, TfL and the Council's Highway Engineer is satisfied with this arrangement, subject to conditions requiring the submission of a Construction Logistics Plan and a Servicing and Delivery Plan. These have been included as part of the officer's recommendation.

Subject to the above conditions, the scheme is considered to comply with Policies AM2, AM7, AM9, AM14 and AM15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Relevant considerations have been considered with other Sections of this report.

Security

A Secure by Design condition has been included within the officer's recommendation.

7.12 Disabled access

The Council's Access Officer has reviewed the submitted details and initially raised concerns about points of detail in terms of the layout of the accessible bedrooms and provisions made for the evacuation of disabled people in an emergency. Revised details have been submitted which are fully supported by the Access Officer.

The Greater London Authority has also concluded that the scheme is acceptable, although the proposed inclusive design measures must be secured through conditions. This forms

part of the officer's recommendation (Condition 3).

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

Trees and Landscaping:

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

There are no Tree Preservation Orders or Conservation Area designations affecting the site and no trees or other landscape features of merit would be affected by the proposal.

The Council's Tree/ Landscape Officer advises that the proposal will result in the loss of a significant amount of soft landscaping whose wider environmental benefits extend beyond visual amenity and notes that S.3.06 of the D&A Statement describes the landscape, including the installation of a green / brown roof on part of the building, although any ecological benefits of the scheme will be seriously compromised by BAA / CAA bird strike avoidance restrictions on any planting proposals. The inevitable consequence of this development will be a significant intensification of grey infrastructure at the expense of green infrastructure proposals which were originally proposed to mitigate the effects of the previously approved hotel. However, the officer does not object to the scheme and recommends the imposition of a comprehensive landscaping scheme.

The agents have looked at the issue of landscaping again and have advised that as all options for increasing ground floor landscaping have been explored, it would be possible to add a green/ bio wall to the multi-storey car park which could be dealt with by condition. A suitable green wall would be a welcome addition to the scheme that would help to screen and mitigate the impact of this structure, whilst improving the landscape provision on site. As such, the scheme is considered to accord with Policy BE38 of the Hillingdon Local Plan: Saved UDP Policies (November 2012), subject to a the landscape condition recommended by the specialist officer, but amended to require details of a green/ bio wall to the multi-storey car park.

Ecology:

The application has been supported by the submission of the Preliminary Ecological Appraisal submitted as part of the s73 application (App. No. 35293/APP/2015/3693 refers) which has been updated by the Addendum dated 16/10/17. The former advised that due to the length of time the site has been vacant since the former buildings were demolished in 2009/2010, recolonisation of the hardstanding has taken place by various flora and fauna and although the habitats present are considered to be of low ecological value, they do provide suitable habitats for invertebrates and bird species. Therefore, in order to mitigate the loss, the landscaping scheme should include species beneficial to wildlife and artificial nest sites should be created. The addendum advises that an inspection of the undeveloped area to the rear of the development carried out in October 2017 revealed that it currently consists of hardstanding and is being used as a car park for construction workers on site and for storage of building materials. There are no remaining ecological features within the confines of the site and thus there are no ecological grounds to oppose the development of the remainder of the site as an Ibis Hotel.

No objections are therefore raised to the ecological impacts of the scheme, subject to a similar condition requiring a ecological enhancement scheme which should be referral to

NATS and Heathrow Airport Safeguarding and forms part of the officer's recommendation.

7.15 Sustainable waste management

The proposals make provision for an integral bin store on the eastern side of the hotel building. The Council's Waste Services Manager has reviewed these arrangements and does not raise objection but seeks confirmation relating to the statement in the Design and Access Statement that:

'vehicles will not need to turn or reverse as vehicles will be able to circle around the perimeter of the building and exit on the main access road.'

In order to demonstrate that this is possible, it will need to be demonstrated that there is adequate clearance above the vehicle when it passes under the canopy at the rear of the proposed Ibis hotel.

The Council's Highway Engineer has confirmed that the canopy, with a height of 3.75m to 4.1m above the road surface would allow a typical refuse vehicle to pass.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (March 2016) establishes the energy hierarchy that developments must follow, namely, be lean (use less energy), be clean (supply energy efficiently) and be green (use renewable energy) and sets targets for major developments to reduce their carbon dioxide emissions.

An Energy and Sustainability Statement V2, January 2018 has been submitted in support of the application.

The GLA advise in their Stage 1 Report that the carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan and subject to a condition requiring the proposed measures to be secured, they raise no objections.

The Council's Sustainability Officer has reviewed the submitted Energy and Sustainability Statement and advises that the scheme is acceptable in terms of sustainability and energy efficiency requirements, subject to a recommended condition which forms part of the officer's recommendation.

As such, the scheme complies with Policy 5.2 of the London Plan (March 2016).

7.17 Flooding or Drainage Issues

The application is supported by a Flood Risk Assessment (FRA) which covers the larger site and a specific Drainage Strategy Report.

The FRA advises that the site is within Flood Zone 1 and is not within a Critical Drainage Area. The Council's Water and Flood Management Officer has provided initial comments, advising that the proposals set out in the Drainage strategy are very similar to those approved in 2015. The additional hotel and car park lie on the sustainable element of the consented scheme and the previously agreed permeable paving. There is no objection in principle to the Hotel and car park, but a revised drainage proposal must be submitted. All areas with car parking should also utilise permeable paving even if this is more limited as a result of these proposals. Although the hotel may be restricted in the materials it can use, the car parking to the rear is less so, and a Blue roof similar to those being implemented along Bath Road in addition would go some way towards mitigation.

The applicants have submitted a response to the officer's comments and the officer's

response is awaited but will be reported to committee. The GLA have also reviewed the proposals and do not raise any objections, subject to condition requiring the drainage measures to be secured.

7.18 Noise or Air Quality Issues

Air Quality:

The Council's Environmental Protection Officer (Air Quality) advises that the application was submitted without an air quality assessment and therefore conditions requiring the submission of a Construction Environmental Management Plan, non-road mobile machinery employed on site satisfies appropriate air quality standards and a Low Emission Strategy is submitted in order to address the impact of the construction and operational phases of the development given its location in an Air Quality Focus Area. These conditions form part of the officer's recommendation.

Noise:

The proposal is for a budget hotel that does not contain any conference facilities. The Council's Environmental Protection Officer (Noise) raises no objections to the scheme but does recommend a condition to control noise levels in the hotel bedrooms and an informative to advise on the control of environmental nuisance from construction work. Noise levels in hotel bedrooms is for the hotel operator to manage and the LPA does not normally seek to control this. The informative does form part of the officer recommendation.

7.19 Comments on Public Consultations

The comments raised by the operators of the adjoining Heathrow Boulevard office park have been dealt with in the officer's report.

7.20 Planning obligations

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

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

1. Travel Plan, including a £20,000 Bond,
2. £75,000 contribution for the introduction and establishment of the new Heathrow Airport to Ruislip via Hayes 278 bus service (£25,00 for each year of first three years),
3. Construction Training: £2500 per £1m build costs + Coordinator Costs: $1000/7500 \times £71,765 = £9556.66$ or in kind provision.
4. Hospitality/Employment Training: In kind provision.
5. Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.

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

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £640,368.95.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per

square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £595,500.04.

7.21 Expediency of enforcement action

Not applicable to this site/development.

7.22 Other Issues

Contamination:

On the previous application seeking revisions to the 623 bedroom hotel (App. No. 35293/APP/2015/3693 refers), the Council's Land Contamination Officer reviewed that application and the supporting documentation and advised that the reports identify risks from various chloro hydrocarbons which will need mitigation by means of a volatile organic carbon proof membrane and sub floor ventilation. Also, there will be other matters to consider for the hotel which will require further mitigation and therefore Condition 29 (of the original application - App. No. 35293/APP/2009/1938 refers) must be retained as amended by 35293/APP/2014/4020 when the text was slightly changed.

Mitigation works undertaken and the submission of reports detailing the works undertaken are far advanced, although the final verification report is awaited that would allow the condition to be fully discharged (App. No. 35293/APP/2016/4166 refers).

The same condition has been attached in its entirety as part of the officer recommendation on this application to ensure that relevant mitigation works can be reviewed and are in place for the current development.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act

1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

The scheme is for a further hotel and multi-storey car park to be located at the rear of the application site which has permission for a 623 bedroom hotel building at the front which is nearing completion and would utilize much of the area previously proposed as surface parking.

There are no objections in principle to the intensification of the hotel use of this IBA site. The scheme would result in a fairly dense form of development on site, but the scheme follows the built form of the hotel building at the front of the site and reduces in height to maintain the pre-dominance of the Bath Road frontage and building hierarchy on site, whilst safeguarding the signal from the navigational beacon to the north west of the site.

The development would not harm the openness of the surrounding Green Belt which abuts the adjoining industrial / commercial sites to the west and north as the building height is comparable to adjoining buildings so that only intermittent glimpses of the new buildings would be possible.

The Council's Conservation / Urban Design and Tree/ Landscape Officers do not raise any objections to the proposals, particularly since the developer has agreed to provide a green wall to the multi-storey car park, subject to conditions. The Council's Water and Flood Management Officer has not yet responded on the latest revisions to the scheme and their comments will be reported to committee.

The Council's Highway Engineer also does not raise any objections to the scheme, as do not Environmental Protection Officers, subject to conditions.

The scheme has also been referred to the GLA and in their Stage 1 Report they have advised that the scheme does not raise any strategic concerns, subject to conditions and consider the scheme to be a high quality development with their main criticism being that too much parking is being proposed and revisions in this respect are required. The LPA take the view that although the scheme has reduced the overall parking ratio on site from 0.57 spaces to 0.5 spaces per bedroom, parking provision should not drop below this level (without evidence it is excessive), as it would establish a precedent in the area.

Approval is therefore recommended, subject to the recommended conditions, referral back to the Mayor and also to the Government Office for London and the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 to secure commensurate planning obligations.

An associated S73 application is also being presented to committee to revise the plan numbers and the wording of a number of the conditions attached to planning permission ref. 35293/APP/2015/3693 to allow the schemes to proceed.

11. Reference Documents

NPPF (July 2018)

London Plan (March 2016)

Hillingdon Local Plan: Part One (November 2012)

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

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

Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

276 Bath Road

Planning Application Ref:

35293/APP/2018/317

Planning Committee:

Major

Scale:

1:2,250

Date:

October 2018

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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



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