

Report of the Head of Planning, Transportation and Regeneration

Address LAND AT STATUS PARK NOBEL DRIVE HARLINGTON

Development: Redevelopment of the existing car park to provide a 6-storey building comprising 140 room hotel (Use Class C1) including the reconfiguring of car parking spaces across the site to secure 1:1 parking for the residential buildings (Building 2, 3 and 4), associated access, car parking and hard and soft landscaping (Re-consultation MARCH 2019)

LBH Ref Nos: 74423/APP/2018/4437

Drawing Nos: 18032 P3-100 Rev.P10
18032-P0-001 Rev. P11
18032-P1-100 Rev. P11
18032-P1-101 Rev. P10
18032-P1-102 Rev. P10
18032 P1-103 Rev. P10
18032-P1-104 Rev. P10
18032 P1-105 Rev. P10
18032 P4-100 Rev.P10
Covering Letter dated 13-12-18
Design and Access Statement Ref: 44303/2001 | Rev. 2
BD 0205 SD 101 R02
BD 0205 SD 102 R02
BD 0205 SD 801 R03
Transport Assessment
Travel Plan
18032 P3-101 Rev. P6
18032 P1-106 Rev.P6
Arboricultural Report Impact Assessment and Method Statement
10074 All Tree Plans
Daylight and Sunlight Assessment for Planning
Environmental Noise Survey and Acoustic Design Statement Report
Energy and Sustainability Statement Issue 1
Sustainability Statement Issue 3
Drainage Statement
Air Quality Assessment
18032 P2-100 Rev. P6

Date Plans Received: 19/12/2018 **Date(s) of Amendment(s):** 21/12/2018
Date Application Valid: 19/12/2018 19/12/2018

1. SUMMARY

This application seeks planning permission for a 140 bedroom, 6 storey hotel on the northern side of the A4 Bath Road. The hotel would be sited on an existing surface car park which appears to be surplus to the existing residential use. Previously the car park would have served an office at Building 2 Status Park. The principle of a hotel use at this site is supported by both the Local Plan (November 2012) and London Plan (2016). The proposal would make efficient use of land by redistributing car parking spaces elsewhere on the site. The development would not harm the openness of the surrounding Green Belt

given the proposal does not encroach upon it.

The height of the proposed hotel respects the building hierarchy and importance of the A4 Bath Road frontage and its scale and massing has been set back from Bath Road. This application raises no adverse amenity issues to neighbouring occupiers. The car parking provision and highway access arrangements are considered to be sufficient and consistent with planning policy, including the arrangements for service delivery and guest drop off / collection.

The proposal accords with the requirements of the development plan and for the reasons outlined within the report, the application is recommended for approval.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Regeneration and Transportation to grant planning permission, subject to no substantive new comments being raised in the current re-consultation:

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

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

3. To provide 185 allocated car parking spaces for residents of Building 2, 3 and 4, Status Park. No charges for residents car parking at surface levels. The applicant cannot sell or rent the allocated car parking spaces to third parties. To provide details of temporary parking arrangements for residents of Building 2, Status Park during construction.

4. The provision of a Travel Plan, including a bond of £20,000, which shall incorporate Sustainable Transport Measures such as the Hoppa Bus Service.

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

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

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

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

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

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

d) If the Legal Agreement have not been finalised by the 30-05-2019 or any other date that may be agreed by the Head of Planning and Enforcement, that delegated authority be given to the Planning, Regeneration and Transportation to refuse planning permission for the following reason:

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

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

f) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Planning, Regeneration and Transportation prior to issuing the decision.

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

18032-P0-001 Rev. P11
18032-P1-100 Rev. P11
18032-P1-101 Rev. P10
18032-P1-102 Rev. P10
18032-P1-103 Rev. P10
18032-P1-104 Rev. P10
18032-P1-105 Rev. P10
18032 P4-100 Rev.P10
18032 P3-100 Rev. P6
18032 P2-100 Rev. P6
18032 P1-106 Rev.P6

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:

Covering Letter dated 13-12-18

Design and Access Statement Ref: 44303/2001 | Rev. 2

BD 0205 SD 101 R02

BD 0205 SD 102 R02

BD 0205 SD 801 R03

Transport Assessment

Travel Plan

Arboricultural Report Impact Assessment and Method Statement

10074 All Tree Plans

Daylight and Sunlight Assessment for Planning

Environmental Noise Survey and Acoustic Design Statement Report

Energy and Sustainability Statement Issue 1

Sustainability Statement Issue 3

Drainage Statement

Air Quality Assessment

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 works above damp course proof level, 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 to include semi mature pollution absorbing trees (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 for the hotel showing 28 car parking spaces, 2 active electric charging points and 2 easily convertible passive charging

2.d Hard Surfacing Materials

2.e External Lighting

2.f End of journey facilities (showers/changing facilities and lockers for staff).

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes

seriously damaged or diseased.

4. Schedule for Implementation

4. Other

4.a Existing and proposed functional services above and below ground

4.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 5.17 (refuse storage) of the London Plan (March 2016).

5 COM10 Tree to be retained

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

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

REASON

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

6 COM7 Materials (Submission)

Prior works above damp course proof level, samples of brick and details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

7 COM31 Secured by Design

The site (including the car parks) 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 excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

8 COM15 Sustainable Water Management

Prior to commencement (excluding demolition and site clearance) a scheme for the provision of sustainable water management in accordance with the proposals submitted in the PBA/Stantec Drainage Statement dated December 2018 shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by incorporating a Sustainable Drainage System (SuDS) scheme in accordance with the hierarchy set out in Policy 5.13 of the London Plan. The scheme should provide information on:

a) SuDS features:

- i. a ground investigation must be provided to establish the level of groundwater on the site, to demonstrate the suitability of infiltration techniques proposed on the site by providing the results of infiltration testing in line with BRE Digest 365, and to confirm the suitability of infiltration drainage based on any encountered contamination.
- ii. include calculations to demonstrate the volume of storage and size of drainage features required to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.
- iii. provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.
- iv. discharge from the site must be no greater than 3l/s at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change.

b) Long term management and maintenance of the drainage system.

- i. provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground and identifies the responsibility of different parties for each component of the drainage network.
- ii. include details of the necessary inspection regimes and maintenance frequencies.
- iii. where managed flooding of the ground surface is proposed, the plan should include the appropriate actions for those areas and document the actions required to ensure the safety of the users of the site during a rainfall event.

- c) Minimise water use.
 - i. incorporate water saving measures and equipment.
 - ii. provide details of how rain and or grey water will be recycled and reused in the development.

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

REASON

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

9 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 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 in consultation with Transport for London. This document should consider measures such as a delivery booking system, off-site fabrication, consolidation of deliveries and co-operation between construction sites in the area (including common procurement). 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).

10 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 plan and strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The details shall include how car parking spaces for residential units across Status Park have been reconfigured to meet requirements.

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.

11 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 is operational shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. 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).

12 NONSC Cycle Parking and Facilities

Notwithstanding the numbers stated in the Transport Statement, prior to occupation, 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).

13 NONSC Piling

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

To ensure that the culvert is in a safe condition for the life time of the development and to prevent an increase in flood risk on site and to third parties, in accordance with policy OE8 of the Local Plan: Part Two - Saved UDP Policies (November 2012).

14 COM17 Control of site noise rating level

The noise level in rooms at the development hereby approved shall meet the following standards:

- Bedrooms: to meet NR30 between 23:00-07:00hrs
- Bathrooms: to meet NR 45
- Corridors: to meet NR 40
- Hotel Restaurant /cafe/bar:to meet NR 40.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by rail traffic , air traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 NONSC Bird Hazard Management Plan

Prior works above damp proof course level, 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).

16 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).

17 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).

18 NONSC Energy

Prior to works above damp proof course level, 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).

19 NONSC Contamination

Prior to commencement

(i) a scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

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

20 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).

21 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 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
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
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 5.7	(2016) Renewable energy
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 6.3	(2016) Assessing effects of development on transport capacity

LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(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 7.14	(2016) Improving air quality
LPP 7.19	(2016) Biodiversity and access to nature
LPP 8.2	(2016) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
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
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
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.
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006

SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 13 Building Regulations - Demolition and Building Works

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

4 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5

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

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>.

9

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

10 170 **LBH worked applicant in a positive & proactive (Granting)**

In dealing with the application the Council has implemented the requirement in the National 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.

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 site is situated on the northern side of Bath Road. The application site comprises 0.4 ha and is currently a surface car park which comprises 85 spaces which was previously used by the office occupants of Building 2 Status Park.

Building 2 is located immediately to the west and is currently being converted to 46 self-contained units which were consented under planning ref: 72408/APP/2017/3021. Across the wider site, Buildings 3 and 4 situated to the north, were recently converted to residential units. To the north of the site, the application is bound by residential units to the north off Caroline Place. To the east of the site is an open site which is designated as Green Belt. To the west, the application site is bound by the boundary of Ibis Hotel.

Bath Road is of a varied character and comprises offices, hotels, commercial uses. The site is designated within the Local Plan: Part Two (November 2012) as a hotel and office growth location and it is situated within the Heathrow Opportunity Area identified in Annex 1 of the London Plan (2016).

The site is constrained by height restrictions due to its proximity to the airport. The site is identified as possibly contaminated and is susceptible to surface water flooding. The site is within an Air Quality Management Area with a PTAL rating of 3. The application site falls outside both options within the Airports National Policy Statement (2018).

3.2 Proposed Scheme

The application proposal seeks to provide a 6-storey building comprising a 140 bedroom budget style hotel on the existing surface car park of Building 2 Status Park. The proposed hotel is proposed to be up to 21m in height and 40m in length along Bath Road and 22m

along Nobel Drive. The proposed hotel would be constructed in red brick reflecting the palette of materials across Status Park.

The proposal includes the reconfiguration of car parking spaces across Status Park to provide 1:1 car parking for the existing residential units and 28 car parking spaces would be provided for the hotel. Overall, 185 car parking spaces would be provided across Status Park. Access is to remain off Nobel Drive.

3.3 Relevant Planning History

72408/APP/2016/4382 Building 2, Status Park Nobel Drive Harlington

Prior Approval for the change of use from Use Class B1(a)(Offices) to Use Class C3 (Residential) to provide 42 self-contained units (32 x 1-bed and 10 x 2-bed) with provision of cycle and refuse storage.

Decision: 18-01-2017 Approved

72408/APP/2017/3021 Building 2, Status Park Nobel Drive Harlington

Prior Approval for the change of use from Use Class B1(a) (Offices) to Use Class C3 (Residential) to provide 46 self-contained units (6 x studio flats, 38 x 1-bed flats, and 2 x 2-bed flats) with provision of car parking, cycle and refuse storage.

Decision: 27-10-2017 Approved

72408/APP/2018/972 Building 2, Status Park Nobel Drive Harlington

Proposed construction of roof extension to second floor to provide 7 x 1 bed and 1 x 2 bed flats

Decision: 07-06-2018 Approved

Comment on Relevant Planning History

Application relevant to the determination of this application include:

Building 2 - Status Park

72408/APP/2018/972 (07-06-18) planning consent granted for proposed construction of roof extension to second floor to provide 7 x 1 bed and 1 x 2 bed flats.

72408/APP/2017/3021 (27-10-17) for prior approval for the change of use from Use Class B1(a) (Offices) to Use Class C3 (Residential) to provide 46 self-contained units (6 x studio flats, 38 x 1-bed flats, and 2 x 2-bed flats) with provision of car parking, cycle and refuse storage.

Status: Building 2 is no longer being used as office floorspace and construction works have commenced for the change of use of the property from office to residential.

Building 3 - Status Park

69183/APP/2018/692 (30-05-18) for a proposed roof extension to form 4 x 1 bed flats.

69183/APP/2017/1363 (14-06-17) for prior approval for the change of use from Use Class B1(a) (Offices) to Use Class C3 (Residential) to provide 36 self-contained flats (4 x

studios, 29 x 1-bed and 3 x 2-bed units) with provision of recycling and refuse storage.

Status: Building 3 has been converted to residential units.

Building 4 - Status Park

46616/APP/2018/699 (03-05-18) for proposed construction of roof extension to third floor comprising of 6 x 1 bed flats.

46616/APP/2016/4300 (15-06-17) for prior approval consented for the change of use from Use Class B1(a) (Offices) to Use Class C3 (Residential) to provide 45 self-contained flats (38 x 1-bed and 7 x 2-bed units) with provision of recycling and refuse storage.

Status: Building 4 has been converted to residential units.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.CI2 (2012) Leisure and Recreation

Part 2 Policies:

- NPPF- 2 NPPF-2 2018 - Achieving sustainable development
- NPPF- 6 NPPF-6 2018 - Building a strong, competitive economy
- 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
- 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 5.7 (2016) Renewable energy
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.15 (2016) Water use and supplies
- LPP 6.3 (2016) Assessing effects of development on transport capacity

LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.6	(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 7.14	(2016) Improving air quality
LPP 7.19	(2016) Biodiversity and access to nature
LPP 8.2	(2016) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
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
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
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.
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
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **3rd April 2019**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

This application was consulted upon between 02-01-19 and 23-02-19. No comments or objections were received.

Re-consultation

During the assessment of the application, it became clear that the proposal also included amendments to the car parking areas of Buildings 3 and 4. The red line boundary was therefore amended to include Buildings 3 and 4 of Status Park. The amendments were consulted on between 26-02-19 and 19-03-19.

This application was consulted on a clearer description of development between 20-03-19 and 03-04-19. At the time of writing this report, no comments or objections were received from neighbouring properties. Comments from statutory consultees are summarised below.

STATUTORY CONSULTEES

Transport for London

Car Parking: A total of 28 car parking spaces are proposed for the hotel, which equates to a ratio of 0.2 spaces per room. Of the 28 car parking spaces, 3 are proposed as disabled parking bays. These bays should be marked up as disabled persons parking bays from the outset.

All operational parking must provide infrastructure for electric or other ultra-low emission vehicles, including active charging points for any taxi bays. A Parking Design and Management Plan should be secured by condition which should outline how these spaces will be designed and managed in order to conform to draft London Plan policy T6 G.

The parking should be for the sole use of guests whilst staying at the hotel, staff working at the hotel or those attending function and other non-resident activities and this should be restricted by condition, in order to avoid the use of this car park as a Heathrow passenger car park.

As part of this application, car parking for the residential units (which already have prior approval) will be re-configured. As part of this, car parking will be reduced, however TfL would urge the applicant

to reduce car parking further, in order to conform to draft London Plan policy T6.1, which allows a maximum provision of 0.75 spaces per dwelling. As above, all car parking should be restricted by condition for the use of residents only in order to ensure that car parking is not used as a Heathrow passenger car park.

Cycle Parking: Cycle parking will be provided in accordance with draft London Plan minimum standards, as outlined in policy T5. Long stay cycle parking will be provided in a safe, secure and covered location within the hotel building in the form of wall-rack storage, whilst short stay cycle parking will be provided in form of Sheffield stands located adjacent to the main entrance to the hotel building. End of journey facilities for staff should be provided, including showers, changing facilities and lockers, in order to promote active travel to the site.

Coach Parking and Drop Off and Pick Up Arrangements: One coach parking bay is proposed and details of how this space will be designed and managed should be included in the Parking Design and Management Plan. The applicant has provided swept paths of a coach accessing and egressing the proposed bay, which shows that the coach would be required to undertake a three point turn at the access junction, which is not considered acceptable in light of Mayoral Vision Zero aspirations, which aims to eliminate all deaths and serious injuries on London's streets by 2041. Therefore, it is recommended that this arrangement should be reviewed in order to allow coaches to access and egress the site in forward gear.

Hoppa Bus Service: The applicant is seeking an extension to the H6 and H56 Heathrow Hoppa Bus service which currently serves the nearby hotels, which would be supported. Prior to first occupancy, details of an agreement for the shuttle bus extension should be provided, or an alternative shuttle bus service should be provided.

Construction: The footway and carriageway of the A4 Bath Road must not be blocked during the construction of the hotel. All vehicles associated with the construction of the hotel must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions. No skips or construction materials shall be kept on the footway or carriageway of the TLRN at any time. Should the applicant wish to scaffold or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>. A Construction Logistics Plan, as referred to in draft London Plan policy T7, should be submitted to and approved by the London Borough of Hillingdon, in conjunction with TfL before construction works commence on site. This document should consider measures such as a delivery booking system, off-site fabrication, consolidation of deliveries and co-operation between construction sites in the area (including common procurement). This requirement should be secured by condition on any consent.

Delivery and Servicing A Delivery and Servicing Plan (DSP): As referred to in draft London Plan policy T7, which identifies efficiency and sustainability measures to be undertaken once developments are operational, should be submitted to and approved by the London Borough of Hillingdon in conjunction with TfL prior to first occupation. The DSP should include measures to reduce the impact that the development has on the surrounding network, including booking systems and the co-ordination of deliveries. Furthermore, all suppliers should be registered with a best practice scheme such as the Freight Operator Scheme (FORS).

Travel Planning: Staff and guest travel plan should be produced, which includes measures which encourage the use of sustainable modes, such as walking, cycling and public transport. The finalised document should be secured by condition.

Officer comment: The requested conditions and informatives have been attached to the decision notice. A clause within the Section 106 legal agreement is suggested to prevent third parties from using the car park.

Heathrow Airport Safeguarding

There are no safeguarding objections. Requested a number of conditions and informatives relating bird hazard management plan, lighting, landscaping and cranes.

Officer report: The conditions and informatives have been included within the decision notice.

Highways England

No objections raised to the application.

Thames Water

Request planning conditions and informatives are secured.

The proposed development is located within 15m of a strategic sewer. Thames Water request a condition and an informative is secured with any planning permission.

Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Waste - The surface water drainage strategy for this development should follow policy 5.13 of the London Plan. Typically greenfield run off rates of 5l/s/ha should be aimed for using the drainage hierarchy. The hierarchy lists the preference for surface water disposal as follows; Store Rainwater for later use > Use infiltration techniques, such as porous surfaces in non-clay areas > Attenuate rainwater in ponds or open water features for gradual release > Discharge rainwater direct to a watercourse > Discharge rainwater direct to a surface water sewer/drain > Discharge rainwater to the combined sewer.

Officer comment: An informative has been added accordingly. Surface drainage has been considered by the Flood Water Management Officer.

Metropolitan Police (Secured by Design)

I have met with the applicant and made recommendations, including to reduce permeability to Status Park by having one entrance point and exit for both vehicles and pedestrians, as at present the site's permeability leaves in vulnerable to crime. I do not wish to object to this application, but do request a condition is adhered to it that Secure By Design accreditation is achieved, which having reviewed the site is achievable. This would ensure the site has an appropriate resilience to crime types for this area.

Officer comment: A condition requiring secured by design certification has been secured.

NATS

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

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Internal Consultees

Waste Strategy

Suitable for waste and recycling requirements. Consideration of the necessary turning manoeuvre for loading bay access should be considered if any barriers are to be installed for the car park.

Officer comment: The servicing and delivery arrangements have been considered by the highways officer and following amendments to the site access strategy, the proposed servicing arrangements have been considered acceptable.

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.

Officer comment: Revised plans were received following the access officer's comments which addressed the matters raised. The revised plans were reviewed by the access officer and considered acceptable.

Flood Water Management

The applicant has submitted a Drainage Statement to support the application (PBA/Stantec report revision 2 dated 11 December 2018). The Drainage Statement confirms that the site lies in Flood Zone 1 and is at very low risk of flooding from rivers. The Drainage Statement acknowledges that there is a high risk of flooding from surface water within the site boundary associated with a topographic low point in the south-west of the site.

The Drainage Strategy proposed mitigation measures to continue managing the risk of surface water flooding on the site by including exceedance routes around the development towards a topographic low point in the south-west of the development.

The proposals also include mitigation in the form of raising finished floor levels by 300 mm above surrounding ground levels.

The submitted Drainage Statement sets out the proposals for managing collected surface water on the site. The proposals include the use of permeable paving for part of the impermeable surface, as well as proposing a soft landscaping depression along the southern site boundary to provide additional attenuation storage. The proposed final discharge from the drainage system is to the Thames Water surface water sewer along Bath Road at a rate of 3l/s. The detailed drainage design should not propose a discharge rate greater than this and every effort should be made to reduce this further where possible. The Drainage Statement notes that the potential for infiltration drainage will be explored prior to the detailed design of the drainage network. We would expect the detailed design of the drainage system to utilise sustainable methods should infiltration drainage not be possible following any additional ground investigation.

Officer comment: The recommended condition has been included within the decision notice.

Air Quality Officer

This application is in an Air Quality Focus Area. It is accompanied by an air quality assessment which confirms the development is not air quality neutral in terms of transport emissions.

Officer comment: An appropriately worded condition has been included within the decision and a contribution of £12,500 has been requested.

Contaminated Land Officer

Raised no objection to the application subject to a pre-commencement planning condition.

EPU

No objection to the application subject to a condition and an informative.

Officer comment: The recommended conditions have been included within the decision.

Trees and Landscaping

A tree report by Crown Consultants has identified and assessed the condition and value of 26 trees and groups. There are no 'A' grade trees. Two groups are considered to be 'B' grade - that is to say worthy of retention - G5 and G26 both groups of Norway maples. These are situated within the wide grass verge in the north-east corner of the site and to the north-west of Building 2. - Neither will be affected by the development.

The remaining trees are 'C' grade with the exception of one 'U' (T11) which should be removed in the interests of sound management. The tree removal plan indicates that 11No. trees will be removed to accommodate the proposed new building. These are all 'C' grade trees whose removal is acceptable subject to replacement tree planting as part of a comprehensive landscape plan. A tree protection plan and method statement has been Sustainability and Energy included within the report.

In particular, the tree loss in the landscape buffers on the south and east boundaries will require new planting. An illustrative landscape layout plan, supported by cross sections, indicates an attractive landscape setting to the building with supplementary planting notably to the north, south and east, however, it is understood that the need to accommodate a safe coach park / dropping-off area to the north of the building may seriously compromise the hard and soft landscape layout to the front of the building.

For the building operator, the entrance / approach to the building is all-important. In terms of public realm and wider environmental benefits the enhancement of the landscape buffers to the south and east will be crucial.

No objection subject to post-commencement conditions COM9 (parts 1,2,3,4,5 and 6) and COM10.

Officer comment: The recommended conditions have been included within the decision.

Highways

The development site is located within the Status Business Park and is accessed via a roundabout junction off Nobel Drive. Noble Drive is a controlled parking zone Monday to Saturday (9am-5pm). Whilst 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), Nobel Drive itself is privately maintained and beyond the remit of the London Borough of Hillingdon as Highway Authority.

Parking Provision

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that all development is in accordance with the Councils adopted Car Parking Standards.

Hotel Parking

The emerging DMT6 policy and parking standard for hotels (use Class C1) indicates that assessment should be carried out on an individual basis whilst considering provision for taxi pick-up and drop-off, coach parking, car rental operations and additional activities in addition to the hotel itself. However, the Councils currently adopted saved Unitary Development Plan (UDP) does provide a more prescriptive standard for Hotels with a ratio of 1 parking space per 5 hotel bedrooms.

The proposed hotel is to accommodate 28 parking spaces which is in accordance with the currently adopted saved Unitary Development Plan standard. Of this provision, 3 parking spaces are to be assigned as disabled which represents 10% of the total parking facility.

Electrical charging points also being provided with 2 'active' spaces and 2 'passive' spaces. This is in line with the emerging Local Plan-Part 2 standards which requires 5% active and 5% passive provision.

To accord with the emerging Local Plan, one coach space per 50 bedrooms is required. Whilst the submissions only demonstrate provision for 1 coach space, it is noted that the site would benefit from future use of the Heathrow National Express - Hoppa bus service which would undoubtedly promote sustainable travel to Heathrow central bus station/Airport terminals. I trust you as the Local Planning Authority will secure this by way of condition.

Cycle parking should be in accordance with the London Plan minimum standards which require 7 long stay cycle parking spaces and 3 short stay spaces. The submitted information mentions that 7 long stay spaces will be provided for within the hotel building in the form of 'Josta wall rack storage' with 3 short stay spaces located adjacent to the main hotel entrance in the form of Sheffield stands. This arrangement is accepted.

Residential Parking

It is noted that the existing prior approval consent (ref, 72408/APP/2017/3021) for 46 units within Building 2 was to be served by 69 parking spaces. However, Building 2 is also subject to a subsequent application (ref, 72408/APP/2018/972) for 8 flats totaling 54 self contained units. This represents a 1.27 space to unit ratio. Whilst the submissions state that the subsequent scheme will not be implemented, this cannot be enforced. My assessment of the scheme is therefore based on the maximum number of units for future implementation at Building 2.

Upon implementation of the current proposal parking associated with the residential units will be reconfigured into the wider confines of Status Park with Buildings 3 and 4.

It is noted that these building are also subject to prior approval/full planning consents which I have referenced below.

The submitted Transport Assessment highlights that during pre-application discussions in relation to the Prior Approval change of use of building 2, that a parking ratio of 1 space per unit would be acceptable due to the size of the units and moderately accessible location. This would accord with the Emerging DMT 6 policy and parking standards for residential units which requires 1-1.5 spaces per one and two bedroom unit.

The 1:1 parking ratio provision is also sought for the already approved residential schemes at Buildings 3 and 4. I have listed the following for ease of reference.

Although not specified within the Transport Assessment, the site at present makes use of 201 spaces and in order to accommodate the proposed hotel, the proposal would result in the net loss of 16 car parking spaces compared with existing which represents an over provision of 11 spaces. These spaces should be allocated as visitor parking secured by way of condition.

It should also be noted that a final plan illustrating car parking reconfiguration across the whole the site will be required. This should also be provided and secured by way of condition.

Access and Trip Generation

Whilst access to the proposed Hotel and Building 2 is to remain as per the existing situation off the Nobel Drive roundabout junction, the proposals will see the creation of an internal access serving the hotel as well as an 'exit' only access at the most north western point of the site onto Nobel Drive.

Commensurate with the speed limit in place and in accordance with highway guidance contained within the current 'Manual for Streets' (1 & 2) document, the exit only access should provide visibility splays of 2.4 metres back from the access centerline by 43 metres along both directions of the nearside kerbline. It is apparent from the submitted information that the requisite splays are achieved.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Trip generation associated with the existing office building (Building 2) has been based on that submitted under the prior approval consent ref: 72408/APP/2017/3021 which highlights that at present the site generates 25 two-way movements in the AM peak (8:00- 09:00) and 27 two-way movements in the PM peak (17:00-18:00).

To determine the proposed number of trip rates associated with the proposed hotel the submitted TA references trip rates used within a similar nearby development (Heathrow Point West, 234 Bath Road) as an interrogation of the TRICS (Trip Rate Information Computer System) database had provided no comparable sites. The results show that the proposed hotel would generate in the region of 22 two-way trips in the AM peak and 13 movements in the PM peak.

With regard to the residential component of the scheme, the trip rates submitted have been based upon the prior approval scheme for 46 units only. As highlighted above, my assessment is based upon the maximum number of units approved as part of Building 2. I have therefore factored in additional trips generated as a result of the subsequent 8 unit scheme contained under ref, 72408/APP/2018/972 which suggests that 12 two-way movements will be generated in the AM Peak and 9 movements in the PM peak.

Net Trip Generation

The proposals as a whole would present a total cumulative trip generation of 34 two-way movements in the AM peak hour and 22 two-way movements in the PM peak hour. This represents a net increase of 9 two-way movement in the AM Peak and a reduction of 5 two-way movements in the PM peak.

Overall the trip rates at peak network times would be expected to be sufficiently absorbed with the existing local road network without having a notable detriment to traffic congestion and road safety.

Service/Delivery and Coaching Arrangement

Although initial concerns were raised with service/delivery vehicles and coaches having to carry out 3-point turns along the access road, revised drawings have since been submitted with associated vehicles satisfactorily entering and leaving the site in forward gear. However, a framework service and delivery plan should be provided detailing that the frequency and operation of associated vehicles. I trust this will be secured by way of condition.

Car Parking Management Plan

In order to best mitigate and control parking demand within the car park serving the proposed hotel, a detailed CPMP will be required which should ensure the smooth operation of the car park and prevent inappropriate/informal parking from taking place by users of the site. This should be imposed by way of condition.

Travel Plan

A Travel Plan framework would be required prior to the implementation of the proposals and should be secured via a section 106 agreement. This should set out measures and strategies for which the site will seek to encourage more sustainable modes of travel away from the private motor vehicle.

Construction Management Plan

Prior to the implementation of the works, a full Construction Management Plan is required to be secured under a suitable planning condition due to the site constraints and very nature of the local highway network. This should detail the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of an on-site banksman, on-site loading/unloading arrangements and parking of site operative vehicles.

Mindful of the above, should you be minded to approve the application, I would request that the above mentioned obligations and conditions be attached.

Officer comment: The relevant conditions have been included within the decision. A section 106 clause requiring a travel plan and details of public realm/pedestrian improvements have also been included. Whilst the proposal would result in the loss of 16 car parking, given 1 car parking space is provided for each residential unit and a policy compliant level of hotel car parking is being provided, the proposal is considered to be acceptable.

Policy Officer Comments:

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Saved UDP Policies (2012)

The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Local Plan: Part 2

The Local Plan Part 2 Draft Proposed Submission Version (2015) was submitted to the Secretary of State on 18 May 2018. This comprises a Development Management Policies document, a Site Allocations and Designations document and associated policies maps. This will replace the current Local Plan: Part 2 - Saved UDP Policies (2012) once adopted.

The draft Plan was submitted the Secretary of State on 18 May 2018 representing the start of the Examination in Public (EiP). The public examination hearings concluded on the 9 August 2018. The Inspector has submitted a Post Hearing Advice Note outlining that the plan is one that is capable of being found sound but identifying the need to undertake a final consultation on the Main Modifications only. The Council has responded to this note outlining that its preferred dates for doing so would be 27th March 2019 to 8th May 2019. All consultation responses will be provided to the Inspector for review, before the Inspector's Final Report is published to conclude the EiP process.

2.6 Paragraph 48 of the NPPF (2019) outlines that local planning authorities may give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

The Local Plan Part 2 is considered to be in the latter stages of the preparation process and therefore all of the policies can be afforded some weight. The degree to which weight may be attached to each policy is based on the extent to which there is an unresolved objection being determined through the public examination process and the degree of consistency to the relevant policies in the NPPF (2019). Those policies which are not subject to proposed Main Modifications can therefore be afforded considerable weight as there is no further opportunity for these policies to be amended and all objections can be considered resolved.

Designations

The proposed development site is located within the Bath Road Hotel and Office Growth Location in the Local Plan Part 2 (LPP2) Revised Submission Version (October 2015). However, in a Post Hearing Advice Note received from the Inspector undertaking the examination on the LPP2, the Inspector has advised that a modification with regards to this designation is required in order for the LPP2 to found sound. The proposed modification is to delete the Bath Road Hotel and Office Growth Location designation from the Plan.

The reason for the modification proposed by the Inspector is to ensure consistency with the Airports National Policy Statement (ANPS) given that these sites occupy land that is identified with the ANPS for the expansion of Heathrow Airport. A copy of the Inspector's Advice Note can be viewed on the LPP2 examination website.

Under Section 20 (7) of the Local Plan Regulations, the Council has asked the Inspector to make modifications to the LPP2 that are required to make the Plan sound, and is required to consult on these modifications for a minimum period of six weeks. This consultation is scheduled to run from Weds 27th March to Weds 8th May during which representations on the proposed designations can be made. The Inspector's final report on the soundness of the LPP2 will be issued once this consultation has closed and representations have been considered.

Principle of Development

The current proposed designation of the Hotel and Office Growth Location within which this is located has been identified by the Inspector as inconsistent with national planning policy it is considered that in accordance with paragraph 48 of the NPPF, this designation should be given very minimal weight. The ANPS itself is also a material consideration in the determination of planning applications as set out in paragraph 5 of the NPPF 2019.

Given that the proposed development site is outside of the North West [Runway] Scheme boundary map shown in Annex A of the ANPS, this land will not be directly required for the proposed airport expansion. The site is likely to be affected in other ways by any future North West runway scheme due to its proximity to a potential new runway, and the relevant authorities should be consulted upon these matters e.g. public safety and noise. Subject to the outcome of these consultations, the location of a hotel on this site would accord with Local Plan Part 1 Policy E2 which states that new hotels will be encouraged 'on sites outside of designated employment land on the Heathrow perimeter'.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is identified as a 'Hotel and Office Growth Location' on the Policies Map (October 2015). 'Strategic Objective 15 of the Local Plan: Part One (November 2012) seeks to protect land for employment uses to meet the needs of different sectors of the economy. Annex 1 of the London Plan (2016) recognises that Heathrow 'north' will continue to benefit from airport related growth, particularly transport and logistics, business, hotels and leisure/tourism.

Policy 4.5 'London's Visitor Infrastructure' of the London Plan (2016) states that the Mayor "will support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision especially in outer London." Policy 4.5 also sets a target of 40,000 net additional hotel rooms by 2036 and identifies town centres, intensification areas and Opportunity Areas (once there is adequate public transportation to central London and other international and national transport hubs) as locations for additional provision beyond the Central Activities Zone (CAZ).

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

Building 2 benefits from Prior Approval allowing the change of use from offices to residential units, the building is currently being converted to 46 residential units. The applicant notes the existing car park is surplus to their requirements. The applicant notes there is also space car parking capacity across the wider site which includes Building 3 and 4 to facilitate car parking.

The current proposed designation of the Hotel and Office Growth Location (2015) within which this site is located has been identified by the Inspector as inconsistent with national planning policy. The policy officer has advised this designation should be given very minimal weight. The ANPS itself is a material consideration in the determination of this planning applications as set out in paragraph 5 of the NPPF 2019.

Given that the proposed development site is outside of the North West [Runway] Scheme boundary map shown in Annex A of the ANPS, this land will not be directly required for the

proposed airport expansion. The site is likely to be affected in other ways by any future North West runway scheme due to its proximity to a potential new runway. Both Heathrow Airport Safeguarding and NATS were consulted on this application and raised no objection. The location of a hotel on this site accords with Policy E2 of the Local Plan: Part 1 (November 2012) which states that new hotels will be encouraged 'on sites outside of designated employment land on the Heathrow perimeter'.

The proposal for a 6-storey, 140 bedroom hotel within an existing car park would make efficient use of the land and is a compatible use alongside a residential use. This application is therefore considered acceptable in principle subject to all other matters within the application being considered acceptable.

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.

7.04 Airport safeguarding

This application site falls outside North West [Runway] Scheme boundary map shown in Annex A of the ANPS. This is a sensitive site in terms of airport safeguarding as the site is located beneath the Transitional Surface for Runway 09L/27R. Safeguarding surfaces restrict the height of buildings, plant, and roof structures such as aeriels and flagpoles. The height of this proposal is 20.8m at its highest. Heathrow Airport Safeguarding and NATS have raised no objections to this application subject to conditions and informatives which have been included within the decision notice.

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. The nearest Green Belt boundaries being located some 34m to the east and 111m to the north of the application site. The application site and land allocated as Green Belt is separated by a road to the west and Buildings 3 and 4 Status Park to the north east.

Given this relationship and the fact that the existing site is dominated by car parking and is currently viewed against the backdrop of existing built form along Bath Road, whilst the proposal includes a new building, it does not encroach onto the Green Belt. The proposal would provide generous soft screening along Nobel Drive, the boundary closest to the Green Belt. On this basis, the proposal would not prejudice the openness of the 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

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

Policy BE1 of the Local Plan: Part One (November 2012) requires all new development to

improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

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

The majority of the site would be occupied by the proposed hotel footprint, with drop off areas, service access and landscaping to the perimeter of the site. It is laid out in an 'L' shape. The proposal includes a 16m gap between its west facade and front of the 2 Status Park building, minimising its impact on the neighbouring building.

The form and massing closely echoes the shape and size of the existing surface car park and enables incorporation of a dedicated drop-off zone at the entrance to the hotel which is designed to create a courtyard effect reflective of a main entrance.

The proposed height is considered to be in keeping with the urban grain and built form across Bath Road. The proposed hotel is slightly taller, and occupies a larger footprint than the immediate neighbouring buildings, nevertheless in the context of the wider Bath Road, the scale and massing of the hotel is considered to be in keeping with the built form on Bath Road. The proposed building also follows the established building line so as to minimise its visual impact on the Bath Road streetscene.

This application is a result of discussions and revisions with officers. The proposed materials including red brick to respond to the existing palette within Status Park. The proposal is aesthetically in keeping with the adjacent properties, particularly when viewed in the context of the wider Bath Road streetscene. The proposal is considered to comply with Policy BE1 of the Local Plan: Part One (November 2012) and Policies BE13 and BE19 of the Local Plan: Part Two (November 2012).

7.08 Impact on neighbours

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

Policy BE21 of the Hillingdon Local Plan (November 2012) seeks to resist developments which would result in significant loss of residential amenity by reason of their siting, bulk and proximity. The HDAS (2006) - Residential Layout provides further guidance on the interpretation of this policy.

The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required between main windows of habitable rooms and a flank wall of a new development although this distance will be dependent on the extent and bulk of the buildings. The Council's HDAS further provides guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21 metres. In this regard, the proposed unit windows are separated from other dwelling windows by more than 21 metres, which is consistent with the Council's Supplementary Planning Guidance.

The nearest residential units are 16m to the west (Building 2) and 21m to the north (Building 3). A Daylight and Sunlight Assessment has been submitted in support of the application which uses an industry standard methodology and numerical analyses to

ascertain the effects of the development and the levels of change in daylight and sunlight for the neighbouring properties as a consequence of the proposed hotel.

The Daylight / Sunlight report demonstrates that the scheme is compliant with BRE guidance for daylight. The proposed scheme is therefore acceptable in daylight and sunlight terms and meet the requirements of Policy BE21 which requires the amenity of neighbouring dwellings to be protected.

With regards to overlooking, the proposal provides a 16m gap between the proposed hotel and Building 2 Status Park to the west which is considered to be acceptable. The western elevation of the proposed hotel does not include windows other than at fourth and fifth floors. The proposed hotel would provide an appropriate relationship with neighbouring properties and is therefore unlikely to give rise to overlooking into habitable room windows of Building 2. Overall the proposal is considered to comply with Policies BE19 and BE21 of the Local Plan: Part Two (November 2012).

7.09 Living conditions for future occupiers

There is not specific criteria or standard for hotel rooms, however each hotel room includes outlook, a generous size and windows providing natural light for future occupants.

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 emerging DMT6 policy and parking standard for hotels (use Class C1) indicates that assessment should be carried out on an individual basis whilst considering provision for taxi pick-up and drop-off, coach parking, car rental operations and additional activities in addition to the hotel itself. However, the Councils currently adopted saved Unitary Development Plan (UDP) does provide a more prescriptive standard for Hotels with a ratio of 1 parking space per 5 hotel bedrooms. The proposed hotel is to accommodate 28 parking spaces which is in accordance with the currently adopted saved Unitary Development Plan standard. Of this provision, 3 parking spaces are to be assigned as disabled which represents 10% of the total parking facility. Electrical charging points also being provided with 2 'active' spaces and 2 'passive' spaces. This is in line with the emerging Local Plan-Part 2 standards which requires 5% active and 5% passive provision.

To accord with the emerging Local Plan, one coach space per 50 bedrooms is required. Whilst the submissions only demonstrate provision for 1 coach space. It is noted that the applicant has committed to signing up for the use of the Heathrow National Express - Hoppa bus service. As such 1 coach parking bay alongside the operation of the Hoppa Bus Service is considered acceptable.

The London Plan (2016) requires 7 long stay cycle parking spaces and 3 short stay spaces. The submitted information mentions that 7 long stay spaces will be provided within the hotel in the form of 'Josta wall rack storage' with 3 short stay spaces located adjacent to the main hotel entrance in the form of Sheffield stands. This arrangement is considered to be acceptable.

Redistribution of car parking

Building 2 benefits from a prior approval consent under ref: 72408/APP/2017/3021 for 46 units and an extension to Building 2 was also consented under ref: 72408/APP/2018/972 for 8 flats. Overall there are 54 units with 69 parking spaces within the approved scheme.

Building 3 benefits for prior approval for 36 units under ref: 69183/APP/2017/1363 and an extension for 4 units under ref: 69183/APP/2018/692. Overall there are 40 units with 64 car parking spaces for Building 3 within the approved scheme.

Building 4 benefits from prior approval for 45 units under ref:46616/APP/2016/4300 and 6 units were allowed under ref: 46616/APP/2018/699. Overall there are 51 units with 68 car parking spaces within the approved scheme.

This application seeks to reconfigure car parking spaces across Status Park to meet car parking standards for both the residential buildings and the proposed hotel. A 1:1 car parking ratio provision is also sought for consented approved residential schemes at Buildings 2, 3 and 4.

Given the size of units proposed and the location of the site in close proximity to a number of bus routes, 1 car parking space per unit would be acceptable which would accord with Policy DMT 6 of the Local Plan: Part Two (October 2015). The site at present makes use of 201 spaces and in order to accommodate the proposed hotel 59 car parking spaces are being reconfigured within the car park of Building 2. The proposal would result in the net loss of 16 car parking spaces compared with existing. There would be an over provision of 11 spaces which would be allocated as visitor car parking secured by way of a condition. The highways officer has requested a final plan illustrating car parking reconfiguration across the whole the site. This has been secured by way of a condition and as a Head of Term within the proposed Section 106 legal agreement.

Highways Safety

Whilst access to the proposed Hotel and Building 2 is to remain as per the existing situation off Nobel Drive roundabout, the proposals will see the creation of an internal access serving the hotel as well as an 'exit' only access at the most north western point of the site onto Nobel Drive.

Commensurate with the speed limit in place and in accordance with highway guidance contained within the current 'Manual for Streets' (1 & 2) document, the exit only access should provide visibility splays of 2.4 metres back from the access centre line by 43 metres along both directions of the nearside kerbline. It is apparent from the submitted information that the requisite splays are achieved.

Trip generation associated with the former office building (Building 2) has been based on that submitted under the prior approval consent ref: 72408/APP/2017/3021 which highlights that at present the site generates 25 two-way movements in the AM peak (8:00- 09:00) and 27 two-way movements in the PM peak (17:00-18:00). Overall the trip rates at peak network times would be expected to be sufficiently absorbed with the existing local road network without having a notable detriment to traffic congestion and road safety.

Although initial concerns were raised with service/delivery vehicles and coaches having to carry out 3-point turns along the access road, revised drawings have since been submitted with associated vehicles satisfactorily entering and leaving the site in forward gear. The highways officer has requested a condition securing details of servicing and delivery which

would be secured as a condition within the decision notice. Overall the proposal has been considered acceptable.

7.11 Urban design, access and security

Main issues relating to design and access have been addressed elsewhere in the report. The Secured by Design (SBD) Officer at the Metropolitan Police reviewed the plans and considers the proposal to be acceptable subject to condition.

7.12 Disabled access

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design which seek to ensure that developments:

- a can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances
- b are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment
- c are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- d are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.

The access officer had recommended revisions to the proposal to include accessible rooms. The proposal was revised and amended plans accepted on 14-03-19. The access officer reviewed the revised plans and has confirmed the proposal accords with Policy 7.2 of the London Plan (2016).

7.13 Provision of affordable & special needs housing

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

7.14 Trees, landscaping and Ecology

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

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

The trees and landscaping officer confirms there are no 'A' grade trees and two groups of grade 'B' trees that are worthy of retention. The tree removal plan submitted in support of the application indicates that 11 trees will be removed to accommodate a new building. These are all 'C' grade trees whose removal is acceptable subject to replacement tree planting as part of a comprehensive landscape plan. A tree protection plan and method statement has been included within the report.

The landscape officer notes the tree loss in the landscape buffers on the south and east boundaries will require new planting. An illustrative landscape layout plan, supported by cross sections, indicates an attractive landscape setting to the building with supplementary planting notably to the north, south and east. It is understood that the need to accommodate a safe coach park / dropping-off area to the north of the building may compromise the hard and soft landscape layout to the front of the building. Details of

landscaping for the northern part of the site would be required by way of a planning condition to ensure the proposal contributes to an improvement to the character of the area. This has been secured by way of a condition to include semi mature pollution absorbing trees to reduce the level of pollution given that this site falls within an Air Quality Focus Area. Overall, the trees and landscaping officer raises no objection to the application subject to relevant planning conditions which have been included within the decision.

7.15 Sustainable waste management

Policy 5.17 'Waste Capacity' of the London Plan (2016) sets out the Mayor's spatial policy for waste management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The waste strategy officer has commented on this application noting this site has capacity for waste storage which would operate as existing. The waste and recycling arrangements are considered acceptable subject to the imposition of a suitable condition.

7.16 Renewable energy / Sustainability

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

The submitted energy report confirms the development will comply with policy 5.2 of the London Plan (2016) which requires all developments to achieve greater than 35% reduction over Part L (2013) as the proposal includes a combination of measures including Air Sourced Heat Pumps and communal CHP. An appropriately worded condition is secured requiring further details of sustainability and energy efficiency measures that will be implemented.

7.17 Flooding or Drainage Issues

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

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

The site does not fall within a flood zone, a critical drainage area and no specific drainage issues have been identified. A Flood Risk Assessment and Drainage Strategy has been provided which has been reviewed by the Flood Water Management team and has been found acceptable subject to an appropriately worded condition.

7.18 Noise or Air Quality Issues

Noise

Policy 7.15 of the London Plan (2016) recommends that development proposals should seek to manage noise. The proximity of this site to Bath Road and air craft noise and nature of the proposal would require a form of noise attenuation. Details are expected to be submitted prior to commencement. The EPU Officer has assessed the application and raised no objections subject to conditions which have been included within the decision notice.

Air Quality

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

The air quality officer has reviewed the application and noted that the applicant's air quality assessment notes the application is not air quality neutral given the increase in trips. However, the impact can be mitigated through securing an in-lieu contribution which has been secured for this development.

7.19 Comments on Public Consultations

No comments received at the time of writing this report.

7.20 Planning obligations

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

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

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

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

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

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

1. To secure all necessary highway works including written agreement from the Local Planning Authority on the final proposed public realm improvements to the pedestrian environment.
2. To provide 185 allocated car parking spaces for residents of Building 2, 3 and 4 Status

Park. No charges for residents car parking at surface levels. The applicant cannot sell or rent the any of the allocated car parking spaces to third parties. To provide details of temporary parking arrangements for residents of Building 2, Status Park during construction.

3. The provision of a Travel Plan, including a bond of £20,000, which shall incorporate Sustainable Transport Measures such as the Hoppa Bus Service.

4. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost plus £9,600 Coordinator Costs).

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

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

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

Community Infrastructure Levy (CIL)

The Hillingdon CIL charging schedule was adopted from 1st August 2014 for hotels, the charge is set £40 per sq.m. The applicant would be liable to pay £261,377.

The Mayor of London adopted in April 2013 under the current charging schedule which is set at £35 per sq.m, the hotel would have been liable to pay £243, 063.23. From 1st April 2019, the Mayoral CIL is set to increase to £60 per sq.m as such the hotel would pay £292,200 towards the Mayoral CIL.

7.21 Expediency of enforcement action

It is known to officers that the existing car park has been used as off airport car parking. The enforcement team are currently investigating the matter. It should be noted that the use of the car park as off airport car parking does not prejudice the determination of this application. The grant of planning consent would result in the removal of the unauthorised use from this site.

7.22 Other Issues

No other issues identified.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

There is no objection to the principle of the development to provide a hotel within this location which is designated as Heathrow Opportunity Area. The general design, size, height and massing and detailed design is considered to be appropriate and responds to the context of the site. The proposal under this application is of a comparable to the general height and scale found on Bath Road. It is not considered that the development would have any detrimental impact on the street scene or upon residential amenity.

The hotel would primarily serve Heathrow Airport, where most guests will arrive by public transport or taxi. Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off including the provision of car parking at Building 2 Status Park. These matters taken together are not considered to have any significant detrimental impact on the provision of car parking, existing highway network or on highway safety.

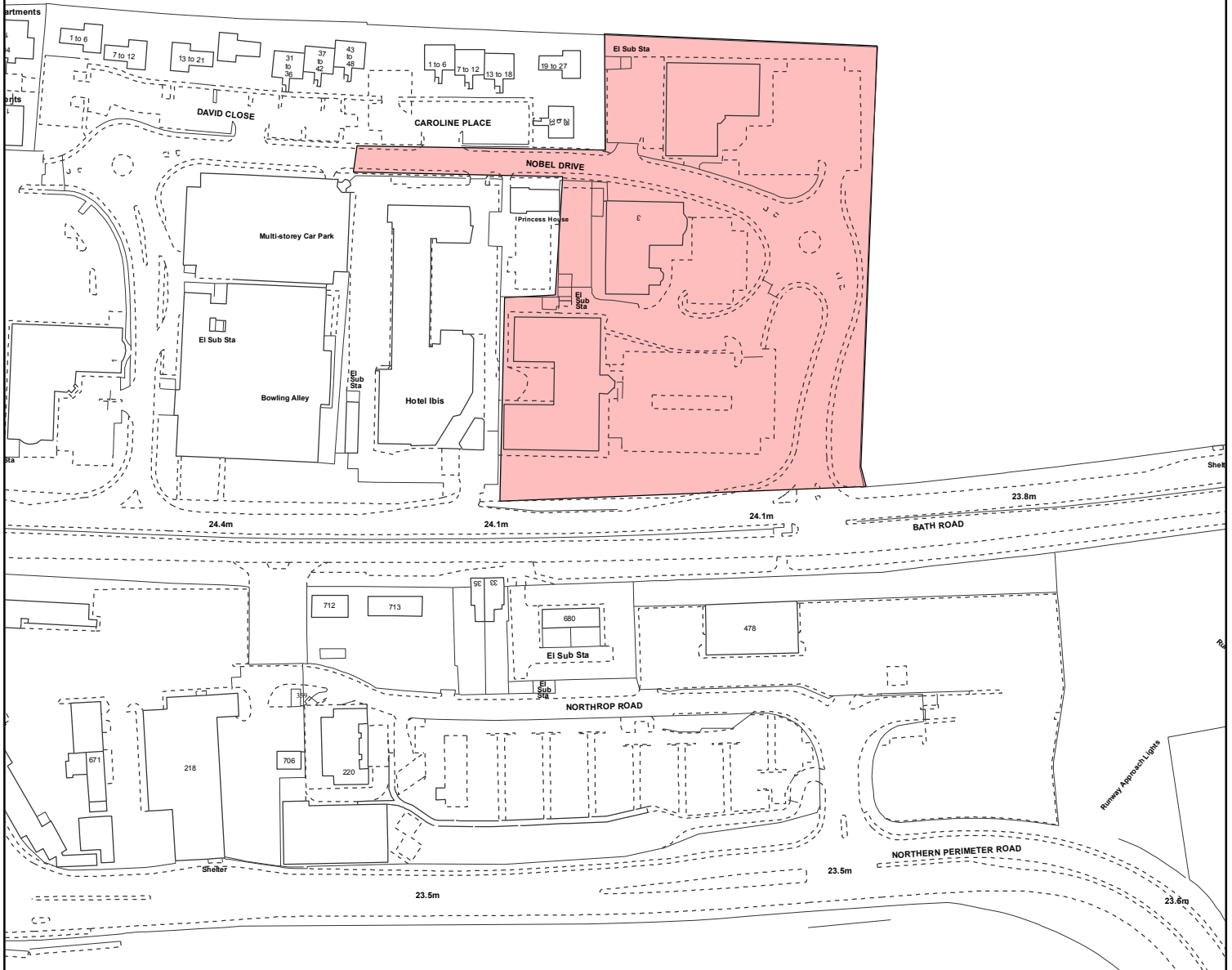
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Local Plan: Part Two (November 2012)
London Plan (2016)
National Planning Policy Framework (2019)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety
Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations
The Mayor's Housing Supplementary Planning Guidance
Airports National Policy Statement (2018)

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
Unless the Act provides a relevant exception to copyright.
© Crown copyright and database rights 2018 Ordnance Survey 100019283

Site Address: **Land at Status Park
Nobel Drive
Harlington**

Planning Application Ref:
74423/APP/2018/4437

Planning Committee:
Major

Scale:
1:2,250

Date:
April 2019

**LONDON BOROUGH
OF HILLINGDON**
Residents Services
Planning Section
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

