

## Report of the Head of Planning & Enforcement Services

**Address** AIRLINK HOUSE, 18-22 PUMP LANE HAYES

**Development:** Single storey rear extension and change of use of building from offices to a restaurant / banquet hall at ground floor level with 23 hotel rooms above.

**LBH Ref Nos:** 5505/APP/2010/2455

**Drawing Nos:** PUMP/HOTEL/GND/PROP/200P05/SEPT10 REV A  
PUMP/HOTEL/1ST/PROP/200P06/SEPT10  
PUMP/HOTEL/2ND/PROP/200P07/SEPT10  
PUMP/HOTEL/GND/PROP/-/100P01/SEPT10  
PUMP/HOTEL/1ST/PROP/100P02/SEPT10  
PUMP/HOTEL/2ND/PROP/100P03/SEPT10  
PUMP/HOTEL/ROOFPROP/100P04/SEPT10  
PUMP/HOTEL/ROOFPROP/200P08/SEPT10  
PUMP/HOTEL/PRO/FRELEV/100P09/SEPT10  
PUMP/HOTEL/PRO/LEFTTELEV/100P10/SEPT10  
PUMP/HOTEL/PRO/RIGHTELEV/-/100P11/SEPT10  
PUMP/HOTEL/PRO/REELEV/100P12/SEPT10  
PUMP/HOTEL/PROSECT/100P13/SEPT10  
PUMP/EXI/BLK/002/SEPT10  
PUMP/EXI/GND/003/SEPT10  
PUMP/EXI/1ST/004/SEPT10  
PUMP/EXI/2ND/005/SEPT10  
PUMP/EXI/ROOF/006/SEPT10  
PUMP/EXI/SECTION/007/SEPT10  
PUMP/EXI/REARELEV/011/SEPT10  
PUMP/EXI/LEFTTELEV/009/SEPT10  
PUMP/EXI/RIGHTELEV/010/SEPT10  
PUMP/EXI/FRONTELEV/008/SEPT10  
Noise Assessment Ref: 0070.1Rev1  
Air Quality Assessment Ref: ED56465001  
Energy Statement prepared by Blue Sky Unlimited dated 2-11-2010  
Design and Access Statement Ref: Airlinkhotel/BRO/001/AUG2010  
Transport Statement  
Disabled Access Statement Ref: Airlinkhotel/BRO/012/NOV2010

**Date Plans Received:** 21/10/2010                      **Date(s) of Amendment(s):** 12/11/2010

**Date Application Valid:** 10/11/2010

### 1. SUMMARY

The site is located on the northern side of Pump Lane, within the Hayes Town Centre. The proposal is for change of use of the existing office building to a hotel and erection of a single storey rear extension.

Planning policy Pt1.28 and Policy T4 of the Hillingdon Unitary Development Plan Saved Policies September 2007 encourage appropriate hotel and conference facility provision in the borough. No objections are raised to the loss of the existing office space in this location.

No significant impacts to the character and appearance of the area are proposed by the scheme. The existing building and its elevations are being retained as part of the scheme, albeit with minor cosmetic changes.

No significant neighbour impacts are identified. The single storey rear extension does not project above the height of the existing boundary walls to the North-East or North-West.

In terms of noise, general disturbance and air quality the Council's EPU team have recommended appropriately worded conditions regarding noise levels, air extract ventilation system, amplified music control, general music control, hours of use, delivery hours, doorway openings and floodlighting to ensure that the use is operated within reasonable environmental limits and not at the expense of neighbouring properties.

The Council's Highways officer concluded that the scheme is acceptable in highways and transportation terms, subject to appropriately worded conditions for detailed refuse storage design, car parking, bicycle parking, parking management plan and green travel plan.

The scheme is considered appropriate and acceptable, being in accordance with policy and is recommended for approval subject to conditions and a s106 agreement covering an air quality monitoring contribution, travel plan and management and monitoring costs.

## **2. RECOMMENDATION**

**1. That delegated powers be given to the Head of Planning, Trading Standards and Environmental Protection to grant planning permission, subject to the following:**

**a) That 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:**

- i) The provision of a 10 Year Travel Plan and an undertaking to implement the Initiatives therein**
- ii) A financial contribution of £12,500 towards air quality monitoring**
- iii) A contribution towards the monitoring and management of the legal agreement of 5% of the s106 value.**

**b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement 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.**

**d) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 6 months of the date of this committee resolution, then the application will be referred back to the Committee for determination.**

**e) That if the application is approved, the following conditions be imposed:**

**1 T1 Time Limit - full planning application**

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

REASON

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

**2 OM1 Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**3 M1 Details/Samples to be Submitted**

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**4 M3 Boundary treatment - details**

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building is occupied. Development shall be carried out in accordance with the approved details.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 MCD13 Extraction Vent or Chimney**

No development shall take place until details of the height, position, design and materials of any chimney or extraction vent to be provided in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out until the vent/chimney has been installed in accordance with the approved details. Thereafter the vent/chimney shall be permanently retained and maintained in good working order for so long as the use continues.

REASON

In order to safeguard the amenities of adjoining properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 4B.1 and 4A.19.

**6 MCD14 Ventilation System - details**

No development shall take place until details of the air ventilation system has been

submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the ventilation system has been installed in accordance with the approved details.

#### REASON

To protect the amenities of the occupiers of residential accommodation in the vicinity in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 4B.1 and 4A.19.

### **7 N12 Air extraction system - noise and odour**

No air extraction system or other plant of machinery shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority.

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

The approved scheme shall then be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

#### REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

### **8 NONSC Kitchen Access Door**

The kitchen door on the eastern facade of the single storey rear extension is to be used for kitchen access only and otherwise kept closed at all times.

#### REASON

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **9 N14 Control of music and noise**

The development shall not begin until a scheme for the control of amplified music emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical and administrative measures and other measures as may be approved by the Local Planning Authority. The scheme shall be fully implemented before the development is use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

No loud music or noise, whether amplified or otherwise, shall be played in the premises between 22:00 hours and 08:00 hours Mondays to Saturdays and at no time on Sundays and Bank Holidays.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

**10 NONSC Hours of operation**

No persons other than staff shall be permitted to be in the restaurant, banqueting or bar areas of the premises between the hours of 22.30 hours and 08.00 hours.

REASON:

To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policy OE3 of the Hillingdon Unitary Development Plan

**11 NONSC Delivery hours**

The premises shall not be used for delivery and the loading or unloading of goods outside the hours of 08:00 and 18:00, Monday to Friday, and between the hours of 08:00 and 18:00 on Saturdays. The site shall not be used for delivery and the loading or unloading of goods on Sundays or Bank Holidays.

REASON:

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan.

**12 H14 Cycle Storage - details to be submitted**

Notwithstanding the details previously submitted, no part of the development hereby permitted shall be commenced until details of covered and secure cycle storage, changing facilities, lockers and showers for users of and visitors to the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**13 NONSC Parking Management**

Prior to the commencement of development, a scheme for the co-ordination and management of deliveries, car, taxi and mini-bus parking (which seeks to ensure that the development does not result in any on street parking in neighbouring streets), shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall then be implemented for as long as the development remains in existence.

REASON

To ensure that an adequate level of parking provision is provided for the proposed use and to prevent inappropriate parking of vehicles associated with the use hereby approved

in surrounding streets, and to accord with policy AM7 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

**14 H1 Traffic Arrangements and Parking**

Development shall not begin until details of all traffic arrangements (including footways, turning space, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

**REASON**

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan . (February 2008).

**15 H8 Surfacing and marking**

The development shall not be occupied until the parking and servicing areas shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.

**REASON**

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**16 H13 Installation of gates onto a highway**

No gates shall be installed which open outwards over the highway/footway.

**REASON**

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

**17 DIS1 Facilities for People with Disabilities**

Before development commences, plans and detail demonstrating that the accessible bedrooms comply with BS 8300:2009 shall be submitted to and approved in writing by the Local Planning Authority. All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

**REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

**18**        **DIS4**            **Signposting for People with Disabilities**

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

**REASON**

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**19**        **OM11**            **Floodlighting**

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

**REASON**

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

**20**        **OM2**            **Levels**

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

**REASON**

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**21**        **OM19**            **Construction Management Plan**

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).

- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

**REASON**

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

**22 MCD10 Refuse Facilities**

No development shall take place until full details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse at the premises have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

**REASON**

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

**23 SUS8 Electric Charging Points**

Before development commences, plans and details of 2 electric vehicle charging points, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

**REASON**

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

**24 OM14 Secured by Design**

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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).

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on



Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan.

**25 NONSC CCTV**

Prior to commencement of the development for which full planning permission is hereby approved a scheme for the provision of Closed Circuit Television (CCTV) for the relevant phase/relevant component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority. The scheme for the provision of Closed Circuit Television (CCTV) shall include the following:

- i) Details of how the proposed CCTV system will be compatible with the Council's CCTV system;
- ii) Details of CCTV cameras, including type and specification;
- iii) Details of the location of CCTV cameras to be mounted on and/or around the buildings, amenity areas and bicycle storage areas

Thereafter the development shall be carried out in accordance with the approved scheme and thereafter maintained for the life of the development.

**REASON**

In pursuance of the Local Planning Authority's duty under Section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Local Planning Authority'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 that the development provides a safe and secure environment in accordance with Policies 4B.1 and 4B.6 of the London Plan (February 2008).

**26 NONSC Antenna**

Unless otherwise agreed in writing by the Local Planning Authority, no antenna, masts, poles, satellite dishes or the like shall be erected on the development hereby approved

**REASON**

To ensure that the apparatus is not erected which would detract from the visual amenities of the and in accordance with Policies BE13 and BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**27 SUS5 Sustainable Urban Drainage**

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

**REASON**

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

SUS3

**28** The application shall ~~Energy Efficiency~~ **Energy Efficiency** accordance with the energy strategy, and in particular the energy efficiency measures set out in the report titled 'Energy Statement' (prepared by Blue Sky Unlimited dated 2-11-2010) shall be integrated within the development and thereafter permanently retained and maintained.

**REASON**

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 4A.1, 4A.3, 4A.9, and 4A.10 of the London Plan (February 2008).

**29 NONSC No Contaminated Soils**

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. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved by the Local Planning Authority.

**REASON**

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy OE1 of the Hillingsdon Unitary Development Plan Saved Policies (September 2007).

**30 TL5 Landscaping Scheme - (full apps where details are reserved)**

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

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

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

**REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingsdon Unitary Development Plan Saved Policies (September 2007).

**31 TL6 Landscaping Scheme - implementation**

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding

seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in 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 in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

#### REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **32 TL7 Maintenance of Landscaped Areas**

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

#### REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

### **33 NONSC No use of roof area**

No access onto, use of, activity, storage whatsoever shall occur on the roof of the new single storey rear extension hereby approved, other than for maintenance and repair as may be required on occasion for the lifetime of the development.

#### REASON

To safeguard the amenity of surrounding areas properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

### **34 NONSC Coaches**

Details of signage prohibiting access into the site for busses/coaches shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted commences.

#### REASON:

To prevent the movement of coaches/busses within the site conflicting with parked cars, other vehicles and pedestrians and to accord with Policy AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## 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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE36	Proposals for high buildings/structures in identified sensitive 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
OE12	Energy conservation and new development
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

### 3

Noise mitigation measures should include but not be limited to those outlined in section 5.23 of the DKN Acoustics noise report ref. 0070.1 dated September 2010. The application will also need to include the measures necessary to control plant noise such as that from deliveries and provide details confirming that the noise criteria recommended in the noise report will be met.

### 4 I15 **Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you

should ensure that the following are complied with: -

A) Demolition and construction works should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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

With regard to surface water drainage, it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

## 6

Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

## 7

A Trade Effluent Consent will be required for any effluent discharge other than domestic discharge. Any discharge without the consent is illegal and may result in prosecution. Note that domestic use includes for example, toilets, showers, washbasins baths and contains.

Trade effluent processes include: laundrette/laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treating cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before Thames Water can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London SE2 9AQ. Tel 0208 507 4321.

## **8**

With regards to water supply, this site is within the area covered by the Veolia Water Company. It is recommended that Veolia Water company are contacted to establish the requirements for supply connection. The address to write to is Veolia Water Company, The Hub, Tamblin Way, Hartfield, Herts AL10 9EZ. Tel 0845 782 3333.

## **9**            I12                    **Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

## **10**            I13                    **Asbestos Removal**

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

## **11**            I2                    **Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

## **12**            I23                    **Works affecting the Public Highway - Vehicle Crossover**

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

## **13**            I24                    **Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

## **14**            I25A                    **The Party Wall etc. Act 1996**

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;

3) in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

#### **15 I60 Cranes**

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

#### **16 I28 Food Hygiene**

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

#### **17 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 - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

#### **18 I47 Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The site is located on the northern side of Pump Lane, approximately 75 east of the junction of Pump Lane and Cold Harbour Lane. The site is approximately 1,215sqm and is located within the Hayes Town Centre.

The area adjoining the site to the north is characterised by two storey dwellings fronting Mount Street. To the east is an open air car park, and to the west the site is adjoined by single and two storey commercial buildings. Across Pump Lane to the south is a 3 to 4 storey residential housing estate.

Occupying an area of approximately 0.14 Hectares, the site accommodates a three storey office type building with car parking to the rear (accessed from Pump Lane, via drive way at eastern end to building).

The existing building is not of historic merit. The area is bounded by Pump Lane to the south and low rise residential dwellings to the north.

The main access to the proposed development is proposed from Pump Lane, which in its continuation is characterised by industrial and commercial development, and relatively well maintained, such as the Argent Centre. Hayes and Harlington railway station is approximately 600m walk from the site.

The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, listed buildings or Areas of Special Local Character within the immediate vicinity of the site.

### 3.2 Proposed Scheme

The proposal is for change of use of the existing office building to a hotel and erection of a single storey rear extension. The hotel would comprise restaurant/banqueting facilities on the ground floor with seating capacity for up to 200 people. A total of 23 hotel rooms catering for up to 40 guests would occupy the first and second floor.

A total of 11 on-site parking spaces are proposed.

### 3.3 Relevant Planning History

5505/ADV/2010/17      Airlink House, 18-22 Pump Lane Hayes  
Replacement internally illuminated fascia sign

**Decision:** 21-07-2010    Approved

5505/APP/2001/94      Airlink House, 18-22 Pump Lane Hayes  
INSTALLATION OF A SATELLITE DISH

**Decision:** 09-03-2001    ALT

5505/APP/2005/2752      First Floor Airlinks House Pump Lane Hayes  
CHANGE OF USE OF FIRST FLOOR FROM CLASS B1 (A) (GENERAL OFFICE) TO CLASS D1 (TUITION CENTRE)

**Decision:** 29-11-2005    Approved

5505/APP/2006/3027      Nat West, Airlink House Pump Lane Hayes  
INSTALLATION OF FOUR EXTERNAL AIR CONDITIONING HEAT PUMP UNITS



SURROUNDED BY 2 METRE HIGH TIMBER FENCE AND GATES (INVOLVING REMOVAL OF EXISTING TWO EXTERNAL AIR CONDITIONING UNITS)

**Decision:** 15-01-2007 Approved

5505/APP/2010/371 Airlink House, 18-22 Pump Lane Hayes

Change of use of ground floor only from Class B1 (Business) to Class A3 (Restaurants and Cafes) for use as a restaurant and new access ramp to front entrance, 2 new double timber fire doors to rear, new brick bin store, and new 10m high extract duct to side.

**Decision:** 03-09-2010 Approved

5505/G/77/1279 Airlink House, 18-22 Pump Lane Hayes

Office development - 780sq.m. (Full)(P)

**Decision:** 23-03-1978 Approved

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

There have been a number of planning approvals associated with the existing building.

Recently there has been planning permission on the application site, which proposed a change of use to a restaurant for the ground floor of the existing building (5505/APP/2010/371).

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

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

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

Part 1 Policies:

- |        |   |
|--------|---|
| PT1.10 | To seek to ensure that development does not adversely affect the amenity and the character of the area.   |
| PT1.28 | To encourage the provision of a range of hotel and conference facilities provided development does not harm the environment.                                    |
| PT1.30 | To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities. |
| PT1.39 | To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.                      |

Part 2 Policies:

- |      |   |
|------|---|
| AM14 | New development and car parking standards.                |
| AM15 | Provision of reserved parking spaces for disabled persons |

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE36	Proposals for high buildings/structures in identified sensitive 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
OE12	Energy conservation and new development
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th December 2010**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

The application was notified to 58 adjoining and near by occupiers.

Two submissions were received which raised the following

- \* Overlooking of rear gardens and dwellings located on Mount Road
- \* The area has many restaurants and hotels already, there isn't a need for an additional hotel and restaurant
- \* Refuse from restaurants litters Hayes Town Centre. The Hayes Town area already suffers from issues of general litter and poor disposal of food waste in bins and there is a long standing problem with foxes and rodents in the area as the recent closure of the Wilkinson store sited opposite Airlinks House has proved.
- \* Concern is raised over noise and disruption. The recently approved restaurant application contained a provision for a 10pm closure to protect residents from noise and disruption from use of the premises and car park late at night - presumably this would remain in force for this development?
- \* The proposal for a 200 space banqueting facility would obviously create significant additional

noise and disruption both in the car park in Airlinks House, Pump Lane Car Park and adjacent residential roads such as Little Road.

\* Overall parking numbers would be reduced and We consider 11 parking spaces for a hotel with 26 bedrooms is not sufficient. 11 spaces would not even be enough for the staff working there.

\* The traffic in Pump Lane is already busy and this would create additional traffic and when the banqueting facilities are used the additional traffic would be huge. This would put huge pressure on the car park in Pump Lane as the planning seems to be relying on this car park for the place where everyone will park. We already have huge problems with cars parking in front of our offices and blocking us in and if cars find the car park full when they need to use it we consider we will have even more problems with cars parking in front of our offices when they need to go into Hayes town.

#### METROPOLITAN POLICE

No objection to the proposal.

#### THAMES WATER

Note that Thames Water approval is required for sewer connection. Also, advice that Veolia Water should be contacted for water supply connection in this particular area.

#### HAYES TOWN CENTRE PARTNERSHIP

No comments received.

#### **Internal Consultees**

##### ENVIRONMENTAL PROTECTION UNIT (EPU)

A noise report has been provided in support of the scheme setting out criteria and measures. In addition, widening the scope to consider consequences of patron's leaving the site, the following comprehensive list of conditions are recommended to make the scheme acceptable:

- Maximum noise levels,
- Approval of air extract and odour control devices
- Amplified music control
- Hours of music
- Operation hours
- Delivery hours
- Kitchen doors to be kept closed
- Floodlighting
- No imported materials

In addition, the following informatives:

- Noise mitigation
- Nuisance during construction

#### WASTE

Waste storage provision is sufficient and acceptable, noting that the owner/operator will be responsible for the refuse room in between collections.

#### ACCESS OFFICER

The 'Disabled Access Statement' and submitted plans demonstrate a good standard of accessibility. The scheme is acceptable in this regard and recommended for approval.

Note that accessible bedrooms should conform to BS8300:2009

## HIGHWAYS

The application site comprises Airlink House, 18-22 Pump Lane, which is an office building of approx 1,086 sqm GEA and has 25 parking spaces.

The proposals are to redevelop the site, removing the existing office use to provide hotel accommodation of 23 bedrooms, along with restaurant and banqueting facilities with a maximum capacity of 200 guests. There would be 45 members of staff. There is an existing planning permission on the application site, which proposed a change of use to a restaurant for the ground floor of the existing building (5505/APP/2010/371).

A transport statement has been submitted in support of the proposals.

The nearest railway station is Hayes and Harlington Station and a number of buses operate in the vicinity of the site.

The standard PTAL calculation for the site is 4 and it remains a 4 during the Saturday daytime period. The PTAL drops to a 3 during the day on a Sunday and at 10pm on a weekday and at 10pm on the weekend.

Immediately to the east of the site is a public car park, with a capacity of 73 spaces. Hayes town centre is to the west with pay and display parking provided on Coldharbour Lane. To the east of the site Pump Lane is predominantly a business and industrial use area.

To the southwest of the site Crown Close is a bus through route and offers access to another public car park and other roads.

The Pump Lane and Wilkinson car parks have a total capacity of 176 spaces and would be the key locations where users of banqueting facilities would be expected to park.

The restaurant will have a maximum capacity of 140 covers, though when in use as a banqueting facility a potential maximum capacity of 200 covers can be achieved.

Using this 200 figure and allowing for a conservative 20% of potential users of the banqueting facility to use public transport, taxis or other modes of transport this would leave 160 people to travel by private car.

Allowing for average car occupancy of 2.5 people per vehicle, a robust assumption, would give a maximum parking demand of 64 vehicles, allowing for the venue to be at full capacity. The bulk of functions would be expected to be held in the evening or late afternoon.

The parking survey results reported in the transport statement show that the area and in particular the car parks have adequate level of spare parking capacity.

A turning area which would allow for refuse vehicles to turn within the site is proposed. This area will also allow for the expected delivery demands of the development, and for vehicles such as mini-buses to drop off and collect passengers.

The existing vehicular site access is proposed to be retained, with 11 car parking spaces, 2 of which will be disabled spaces. 21 secured and covered bicycle parking spaces are proposed. Bicycle storage adjacent to the refuse storage would need to be amended to avoid the bicycle store being hit by turning vehicles. The provision of car parking and cycle parking before occupation of

the development should be covered through suitable planning conditions.

The use of all on-site parking spaces is proposed for hotel use and the spaces will be pre-booked, so users of the site will be aware of the need to use other modes of transport or to park off-site. A parking management strategy should be submitted, which can be covered through a suitable planning condition.

The transport statement states that the operator of the hotel will also be encouraged to implement sustainable transport initiatives for staff and, where appropriate, guests. The submission of a travel plan before occupation of the development should be covered through a suitable planning condition.

Considering all of the above, the proposals are considered acceptable from the highways/transportation point of view, subject to suitable planning conditions being applied to cover the issues discussed above.

## TREES/LANDSCAPE

Standard planning conditions TL5, TL6 and TL7 are recommended and no objection is raised to the scheme.

## **7. MAIN PLANNING ISSUES**

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

Planning policy Pt1.28 and Policy T4 of the Hillingdon Unitary Development Plan Saved Policies September 2007 encourage appropriate hotel and conference facility provision in the borough. In addition the London Plan 2008 identifies a need for a net increase of 40,000 hotel rooms across London, and the provision of new visitor facilities in London is encouraged by Policy 3D.7. The Greater London Authority Hotel Demand Study (2006) also identifies a need for additional hotel accommodation in London, the majority of which would be required by 2012.

The site is located in a Town Centre, and as economic development (defined in Planning Policy Statement 4) it is appropriate that the Hotel be sited in the town centre.

No objections are raised to the loss of the existing office/tuition space in this location. In addition, it is considered likely that the proposed use of the site as a hotel would potentially provide an increase in employment opportunities over the existing use. As such, there is no objection to the principle of the development, providing site specific issues can be satisfactorily addressed.

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

The London Plan density matrix and HDAS guidelines relate specifically to residential properties. As such, the density of commercial and industrial schemes needs to be assessed on a case by case basis. The scheme retains the existing building and its facades in the main and proposes a single storey rear extension. As such, no concern is raised on grounds of size, scale and density.

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

The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, listed buildings or Areas of Special Local Character within the immediate vicinity of the site.

### **7.04 Airport safeguarding**

Not applicable as the scheme is for change of use of the existing building and the single storey extension is inconsequential in safeguarding terms given its size, scale and height.

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

There is no impact to Green Belt posed by the scheme.

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

The existing building and its elevations are being retained as part of the scheme, albeit with minor changes to the façade (such as window shading devices on upper floors and ground level glass entrances). The façade changes are minor and are not considered to harm the appearance of the existing building or wider street scene.

In terms of the single storey rear extension, this will not unduly alter the outlook of neighbouring properties including the rear gardens of Mount Road dwellings to the North-East or the Hayes Labour constituency office to the North-West.

The rear extension is set well back from the south-east boundary with the intervening parking/servicing area which already exists. There is an existing boundary wall with the rear neighbouring properties (2.7m high). The proposed rear extension would be no higher than this wall. The rear extension is also set behind the building (it would not be easily visible from neighbour residences to the rear of from the street). It is considered that the proposal is acceptable in this regard, posing no significant adverse impact to the established character of the area in accordance with Policy 4B.3 of the London Plan, Policies BE13 and BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007). No significant impacts to the character and appearance of the area are proposed by the scheme.

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

Policy BE21 of the Hillingdon saved UDP requires the consideration of the potential impacts of a proposal upon neighbouring amenity. In this case, no significant neighbour impacts are identified.

The single storey rear extension does not project above the height of the existing boundary walls to the North-East or North-West (it would not result in overshadowing of neighbouring properties). There are no openings in the single storey rear extension facing the North-East or South-West to pose any sought of nuisance or disturbance to neighbours.

A condition is recommended to prevent any use of the roof area of the rear extension.

In terms of overlooking the first and second floor hotel rooms would face towards the rear gardens and rear elevations of dwellings in Mount Street. These dwellings are within 21m of the building. However, this proposal will not increase the number, position or size of windows in the elevation facing the Mount Road residences. Taking account of the level of overlooking that could occur (from office workers who could be using the existing building and looking out of windows towards Mount Road residences), this proposal doesn't represent a worsening of the existing situation. It is not considered refusal of the scheme could be sustained for this reason.

In terms of noise, general disturbance and air quality the Council's EPU team have recommended appropriately worded conditions regarding deliveries, hours of operation, measures to control noise from plant and equipment, amplified music control, general music control, doorway openings and floodlighting to ensure that the use is operated within reasonable environmental limits and not at the expense of neighbouring properties.

As such, subject to condition the scheme is considered acceptable and would accord with policies OE1 and OE3 which seek to protect the amenity of neighbouring properties.

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

Not strictly applicable as there is no Class C3 residential use proposed. Conditions are recommended to ensure the scheme is designed in a way which is useable by disabled persons, and to ensure adequate ventilation of the internal spaces.

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

The application was referred to the Highways Officer, who concluded that the scheme is acceptable in highways and transportation terms, subject to appropriately worded conditions for detailed refuse storage design, car parking, bicycle parking, parking management plan and a travel plan through a S106 agreement.

Given the size and nature of the proposal it is not considered that coaches would attend the site, however a condition is recommended to require signage that clearly restricts access to the site for coaches to prevent possible conflict with parked cars, vehicles and pedestrians.

The site has a relatively high PTAL, and there are public car parking areas in close proximity to the site. Taking account of the relatively small scale of the proposal, the traffic and parking which would have been associated with the former office use, no objection is raised to the scheme in terms of traffic or parking.

As such the scheme is considered to accord with Hillingdon saved UDP Policy.

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

In respect of design, no objection is raised to either the façade changes or to the rear single storey extension.

In respect of security, the Metropolitan Police Crime Prevention Design Advisor was consulted and no concerns have been raised noting that CCTV provision and Secure by Design accreditation should be sought. Both these aspects are subject to appropriately worded conditions of approval.

#### **7.12 Disabled access**

The application was referred to the Access Officer who advised that the scheme would comply with relevant standards, subject to a planning condition to ensure that the hotel bedrooms should conform to BS8300 2009.

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

Not applicable as there is no Class C3 residential use proposed.

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

There is little scope for landscaping on the site. However the scheme was referred to the Council's Landscape Architect who advised that the scheme is acceptable, and includes an indicative landscape proposal with planting that will visually enhance the site and benefit the area generally, subject to standard landscaping conditions TL5, TL6 and TL7.

These conditions are recommended.

### **7.15 Sustainable waste management**

Satisfactory waste storage arrangements have been indicated on the plans, and subject to an appropriately worded conditions for the detailed design, no objection is raised.

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

The applicant has submitted an energy strategy for the scheme, which accords with relevant requirements. Subject to a condition requiring the energy strategy to be implemented, no objection would be raised to the scheme in this regard.

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

Not applicable as the site is not in area of floor risk.

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

In terms of noise and air quality the Council's EPU officer has recommended appropriately worded conditions regarding noise levels, air extract ventilation system, amplified music control, general music control, hours of use, delivery hours, and doorway openings to ensure that the use is operated within reasonable environmental limits and not at the expense of neighbouring properties.

A planning obligation is required to mitigate other air quality impacts arising from vehicles travelling to and from the site. Subject to the conditions and planning obligation, the scheme is considered acceptable and accords with policies OE1 and OE3 which seek to protect the amenity of neighbouring properties.

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

In terms of overlooking the first and second floor hotel rooms, this proposal will not increase the number, position or size of windows in the elevation facing the Mount Road residences.

Taking account of the level of overlooking that could occur (from office workers who could be using the existing building and looking out of windows towards Mount Road residences), this proposal doesn't represent a worsening of the existing situation. It is not considered refusal of the scheme could be sustained for this reason.

Conditions are imposed requiring further details of how refuse and recycling is to be dealt with (to prevent any issues arising with vermin etc). Conditions are also imposed to prevent noise impacts.

The Highways officer has advised that the proposal would not result in unacceptable parking or highways impacts.

Other matters raised by consultees have been dealt with by either planning obligations, conditions or informatives, or are specifically discussed in the body of the report or are not material planning considerations.

### **7.20 Planning obligations**

Planning obligations are often required to mitigate the impacts of development. The application was referred to the Council's Planning Obligations Officer who advised that in this case the following obligations would be necessary to mitigate harm which would otherwise arise as a result of the scheme.



- i) The provision of a 10 year Green Travel Plan and an undertaking to implement the initiatives
- ii) A financial contribution of £12,500 towards air quality monitoring
- iii) A financial contribution of £625 (representing 5% of total contributions) towards planning obligation project management and monitoring.

The applicant has indicated an agreement to these heads of terms.

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

Not applicable.

#### **7.22 Other Issues**

There is no other matter requiring consideration.

### **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

### **9. Observations of the Director of Finance**

### **10. CONCLUSION**

The proposal is for change of use of the existing office building to a hotel and erection of a single storey rear extension.

No objections are raised to the loss of the existing office/tuition space in this location. In addition, it is considered likely that the proposed use of the site as a hotel would

potentially provide an increase in employment opportunities over the existing use.

No significant impacts to the character and appearance of the area are proposed by the scheme. The existing building and its elevations are being retained as part of the scheme, albeit with minor cosmetic changes.

Subject to conditions, no significant neighbour impacts are identified. Councils Highways officer concluded that the scheme is acceptable in highways and transportation terms, subject to appropriately worded conditions for detailed refuse storage design, car parking, bicycle parking, parking management plan and green travel plan.

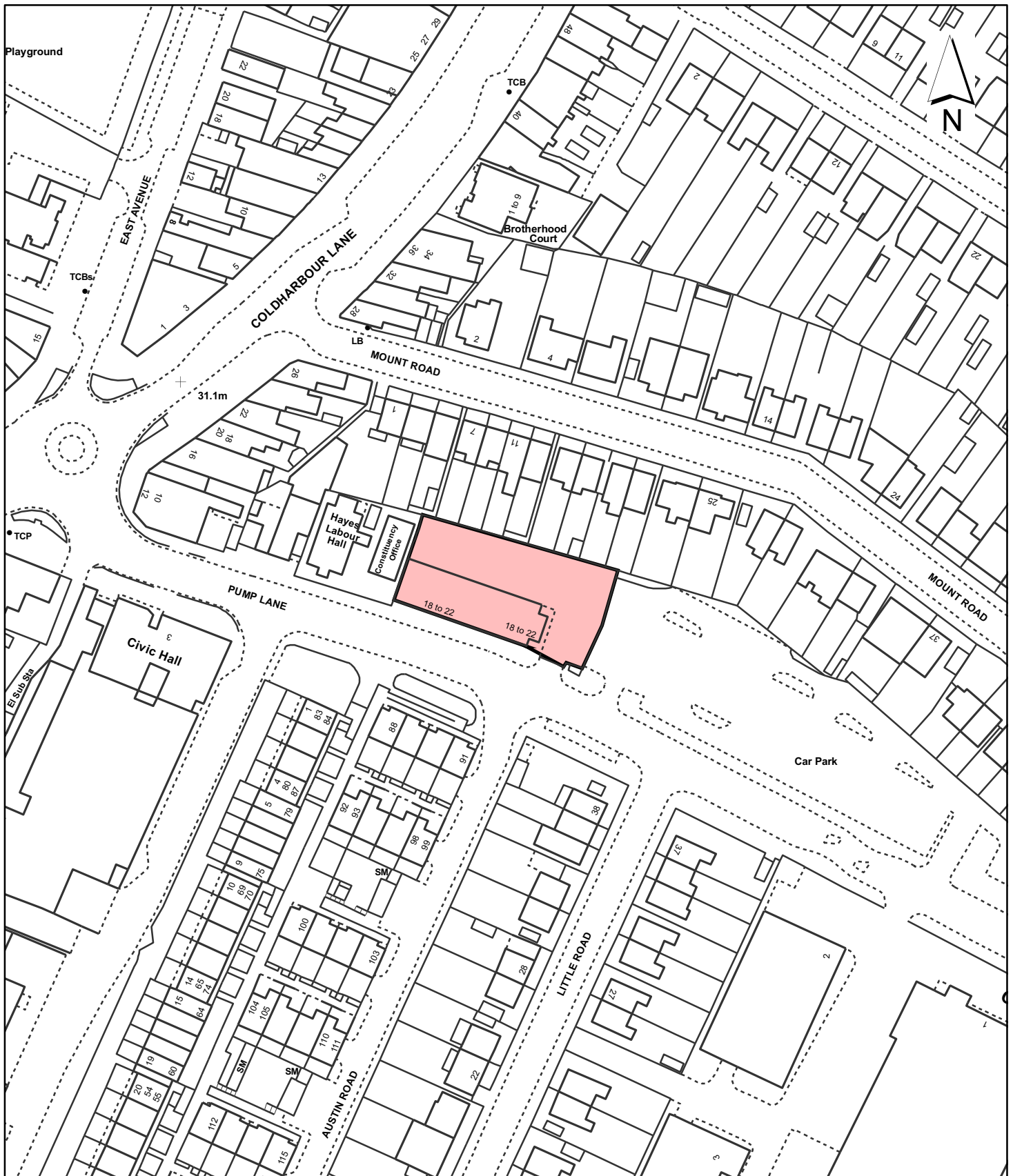
For the reasons provided throughout this report, the scheme is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Subject to the conditions of approval and heads of terms in section 2, the application is recommended for approval.

## **11. Reference Documents**


Hillingdon Unitary Development Plan Saved Policies 2007  
London Plan (February 2008)

**Contact Officer:** Jason Traves

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address	
<b>Airlink House 18 - 22 Pump Lane Hayes</b>	
Planning Application Ref:	Scale
<b>5505/APP/2010/2455</b>	<b>1:1,250</b>
Planning Committee	Date
<b>Central and South</b>	<b>July 2011</b>

**LONDON BOROUGH OF HILLINGDON**

**Planning, Environment, Education & Community Services**

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



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