

## Report of the Head of Planning, Transportation and Regeneration

**Address** PARK INN HEATHROW BATH ROAD SIPSON

**Development:** Alterations to existing main entrance lobby and car park area, recladding, relocation of existing entrance to 'Orbiter' conference centre with new entrance canopy, formation of new roof-lights to existing 'Aviator' conference centre, relocation of existing internal stair and formation of new fire escape, external planting area, three new windows and beer store to new lounge area

**LBH Ref Nos:** 195/APP/2019/2658

**Drawing Nos:** 100 Rev. A  
101 Rev. A  
001  
002 Rev. B  
MDL-XX-00-A-003 Rev. C  
006 Rev. B  
007 Rev. B  
010 Rev. B  
Design & Access Statement - First issue (Dated August 2019)  
011

**Date Plans Received:** 08/08/2019 **Date(s) of Amendment(s):** 08/08/2019

**Date Application Valid:** 08/08/2019

### 1. SUMMARY

This application proposes to alter the existing main entrance lobby, facade and car park area, relocate the existing entrance to 'Orbiter' conference centre and create a new entrance canopy, install new roof-lights to existing 'Aviator' conference centre, relocate the existing internal stair and erect a new external store. The proposed works are considered acceptable in principle and with regard to their impact on design, character of the area, amenity, access, the local highway network and airport safeguarding. Subject to conditions, the application is recommended for approval.

### 2. RECOMMENDATION

**APPROVAL subject to the following:**

#### 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 100, 101 Rev. A, 001, 002 Rev. B, 006 Rev. B, 007 Rev. B, 010 Rev. B, 011, MDL-XX-00-A-003 Rev. C 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 (2016).

### **3 COM7 Materials (Submission)**

Prior to the relevant part of the proposed works, details of the proposed cladding 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 detailed drawings of the cladding that show how it is fixed to the existing building as well as 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 2 - Saved UDP Policies (November 2012) and Policy DMHB 11 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

### **4 COM8 Tree Protection**

No site clearance or external construction work shall take place to the approved external areas until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

## REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policy BE38 Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policies DMHB 11 and DMHB 14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019)

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

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

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

NB: Landscaping plans shall include pollution absorbing and native planting species.

2. Details of Hard Landscaping
  - 2.a Means of enclosure/boundary treatments
  - 2.b Car Parking Layouts (including demonstration that 3 parking spaces are served by active electrical charging points, 3 parking spaces are served by passive electrical charging points and that 4 Blue Badge parking spaces are marked out measuring 2.4 metres x 4.8 metres with 1.2 metres transfer zones to the side and rear of each space)
  - 2.c Hard Surfacing Materials
  - 2.d External Lighting
  - 2.e Other structures (such as furniture)
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

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 2 - Saved UDP Policies (November 2012), Policies DMHB 11, DMHB 14 and DMT 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policies 5.10 and 5.17 of the London Plan (March 2016)

### **6 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 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 2 - Saved UDP Policies (November 2012), Policies DMHB 11 and DMHB 14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and to comply with Section 197 of the Town and Country Planning Act 1990

### 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.

A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
DMAV 1	Safe Operation of Airports
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 5.10	(2016) Urban Greening
LPP 7.2	(2016) An inclusive environment
LPP 7.8	(2016) Heritage assets and archaeology

### **3 I70 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.

### **4 I25 Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

### **5**

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The application relates to the Park Inn Hotel complex on Sipson Road. The hotel is situated within a 4.8 hectare site, which is bordered to the north and west by the highway of Sipson Road. To the east is the link road from Junction 4 of the M4 to Heathrow Airport, with the ground level of this highway set significantly lower than the ground level of the application site. To the east of the M4 link road is an airport overflow car park which is on a similar ground level of the application site.

Contained within the site is a hotel and conference centre with parking and associated landscaping set around the building. The main hotel consists of a central section with six wings and a v-shaped entrance building, with an attached conference centre in the southeastern corner of the site. The three wings on the western facade have created two courtyard areas adjacent to the western side elevation, which contains parking areas, landscaping and an outbuilding.

The external walls of the western facade of the building have exposed brickwork on the flank walls facing the M4 and grey render and glazing on the elevations facing in towards the courtyard areas and towards Sipson Road.

An access road to an area of the hotel's car park and the airport overflow car park runs along the southern and southwestern elevation of the conference centre.

The site is located within the Heathrow Archaeological Priority Zone.

### 3.2 Proposed Scheme

This application seeks permission for alterations to the existing main entrance lobby, facade and car park area, relocation of existing entrance to 'Orbiter' conference centre with new entrance canopy, formation of new roof-lights to existing 'Aviator' conference centre, relocation of existing internal stair and formation of new fire escape, external planting area, three new windows and beer store to new lounge area.

The proposed changes to the main car park would increase the number of parking spaces from 41 (including 2 accessible spaces) to 55 (including 4 accessible spaces) and create a pedestrian walkway from the main entrance into the site to the main entrance of the hotel

### 3.3 Relevant Planning History

195/ADV/2011/21                      Park Inn Heathrow Bath Road Sipson  
Installation of 1 internally illuminated fascia sign.

**Decision:** 25-05-2011    Approved

195/ADV/2012/25                      Park Inn Heathrow Bath Road Sipson  
Installation of an 1 x internally illuminated fascia sign

**Decision:** 28-05-2012    Approved

195/ADV/2012/28                      Park Inn Heathrow Bath Road Sipson  
Installation of 1 x internally illuminated fascia sign

**Decision:** 25-05-2012    Approved

195/APP/2008/3162                      Land At Park Inn Heathrow Bath Road Sipson  
Installation of a 15.5m high free standing steel clad display structure (Incorporating an internally illuminated advertisement panel).

**Decision:** 22-12-2008    Refused

**Appeal:** 08-09-2009    Dismissed

195/APP/2010/2987      Park Inn Heathrow Bath Road Sipson  
Replacement entrance canopy and porch and re-cladding of part of existing building.

**Decision:** 28-02-2011    Approved

195/APP/2012/2253      Park Inn Heathrow Bath Road Sipson  
Installation of additional car parking with associated landscaping

**Decision:** 30-11-2012    Refused

195/APP/2012/805      Park Inn Heathrow Bath Road Sipson  
Over-cladding and repair to western facades of existing hotel building.

**Decision:** 19-06-2012    Approved

#### **Comment on Relevant Planning History**

None.

#### **4. Planning Policies and Standards**

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

1.2 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)

1.3 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 Planning Policies

1.4 Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states 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).

Draft London Plan (Consolidated with Changes July 2019)

1.5 The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

1.6 The Mayor is currently considering the Panel report and recommendations and is preparing an 'Intend to Publish' version of the London Plan, which will be sent to the Secretary of State alongside with a schedule of the panel's recommendation and the Mayor's response to them. It is envisaged the Intend to 'Publish version' of the Plan will be sent to the Secretary of State by the end of the year.

1.7 Until the stages outlined above are passed, it seems that in general terms only limited weight can and should be attached to the new London Plan. Some greater weight at this stage can be attached to policies which have been found acceptable by the Panel (either expressly or by no comment being made) or are subject to only minor amendment. However, anything that remains subject to the Inspector's recommendations can arguably be said to still attract very limited weight until at least the Mayor has published his report. The weight will then increase as matters become clearer through the outstanding statutory steps being completed.

#### Proposed Submission Local Plan Part 2 with Main Modifications (March 2019)

1.8 The Revised Proposed Submission Local Plan Part 2 (LPP2) documents (Development Management Policies, Site Allocations and Designations and Policies Map Atlas of Changes) were submitted to the Secretary of State for examination in May 2018.

1.9 The public examination hearing sessions took place over one week in August 2018. Following the public hearing sessions, the examining Inspector advised the Council in a Post Hearing Advice Note sent in November 2018 that he considers the LPP2 to be a plan that could be found sound subject to a number of main modifications.

1.10 The main modifications proposed by the Inspector were agreed by the Leader of the Council and the Cabinet Member for Planning, Transport and Recycling in March 2019 and were published for public consultation from 27 March to 8 May 2019.

1.11 The Council received the Inspector's Final Report on 22 October 2019. The Inspector concluded that, subject the Main Modifications set out in the Appendix to the report, the Local Plan Part 2 is a sound plan that can be adopted. The examination of the Local Plan is therefore now complete and the Council is in the process of progressing the Plan for formal adoption as part of the statutory development plan. This is scheduled for January 2020.

1.12 Taking paragraph 48 of the NPPF into account, the Council's general approach to the weight that should be afforded to the LPP2 until formal adoption will be that all policies, including those incorporating the main modifications hold substantial weight. This is due to the Plan being at the most advanced stage of preparation, the resolution of outstanding objections through the Inspector's Report and confirmation that the Plan is consistent with national guidance.

1.13 Notwithstanding the above, the starting point for determining planning applications remains the adopted policies in the Local Plan: Part 1 Strategic Policies and the Local



Plan: Part 2 Saved UDP Policies 2012 until the Local Plan Part 2 is formally adopted.

## **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

Part 2 Policies:

A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
DMAV 1	Safe Operation of Airports
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 5.10	(2016) Urban Greening
LPP 7.2	(2016) An inclusive environment
LPP 7.8	(2016) Heritage assets and archaeology

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **1st October 2019**

**5.2** Site Notice Expiry Date:- **2nd October 2019**

## **6. Consultations**

### **External Consultees**

A total of 16 letters were sent to neighbouring properties, a site notice was erected and the application was advertised in the local paper. All consultations expired on the 02/10/2019. No comments from members of the public have been received.

NATIONAL AIR TRAFFIC SERVICES:

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.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

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.

**GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE:**

Thank you for your consultation dated 08 November 2019.

The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter. NPPF section 16 and the Draft London Plan (2017 Policy HC1) make the conservation of archaeological interest a material planning consideration.

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

Although within the Heathrow Archaeological Priority Zone, the proposed groundworks are too small-scale to be of concern in this previously developed location.

No further assessment or conditions are therefore necessary.

**DEFENCE INFRASTRUCTURE ORGANISATION / MINISTRY OF DEFENCE:**

No comment.

**HEATHROW AIRPORT LTD:**

No comment.

**HARMONDSWORTH AND SIPSON RESIDENTS ASSOCIATION:**

No comment.

**HARLINGTON VILLAGE RESIDENTS ASSOCIATION:**

No comment.

**LONDON FIRE BRIGADE:**

No comment.

**HEALTH AND SAFETY EXECUTIVE:**

No comment.

DENHAM AERODROME:

No comment.

### **Internal Consultees**

ACCESS OFFICER:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following informative should be attached to any grant of planning permission: The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

TREES AND LANDSCAPING OFFICER:

This site is occupied by a large hotel complex situated to the north-east of the junction of Bath Road and the M4/Heathrow link road. The north and east boundaries are bounded by Sipson Road. The main pedestrian entrance to the hotel is set well back from Bath Road and views from the public realm are well screened by trees, shrubs and the car park. There are no TPO's or Conservation Area designations affecting the site.

### **COMMENT**

According to the response to Q10 of the planning questionnaire, there are no trees within the area to be re-developed. Existing trees in the area will be protected in accordance with BS5837: 2005. This BS was superseded in 2012 and the 2012 version should be referred to.

### **RECOMMENDATION**

No objection subject to pre-commencement condition COM8 and post-commencement conditions COM9 (parts 1,2,4 and 5) and COM10.

HIGHWAYS OFFICER:

Based on the uplift of just 14 spaces 3 should have an active electric vehicle charging point and 3 passive electric vehicle charging point provision. Two of the 4 disabled bays do not have any hatched markings - this should be provided.

CASE OFFICER COMMENT:

If recommended for approval, a landscaping condition is attached requiring the marking out of accessible spaces.

HIGHWAYS OFFICER FOLLOW-UP:

The number of car parking spaces at the front of the hotel would increase from 41 to 55, the overall number of parking spaces at the hotel would increase from 476 to 490. This represents a 3% increase in the total quantum of parking spaces at the hotel. There are no highway objections to this application as this increase will have no discernible impact on road safety or the free flow of traffic.

## BUILDING CONTROL OFFICER:

Looking at the proposals the building doesn't appear to be in scope, i.e. it is less than 18m in height (I measured the maximum to be approx. 15.5m) and it is a hotel, thus is excluded from the requirements in Regulation 7.

It will still require an application under the building regulations and the cladding will need to be in accordance with table 12.1 of Approved Document B, regulation 4, however it can be handled in the usual manner, not needing any further consultation from 3rd parties at this stage.

It is worth noting that they have not actually supplied any information of the cladding material in the documents you had sent me.

## URBAN DESIGN OFFICER:

The proposed alterations to remove the main front entrance canopy and signage and to replace it with a simpler and less intrusive design would be acceptable and will improve the appearance of the hotel.

The proposed removal of the conference suite entrance and its repositioning to a more central location would also be acceptable. The design of the glass canopy would not be intrusive and would not compete with the principal entrance of the hotel retaining the legibility of the building.

The recladding of the brickwork to the principal elevation would be acceptable in principle. Samples of materials would need to be agreed along with detailed construction drawings that show how it will be attached to the facade.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The principle of the site's use as a hotel has been established and the proposed changes are acceptable in principle.

### **7.02 Density of the proposed development**

Not applicable to the consideration of this application.

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

Policy BE1 of the Local Plan: Part 2 - Saved UDP Policies (November 2012) states that only in exceptional circumstances will the Local Planning Authority allow development to take place if it would disturb remains of importance within the Archaeological Priority Areas

Policy DMHB 7 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

The application site is located within the Heathrow Archaeological Priority Zone. The Greater London Archaeological Advisory Service (GLAAS) has provided advice on the proposal and stated that it is unlikely to have a significant effect on heritage assets of archaeological interest. The site is previously developed and the proposed groundworks are of such a small-scale that GLAAS deem there to be no need for further assessment or conditions.

Given the above, the proposal is considered to accord with Policy BE1 of the Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMHB 7 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

#### **7.04 Airport safeguarding**

Policy A6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will not grant planning permission for development likely to interfere with the safe and efficient operation of Heathrow or Northolt Airports.

Policy DMAV 1 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) states:

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that: i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

The National Air Traffic Services stated no safeguarding objection to the proposed works. Heathrow Airport Limited and the Defence Infrastructure Organisation were also consulted but provided no comment. The works proposed are not considered likely to impact on the safe efficient operation of Heathrow Airport or RAF Northolt. Based on this, the proposal is considered to accord with Policy A6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMAV 1 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

#### **7.05 Impact on the green belt**

Not applicable to the consideration of this application.

#### **7.07 Impact on the character & appearance of the area**

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the Local Planning Authority considers it desirable to retain or enhance.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) states that:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.

ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the

safeguarding of heritage assets, designated and un-designated, and their settings; and  
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory redevelopment of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The existing main entrance canopy measures approximately 13 metres in length, 8.5 metres in width and 11.9 metres at its highest point, although the main bulk of the entrance canopy sits at approximately 5.2 metres in height. The proposed main entrance canopy would measure approximately 16.8 metres in length, 9.3 metres in width and 6.3 metres in height. The proposed canopy would therefore represent an increase in scale compared to the existing structure. The design is considered contemporary and would complement the redesign of the hotel.

The proposed cladding would utilise aluminium faced rainscreen panels in powder coat silver and the horizontal ribbon band around windows would utilise a powder coat Graphite Grey. This is considered to harmonise with the existing building.

The proposed beer store would measure 3.3 metres in depth, 6.2 metres in width and 2.7 metres in height. This is considered to be a subordinate addition and would harmonise with the existing building.

The proposed fire escape staircase would cover an area of 3.1 metres x 4.2 metres and would measure 3.75 metres in height. This would be located towards the rear of the main hotel building and would be considered a subordinate addition.

The proposed external planting area enclosed by 2.5 metre high fence and three new windows to serve the lounge area would be located in a secluded area of the site. It is not considered to have a detrimental impact on the appearance of the building.

The relocation of existing 'Orbiter' conference centre entrance is considered acceptable. The proposed entrance canopy would measure 3.6 metres in depth and would be positioned 5 metres from ground level. The associated totem sign would measure 1 metre in width and 2.6 metres in height. These proposed elements are considered acceptable in terms of design.

A total of 6 roof lights are proposed for the 'Aviator' conference centre. The pyramid roof lights would measure 1.8 metres in width, 1.8 metres in depth and 1 metre in height. Two proposed monopitch roof lights would measure 2 metres in width, 4.4 metres in depth and 0.67 metres in height and one proposed monopitch roof light would measure 2.8 metres in width, 5.4 metres in depth and 0.82 metres in height. These are considered to complement the function and aesthetic of the Aviator conference centre and are acceptable.

Based on the above considerations, the proposed development is considered to accord with Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

#### **7.08 Impact on neighbours**

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded.

Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of the occupiers and their neighbours.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest residential properties are located over 20 metres to the east of the application site boundary, and further from the locations of the various elements of the proposal. It is not considered that the proposed works would impact on the amenity, light or privacy of any neighbouring residents and the proposal is not considered contrary to Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

#### **7.09 Living conditions for future occupiers**

Not applicable to the consideration of this application.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Policies AM2 and 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. This is supported by Policies DMT 1 and DMT 2 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards. This is supported by DMT 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

The proposed development would increase the number of spaces within the entrance parking area from 41 to 55. The overall number of parking spaces at the hotel would increase from 476 to 490 which represents a 3% increase in the total quantum of parking spaces at the hotel. As stated by the Council's Highways Officer, this will have no discernible impact on road safety or the free flow of traffic. Based on the uplift of just 14

spaces, 3 parking spaces should have an active electric vehicle charging point and 3 passive electric vehicle charging point provision. If recommended for approval, this will be secured by condition.

As such, subject to condition, the proposal is considered to accord with Policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policies DMT 1, DMT 2 and DMT 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

#### **7.11 Urban design, access and security**

Please see the 'Impact on the character & appearance of the area' section of the report.

#### **7.12 Disabled access**

Policy 7.2 of the London Plan (March 2016) requires that the all new development provides the highest standards of accessible and inclusive design.

As stated by the Council's Access Officer, the proposal raises no accessibility concerns and is not considered contrary to Policy 7.2 of the London Plan (March 2016).

#### **7.13 Provision of affordable & special needs housing**

Not applicable to the consideration of this application.

#### **7.14 Trees, landscaping and Ecology**

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

Policy DMHB 11 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) states: A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit. B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The proposed development will not remove any trees and all existing trees within the development area should be protected in accordance with BS5837: 2012. Subject to tree protection conditions and a landscaping condition, the proposal is considered to accord with Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies DMHB 11 and DMHB 14 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policy 5.10 of the London Plan (March 2016).

#### **7.15 Sustainable waste management**

Not applicable to the consideration of this application.

#### **7.16 Renewable energy / Sustainability**

Not applicable to the consideration of this application.



#### **7.17 Flooding or Drainage Issues**

Not applicable to the consideration of this application.

#### **7.18 Noise or Air Quality Issues**

Not applicable to the consideration of this application.

#### **7.19 Comments on Public Consultations**

No comments received from members of the public.

#### **7.20 Planning obligations**

Not applicable.

#### **7.21 Expediency of enforcement action**

Not applicable.

#### **7.22 Other Issues**

None.

### **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**

In conclusion, the proposed alterations to entrances, facades, car parking and proposed roof-lights, stairway and external store are considered acceptable in principle and with regard to their impact on design, character of the area, amenity, access, the local highway network and airport safeguarding. Subject to conditions, the application is recommended for approval.

#### **11. Reference Documents**

National Planning Policy Framework (June 2019)

The London Plan (March 2016)

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

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

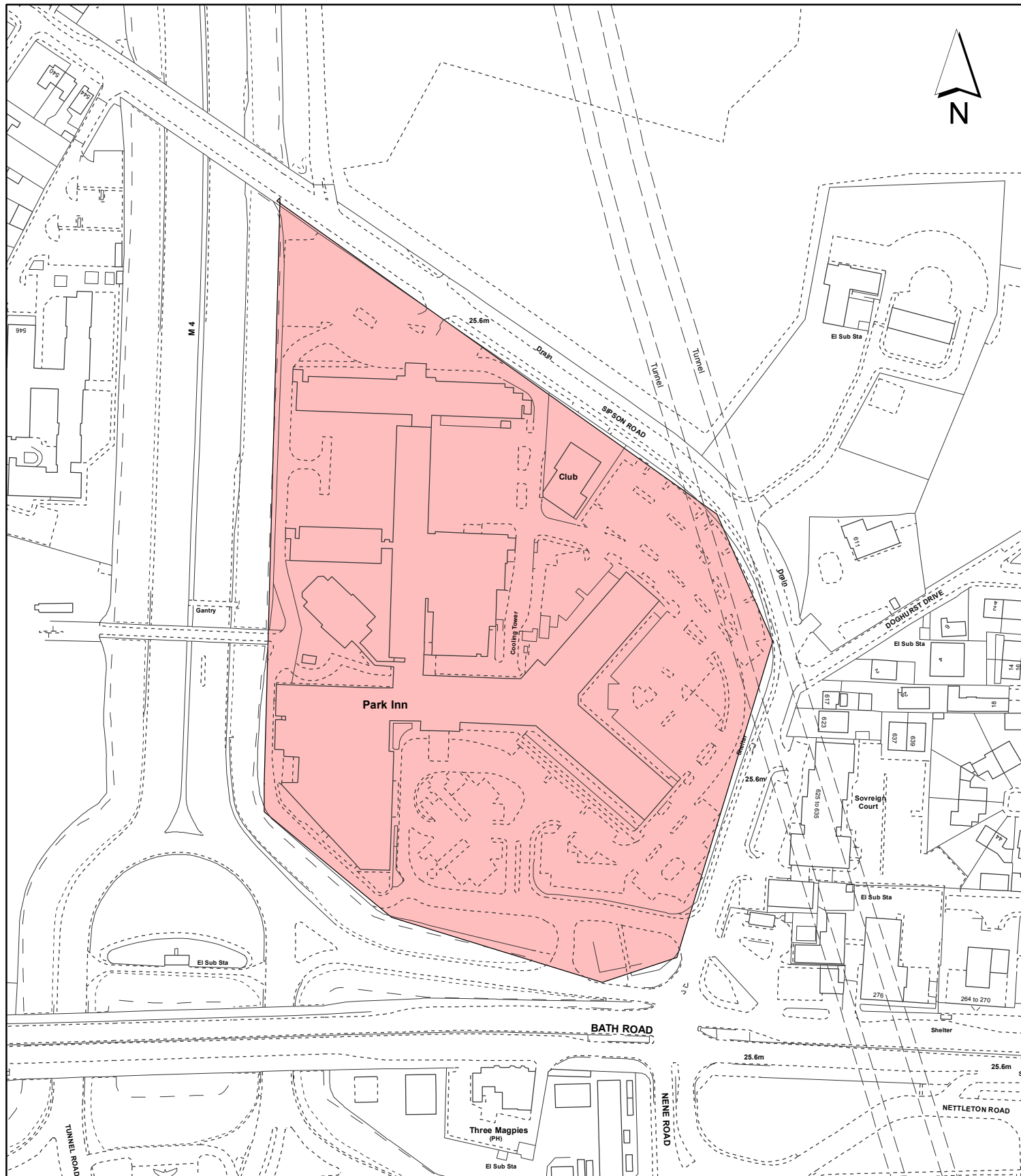
Emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019)

Hillingdon Design and Accessibility Statement: Accessible Hillingdon (December 2008)

Planning Obligations Supplementary Planning Document (July 2014)

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#### Notes:

Site boundary

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Site Address:

**Park Inn Heathrow  
Bath Road**

Planning Application Ref:

**195/APP/2019/2658**

Planning Committee:

**Major**

Scale:

**1:2,200**

Date:

**December 2019**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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**HILLINGDON**  
LONDON