1.0 SUMMARY

1.1 The proposal is for conversion and extension of the existing office building to provide an 89-bedroom hotel with associated car parking, alterations to the vehicular access and hard and soft landscaping.

1.2 The principle of hotel on the site is already accepted with the extant (00981/B7/P3) planning permission for a 59 bedroom hotel. The current proposal for an additional 30 bedrooms is considered to be satisfactory and its local effects would be mitigated by a section 106 agreement and conditions.

1.3 The application is recommended for approval.
2.0 SITE DESCRIPTION

2.1 The site is on the west side of St Johns Road directly north of its intersection with a national rail line overbridge. The site is 100 metres south of the traffic light controlled intersection of London Road and St Johns Road.

2.2 The site is approximately 1053 m² and irregular in shape. It has frontages to St Johns Road to the east and to a private road to the north which accesses the Metro Industrial Centre to the rear.

2.3 The site contains an existing office building (predominantly vacant). The building is three storeys (10.6m) with a four-storey element in the south-western corner (13.6m). The building has a roughly rectangular footprint, with a step in on its north-eastern corner to accommodate the entrance. The existing building has a mostly opaque glass exterior. There is a lay-by area to the front of the site with 28 parking spaces to the rear, accessed from St Johns Road via the private estate access road.

2.4 In terms of public transport, the site is 250 metres from the entrance to Isleworth main line station. Multiple bus routes pass near the site. Two routes 117 (Staines to West Middlesex Hospital) and H37 (Hounslow to Richmond) pass directly in front of the site. Several more pass by on
London Road 100 metres to the north. These provide access to the site with services to Twickenham, West Middlesex Hospital, Richmond, Brentford, Sunbury, Staines, White City Brentford, Hounslow, Shepherd’s Bush, Ealing Broadway and a night bus between Heathrow and Aldwych. The above culminates in Public Transport Accessibility Level (PTAL) for the site of ‘moderate’ (3).

2.5 The site is within, albeit on the edge, of the Spring Grove Controlled Parking Zone (CPZ).

2.6 To the north is a row of shops with flats above. To the are various light industrial uses in an industrial estate. To the south is the national rail line on an embankment. There are no buildings immediately opposite the site (this being the Station car park, with semi-detached dwellings (houses and maisonettes) further north.

2.7 Whilst not within a conservation area itself the site sits immediately opposite the southern tip of the Spring Grove Conservation Area, and just north of the Woodland Grove Conservation Area.

2.8 To the south, along the railway embankment, the site is adjacent to a ‘Site of Importance for Nature Conservation.

2.9 The site is identified as having an industrial history meaning that the land may be contaminated. There is a small granite marker post on the forecourt (see paragraph 4.6)

3.0 HISTORY

3.1 00981/B7/COM1 Installation of three roof mounted antennae, three microwave dishes and associated equipment cabins. 

Refused: 22/10/2001

Reason: Harm to the residential amenity of the surrounding area.

3.2 00981/B7/P1 Change of use of the second floor from B1 (offices) to a flexible use for either B1 (offices) and/or D1 (non-residential education and training facility) for a period of ten years.

Approved: 29/11/2010, but not implemented

3.3 00981/B7/P3 Conversion of the property from existing offices (B1/D1 uses) to a hotel (C1 use) including the erection of third floor, part fourth floor, part fifth floor and front extension.

Approved: 30/05/2014

4.0 DETAILS OF PROPOSAL

4.1 The proposal involves the change of use from office (B1) to a hotel use (C1).

4.2 It involves maintaining the existing structure, extending to the sides and top to increase maximum height of the building to 21.1 metres - 0.4 m higher than the
approved scheme. The building would be extended at the front by 3.9 metres as approved.

4.3 The proposal would increase the floor space to a total of 2080 square metres, with alterations to the vehicle access and the provision of car parking and hard and soft landscaping.

4.4 The building and extensions would be clad with a combination of brick (blue matt engineering, red stock and light buff) and grey render and a fifth floor glazed curtain wall. There would be a curved wall to the north following the existing private road.

4.5 The hotel would provide:

- 89 total rooms comprising 58 double rooms, 22 twin rooms and six family rooms. Of these, nine would be accessible rooms - a maximum of 184 overnight guests.
- Combined reception/lobby/restaurant/bar area – accessible via the main entrance and the car park to the rear. Note: The restaurant would provide light meals and breakfast for guests of the hotel, but is has little or no potential to act as a function room
- ‘Back-of-house’ ancillary service areas – including kitchen, housekeeping, office space, staff facilities and plant rooms.

4.6 The existing forecourt would be resurfaced to provide a new landscaped courtyard and soft landscaping (existing vehicle access would be removed). The existing ‘Marker’ Post would be retained. It is understood that the marker post denoted the original boundary of the grounds relating to a property called Mevagissey formerly at the junction of St John’s Road and London Road. This property was built and occupied by Mr Andrew Pears (Victorian employer and benefactor, proprietor of the nearby A F Pears soap) and therefore has some local historic interest.

4.7 Eighteen car parking spaces are proposed (a reduction in 10 spaces from the existing situation), two of which would be disabled accessible. The disabled accessible spaces would be close to the rear entrance. Fifteen of the spaces are in an undercroft area to the rear of the building, taking up roughly half the ground floor area of the building.

4.8 Vehicle access would be from the private Metro Industrial Centre access road off St Johns Road. Car parking would be for guests only. Secure cycle parking would be provided for employees and guests (eighteen spaces). Tracking drawings have been provided to show that a coach could enter the site’s rear car park and park in a parallel fashion clear of the estate road, but this would block access to the car park.

4.9 It is envisaged that the hotel would employ a number of full and part-time staff. This would range between management staff, receptionists, catering/bar staff, and cleaners.

4.10 The proposal includes a green roof, details of which would be secured by safeguarding conditions.
5.0 CONSULTATIONS

5.1 A site notice was posted on 15/07/2016, and the application was advertised in the local press on 22/07/2016.

5.2 Sixty two neighbours notified on 11/07/2016. Six responses were received:

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>The building will be taller and longer. Five storeys is out of keeping with the surroundings and sets a precedent.</td>
<td>See paragraphs 7.21 to 7.22</td>
</tr>
<tr>
<td>The building will impact on Aylett Road residents’ private space, both gardens and windows to the rear of houses.</td>
<td>See paragraphs 7.26 – 7.31</td>
</tr>
<tr>
<td>Increased traffic. Parking is a huge concern as it is insufficient. There are already problems in the area due to the commuters.</td>
<td>See paragraphs 7.32 – 7.39</td>
</tr>
<tr>
<td>There will be traffic problems during the construction. Construction Management Plan should be requested.</td>
<td>See conditions 5, 12 and 18</td>
</tr>
<tr>
<td>Such a development would have a detrimental impact on Isleworth. There is no need for a hotel in Isleworth as there are already a number of others in the borough.</td>
<td>See paragraphs 7.1 to 7.12</td>
</tr>
<tr>
<td>The proposed car parking spaces would restrict the width of the right of way.</td>
<td>See paragraphs 7.34 to 7.38</td>
</tr>
</tbody>
</table>

6.0 POLICY

Determining applications for full or outline planning permission

6.1 The determination must be made in accordance with the development plan unless material considerations indicate otherwise. Local finance considerations must also be assessed.

The National Planning Policy Framework

6.2 The National Planning Policy Framework (NPPF) came into force on 27 March 2012 and has replaced national policies and guidance formerly contained in Planning Policy Statements and Planning Policy Guidance notes and some other documents. The Local Planning Authority (LPA) considers that, where pertinent, the NPPF is a material consideration and as such, it will be taken into account in decision-making as appropriate.

The Development Plan

6.4 The Local Plan documents can be viewed on the Planning Policy pages of the Hounslow website.

6.5 **Relevant London Plan Policies**

4.5 London’s visitor infrastructure

5.2 Minimising Carbon Dioxide Emissions

5.3 Sustainable Design and Construction

5.7 Renewable Energy

5.11 Green roofs and development site environs

5.13 Sustainable Drainage

5.15 Water Use and Supplies

6.9 Cycling

6.13 Parking

7.2 An Inclusive Environment

7.4 Local Character

7.6 Architecture

7.8 Heritage Assets and Archaeology

8.2 Planning Obligations

8.3 Community Infrastructure Levy

8.4 Monitoring and review

6.6 **Local Plan**

CC1 Context and Character

CC2 Urban Design and Architecture

ED2 Maintaining the borough’s employment land supply

ED3 Hotels and visitor accommodation

ED4 Enhancing local skills

EQ1 Energy and Carbon Reduction

EQ2 Sustainable Design and Construction

EQ5 Noise

EQ7 Sustainable waste management

EC1 Strategic transport connections

EC2 Developing a sustainable local transport network

IMP3 Implementing and monitoring the Local Plan

7.0 **PLANNING ISSUES**

The principle of a hotel development

7.1 The National Planning Policy Framework (NPPF) paragraph 22 states that
planning policies should avoid long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Where there is no such reasonable prospect, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

7.2 Considering that the loss of the office use on site is already accepted by the previous and still extant permission 00981/B7/P3, due to the lack of demand despite an active marketing campaign, the current proposal is also considered acceptable.

7.3 The NPPF also states that Local Planning Authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations. Only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.

7.4 The Mayor of London’s Tourism Vision aims to enhance London’s status as a global tourism destination. London Plan Policy 4.5 seeks to implement this strategy to achieve 40,000 additional hotel bedrooms by 2031. The London Plan states that beyond the Central Activities Zone, capacity for this additional provision should be identified within town centres, and in other locations such as Opportunities Areas, subject to these sites having good access to public transport, to central London and other national or international transport termini.

7.5 Local Plan Policy ED3 (Hotels and visitor accommodation), section c), seeks to locate hotels in the borough’s town centres and, where suitable locations within town centres are not available, edge-of-town centre sites that are well connected to the town centre or sites within large neighbourhood centres should be chosen. Section d) requires that applications on other sites should show through a sequential assessment that there are no available sites in a nearby town centre, an edge-of-town centre location or a large neighbourhood centre where visitor accommodation is proposed in out-of centre locations, with preference for sites that are well connected to town centres. Section e) expects applicants to demonstrate that their proposal would not harm the vitality and vibrancy of nearby town centres. Section f) expects applicants to take available opportunities to support the area’s economic role or tourism offer where the sequential assessment for out-of-centre development has been satisfied, by incorporating ancillary facilities such as conference/meeting spaces, restaurants or gyms. Section g) says that applicants should demonstrate that their proposal would not have adverse impacts on residential amenity. Under section h) it is expected that the development should have good access to public transport and sufficiently mitigate the impacts of increased trip generation that may result from a new or expanded hotel development.
7.6 The application site, whilst not identified as a frontage large neighbourhood centre, is in the middle of such a centre as seen below, which extends both to north and south of the site. Although it might be considered to be within an out of centre location, it is well connected to the adjacent town centres and to public transport modes connecting the site well with the surrounding area and destinations further afield. Whilst the principle of hotel is already accepted on the site by the previous extant permission, the current application is also accompanied by a sequential assessment to justify the 89-room proposal.

7.7 The sequential test identifies specific local demand for a premium budget hotel in the Isleworth area, although it does not quantify this. It refers to a supporting letter from the local Chamber of Commerce and evidence that operators would like to open in Isleworth – this is more demand than need. It also identifies local businesses that might take advantage of a hotel in this location, including, most credibly, Isleworth Crown Court, west Middlesex Hospital and West Thames College. It also identifies Sky, GSK, businesses on the Golden Mile in general, Twickenham Stadium Brentford FC and a variety of local tourist destinations.

7.8 It does go on say that there are likely to be more sequentially preferable sites within larger centres and states that this need cannot be met in a town centre location as it would not be a convenient or sustainable location to meet these specific needs, which can be supported to a degree. The sequential test also confirms that a larger 89-bedroom hotel would be an appropriate size to serve the local business market without any additional impacts on nearby town centres.

7.9 The applicant also states that the proposal would result in economic benefits to the local area, through attracting additional visitors to the locality and through trickle-down effects from the proposed hotel use, potentially helping to support Isleworth Local Centre. This is undoubtedly the case, as would be other employment uses of the site.

7.10 Further to this the proposed hotel use is expected to create a number of part and full time jobs (46 directly employed full-time equivalent and 28 indirect
full-time equivalent). Additionally the s106 agreement would seek not monetary contributions but contributions towards employment initiatives including job brokerage, apprenticeships, construction training and hospitality training, all of which would help ensure that local people would benefit from the opportunities created by the hotel development.

7.11 Overall it is considered that this change of use would provide a new employment offer (albeit less intense than an office use), including both full time and part-time employment opportunities. In this way the proposal may compensate the loss of (the presently vacant) office floorspace and activate the site, supporting the justification of the scheme against Policy ED4.

7.12 Therefore, considering the principle of a hotel development is already accepted, the current proposal of an additional 30 bedrooms would be acceptable, subject to the proposal having an acceptable effect on the appearance of the area, without harm to neighbours’ living conditions and subject to it having an acceptable impact upon local highway and parking conditions.

Siting, design and appearance

7.13 The NPPF states that good quality design is an integral part of sustainable development and that decision takers should always seek high quality design. It states that achieving good design is about creating places, buildings or spaces that work well for everyone, look good, will last well, and adapt for the needs of future generations, with good design responding in a practical and creative way to both the function and identity of a place, putting land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use. It also says that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It is proper to seek to promote or reinforce local distinctiveness.

7.14 However it makes clear that planning permission should not be refused for buildings and infrastructure that promote high levels of sustainability because of concern about incompatibility with an existing townscape, if mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal’s economic, social and environmental benefits).

7.15 The degree to which new development reflects and responds to the character and history of its surrounds is a key element of good design. The NPPF says that this relationship should be considered throughout the design process, and inform the positioning, massing, height, and materiality of development proposals. Design solutions should work with the surrounding context not prevent or discourage appropriate innovation.

7.16 The London Plan requires all large scale proposals to be of the highest quality design especially in terms of impact on views, wider and local townscape context and local environmental impact and be a key factor in achieving a more attractive and green city (see London Plan Policies 7.4
7.17 Local Plan Policies CC1 (Context and Character) and Policy CC2 (Urban Design and Architecture) support and reflect this, with particular reference to the Council’s Context and Character Study.

7.18 It is considered that the existing building is dated, unattractive and is harms the character and appearance of the St Johns Road street scene. Its loss or in this case its re-cladding and extension should therefore not be resisted.

7.19 The proposal, which includes extending the existing building to five storeys and remodelling it with a new exterior treatment is considered to offer a chance to enhance the tired, dilapidated exterior of the building through re-cladding to enhance its superstructure with a combination of high quality materials (samples of materials would be required by condition 3).

7.20 The footprint of the proposed building would be much larger than the approved building, however introduction of curved façade that follows the private access road and a glazed ground floor would add interest to the building and also create an active frontage and animate the front elevation of the building.

7.21 The increase in height and scale at upper floors is considered acceptable, although it would be the highest building in this location. The overall height of the extended building would be similar to the approved scheme and, taking account of the fact that the immediate neighbours are the elevated railway line and an industrial estate to the rear, as well as the set-back and light materials on the fifth floor, its visual impact is considered acceptable in its context.

7.22 Overall it is considered that the extensions to the building and the additional massing would not represent a visually overbearing or obtrusive structure in this location, particularly because the views from the Woodlands Grove Conservation Area and the view from the rear of the residential properties in
Aylett Road would be screened by the railway embankment and bridge and by mature existing trees.

7.23 The proposed glazing to the restaurant area of the hotel at ground floor, new landscape treatment and new access facing onto St Johns Road would benefit the St Johns Road street scene.

7.24 The existing 'Marker Post' would be retained and this would be ensured by the s106 as it was in the previous approval.

7.25 Overall it is considered that the proposed design would be appropriate in this location and context, resulting in an enhancement to the quality of the appearance and character of the building and so would benefit the street scene and surrounding area.

Impacts on neighbours’ living conditions

7.26 Local Plan Policy CC2 (Urban Design and Architecture) states that the new developments should avoid harm to adjoining properties. The impact on neighbours' living conditions will be considered below. In particular, overlooking, daylight and outlook.

7.27 In respect of residential properties to the south, that face Aylett Road, it is not considered that the development would result in any unacceptable effect. Firstly the subject building is positioned to the north of these neighbours and so would not result in loss of sunlight impact. In respect of the increase in height, this is considered modest, when taken with the significant separation distances involved. The approximately 50 metres distance away from rear elevations and the fact that the building would be separated by an elevated mainline railway line and tree screening, would ensure that no unacceptable loss of daylight or outlook nor any unacceptable sense of enclosure would result.

7.28 In respect of the upper floor at No.5 St Johns Road adjacent the site to the north, as this property is orientated east/west it is not considered that the proposal would result in any harm. The flank windows in that property do not serve habitable rooms or are not the primary source of light or outlook.

7.29 Directly to the west is an industrial estate and therefore there would be no harm to living conditions. Similarly there is no residential development directly opposite the site (access road and car park to Isleworth Station).

7.30 Whilst any construction project results in some noise and disturbance this would be short term and with appropriate mitigation would be acceptable (see conditions 5, 12 and18). The applicant would also be required as part of the s106 to enter into a Considerate Contractor scheme which would help avoid disturbance to neighbours during the construction period. A safeguarding condition (4) would also limit the hours of construction.

7.31 Overall it is considered that the proposed development would not harm neighbours' living conditions.
The implications for traffic and parking in the locality

7.32 The site has a PTAL (Public Transport Accessibility Level) of 3, which is moderate. Notwithstanding the above, the site is close to Isleworth main line station and numerous bus services along London Road and St John’s Road. In addition the site benefits from the adjacent shops and services that form part of Isleworth Large Neighbourhood Centre.

7.33 The proposal provides 18 parking spaces for this 89-bedroom hotel. A car park management system can be operated to ensure appropriate use of the on-site car parking space (see conditions 6, 16, 19, 21, 22, 23, 24). There will be no on-site car parking available to staff, other than for any Blue Badge Holders. Further details of car park management will be conditioned to be submitted and approved prior to the use.

7.34 These conditions can also ensure that the development does not result in any unacceptable overspill parking or inappropriate coach parking, specifically in respect of the area to the south which does not benefit from parking restrictions at present.

7.35 A travel plan (condition 22) and the proximity of good levels of public transport including buses serving London Road and Isleworth mainline station would reduce the number of guests arriving by private vehicles. A draft travel plan has been submitted and would form part of the s106 agreement. This would include measures to limit vehicle trips to the site and remedial measures if modal shift targets are not achieved on a year by year basis.

7.36 The permission would be Community Infrastructure Levy (CIL) liable and financial contributions for local public transport services in the previously approved scheme would be covered by CIL.

7.37 However, in addition to CIL, the s106 agreement would require a contribution of £40,000 towards consultation on and implementation if required a controlled parking zone to the south of the site following the completion and commencement of the use (after 1 year).

7.38 The application includes tracking drawings to demonstrate how a coach can enter and exit the site adequately, dropping off within the rear car park and existing via the adjacent industrial estate road (the applicant has confirmed they have a right of way). The comments received regarding the right of way of third parties are legal and private issues not a matter for the Council.

7.39 Whilst the draft reports indicate there would not be unreasonable impact to the area there would be further conditions for cycle parking, car park management plan, travel plan, delivery and servicing plan, construction management plan and details of car parking, loading-unloading-drop-off and pick-up by coaches to take place within the site (see conditions 6, 16, 19, 21, 22, 23). It is thus considered that the proposed use, subject to safeguarding conditions and measures provided by the proposed s106 agreement, would have an acceptable impact upon local highway and parking conditions.
Sustainable design

7.40 The broad aim of sustainable development is to ensure that the quality of social, economic and ecological environments are improved and maintained for future generations. The Local and London Plan encourage sustainable development through many policies including promoting the use of energy efficient building design and materials, re-use of previously developed land and existing buildings, and location of development in or close to town centres and areas with good public transport.

7.41 In particular, London Plan Chapter 5 requires developments to make the fullest contribution to the mitigation of, and adaption to climate change, and to minimise carbon dioxide emissions.

7.42 The development would re-use a previously developed building using established infrastructure. As a large refurbished building, the proposal can make a substantial contribution to sustainable development in the Borough and it is important that it recognises and adopts sustainable development principles.

7.43 Officers propose a condition (9) to ensure that BREEAM ‘Excellent’ rating would be achieved.

Accessibility

7.44 London Plan Policy 7.2 states that the Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design.

7.45 The application proposes four to wheelchair and five equipped for ambulant visually impaired disabled rooms. The applicant asked to amend the proposal to provide nine wheelchair accessible rooms to comply with the London Plan policy 7.2. These details would be condition (16) to ensure this. The building would contain two lifts which both would meet Building Regulation Part M requirements. There would be an accessible toilet on the ground floor and disabled persons’ parking would be near the entrance within the rear car park.

Legal Agreement (s106)

7.46 Local Plan Policy IMP3 seeks to ensure that development proposals fully mitigate the impacts of development on the area through a Section 106 agreement, where necessary or appropriate, having regard to supplementary planning document and that they provide the CIL payments required by any charging schedule, including the Mayor of London’s CIL. A payment or other benefit offered in a Section 106 agreement is not material to a decision to grant planning permission and cannot be required unless it complies with the provisions of the Community Infrastructure Levy Regulations 2010 (regulation 122), which provide that the planning obligation must be:

- necessary to make the development acceptable in planning terms
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

7.47 The NPPG provides guidance on use of planning obligations, which may impose a restriction or requirement, or provide for payment to make acceptable development proposals that might otherwise not be acceptable in planning terms. The Council’s Supplementary Planning Document on Planning Obligations (adopted March 2008) contains guidance on imposition of planning obligations in compliance with such guidance. These obligations may offset shortfalls in the scheme or mitigate a development’s impacts.

7.48 The following draft Heads of Terms are likely to form the basis of the Section 106 agreement, all of which are considered to satisfy one or more of the three Regulation 122 tests referred to above:

i) **Construction training strategy**
   Participation in a programme to provide employment training places during construction for local people.

ii) **Employment Initiatives**
   Facilitate elements such as job brokerage and skills training, apprenticeships to develop the career path and skills training, apprenticeships to develop the career path and skills of local people. This would ensure that local people could benefit from the site being redeveloped and employment returned to a currently vacant location.

iii) **Traffic Management Contribution** – £40,000 towards consultation on and implementation if required a controlled parking zone to the south of the site.

iv) **Considerate Contractors Scheme**
   It is appropriate that the developer registers to the Considerate Contractors Scheme. All sites registered with the Scheme are monitored by an experienced industry professional to assess their performance against the eight point Code of Considerate Practice which includes the categories Considerate, Environment, Cleanliness, Good Neighbour, Respectful, Safe, Responsible and Accountable.

v) **Marker Post**
   Commitment to retain and maintain the existing marker post within the forecourt of the site for the lifetime of the development.

8.0 **EQUALITIES DUTIES IMPLICATIONS**

8.1 In response to its Equalities Duties and the Equality Act 2010 it is considered that there are no relevant implications that the Council needs to assess further in this case and that, in determining this application, the Council has complied with its duties.

9.0 **COMMUNITY INFRASTRUCTURE LEVY**

9.1 Some new developments granted planning permission will be liable to pay Community Infrastructure Levy (CIL) to the Mayor of London and Hounslow.
9.2 CIL is payable on new floor space or where a new dwelling is created or the net floor area increase exceeds 100 square metres.

<table>
<thead>
<tr>
<th>Mayor’s £35 per square metre (m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hounslow:</td>
</tr>
<tr>
<td>Housing:</td>
</tr>
<tr>
<td>East £200/m²</td>
</tr>
<tr>
<td>Central £110/m²</td>
</tr>
<tr>
<td>West £70/m²</td>
</tr>
<tr>
<td>Supermarkets, superstores and retail warehousing: £155/m²</td>
</tr>
</tbody>
</table>

9.3 This proposal would be liable to pay Community Infrastructure Levy.

9.4 The existing office space would be excluded from new internal area and the proposal would result of 2080 square metres of floorspace which would be CIL chargeable.

9.5 The proposal would create a CIL charge of £72,800 for the Mayor and £228,800 for Hounslow.

10.0 RECOMMENDATION:

APPROVAL

1. That planning permission be granted subject to the following conditions and securing the abovementioned planning obligations by the prior completion of a satisfactory legal agreement or unilateral undertaking made under Section 106 of the Town and Country Planning Act 1990 and or other appropriate legislation, the exact terms of which shall be negotiated by appropriate officers within the Department of Regeneration, Economic Development and Environment on the advice of the Assistant Director Corporate Governance.

2. The satisfactory legal agreement or unilateral undertaking outlined above shall be completed and planning permission issued by 03/02/2017 or such extended period as may be agreed in writing by appropriate officers within the Department of Regeneration, Economic Development and Environment or within Legal Services.

3. If the legal agreement or unilateral undertaking is not completed by the date specified above (or any agreed extended period), then the Assistant Director – Community Safety, Regulatory and Development Services or Head of Development Management is hereby authorised to refuse planning permission for the reason that the proposal should include planning obligations required to make the development acceptable in planning terms in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010, development plan policies and the Planning Obligations SPD, as described in this Report.

4. Following the grant of planning permission, where (a) requested to enter into a deed of variation or legal agreement in connection with the planning permission hereby approved and by the person(s) bound by the legal agreement authorised in paragraph 1 above, and (b) where the planning obligations are not materially affected, and (c) there is no monetary cost to the Council, the Assistant Director – Community
Safety, Regulatory & Development Services or Head of Development Management is hereby authorised (in consultation with the Chair of the Planning Committee and upon the advice of the Assistant Director Corporate Governance) to enter into a legal agreement(s) (deed of variation) made under Sections 106 and/or 106A of the Town and Country Planning Act 1990 and or other appropriate legislation.

5. If planning permission is refused, the Assistant Director Community Safety, Regulatory and Development Services or Head of Development Management (in consultation with the Chair of the Planning Committee) is hereby authorised to approve any further application for planning permission validated within 12 months of the date of refusal of planning permission, provided that it (a) duplicates the planning application, and (b) that there has not been any material change in circumstances in the relevant planning considerations, and (c) that a satisfactory legal agreement or unilateral undertaking securing the obligations set out in the Report is completed within any specified period of time.

Conditions:

1. **Time Limit**

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

   **Reason:** To accord with the provisions of Section 92(1) of the Town and Country Planning Act 1990.

2. **Detailed Applications**

   The proposed development shall be carried out in all respects in accordance with the proposals contained in the application and the plans submitted therewith (15L07_PL_01; 15L07_EX(PL)01; 15L07_EX(PL)03; 15L07_EX(PL)04; 15L07_EX(PL)05; 15L07_EX(PL)06; 15L07_EX(PL)07; 15L07_EX(PL)08; Planning Statement; Design and Access Statement; Addendum Report on Sequential Test and Need by PDA; Transport Assessment; Sunlight/Daylight Letter by Right of Light Consulting; Noise and Vibration Assessment by KP Acoustics Ltd; Tree Survey by OMC Associates; Sustainability Statement; SUDS Statement; 15L07_PL_03; 15L07_PL_04.2; 15L07_PL_04.3; 15L07_PL_05; 15L07_PL_08; 15L07_PL_12; 15L07_PL_13; Received: 08/07/2016; 15L07_PL_16; 3D Visuals; Revised Materials Details; Green Travel Plan (November 2016); Received 20/10/2016; Proposed Block Plan; Proposed Block Plan with Track Analysis; Deliveries and Servicing Management; Received 06/10/2016; 15L07_EX(PL)02 Rev D; Received 21/12/2016.) and approved by the Local Planning Authority, or as shall have been otherwise agreed in writing by the Local Planning Authority before the building is used.

   **Reason:** To ensure the development is carried out in accordance with the planning permission.
Materials - Samples

No development shall take place until samples of the materials to be used in the construction of the external surfaces of the hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In order that the Council may be satisfied as to the details of the development in the interests of the visual amenity of the area and to satisfy the requirements of Local Plan policy CC1 (Context and Character).

Hours of demolition and construction

No demolition or construction work shall take place on the site except between the hours of 8am to 6pm on Mondays to Friday and 9am to 1pm on Saturdays and none shall take place on Sundays and Public Holidays without the prior agreement of the Local Planning Authority.

Reason: To protect neighbours’ living conditions in accordance with adopted Local Plan policy EQ5 (Noise).

Construction Zone Controls

During construction works an appropriate wheel-washing system shall be provided to remove mud, stones and any other extraneous materials from the wheels and chassis of construction vehicles existing the site and all loads of construction materials, excavation spoil or other such matter shall be fully covered in order to ensure that no material leaves the site attached to the vehicle which might subsequently be deposited on the highway. The exit from the wheel washing system shall be constructed from a hard, non-porous surfacing material and sited as far away from the exit to the highway as is possible given the constraints of the site and the surface shall be kept clean at all times. Waste water discharged from the wheel washing system shall be stored and disposed of on site and shall not be discharged into the public sewerage system without prior removal of soil, stones and any other suspended material. Suitable measures to minimise dust nuisance caused by the operations and to ensure that no dust or other debris is carried on to the adjoining properties shall also be provided in accordance with the Greater London Authority’s ‘Air Quality’ guidance, and site lighting shall be designed, positioned and directed so as not to unnecessarily intrude on passing drivers on public highways and so as not to direct light into any windows of properties outside the site. Start of works on site shall be notified to the Council’s Community Environment Team.

Reason: In order to safeguard the amenities of residential properties in the locality and in the interest of road safety in accordance with Local Plan policies CC1 (Context and Character), EQ5 (Noise), EC1 (Strategic transport connections) and EC2 (Developing a sustainable local transport network).
No service vehicles or deliveries shall be taken at or despatched from the site outside the hours of 9am - 7pm nor at any time on Sundays, Bank or Public Holidays.

**Reason:** In order to safeguard the amenities of adjoining residential properties and to ensure that the proposed development does not prejudice the amenities of the locality in accordance with Local Plan policies CC1 (Context and Character) and EQ5 (Noise).

**Landscaping**

No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include (proposed finished levels or contours; means of enclosure including opaque boundary treatment; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing material; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant).

Soft landscape works shall include (planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme).

**Reason:** In the interest of biodiversity, sustainability, to protect neighbours’ privacy and to ensure that a satisfactory standard of visual amenity is provided and maintained in accordance with Local Plan policies CC1 (Context and Character) and CC2 (Urban Design and Architecture).

A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all hard and soft landscape areas shall be submitted to and approved in writing by the local planning authority prior to the occupation of the development for its permitted use. The landscape management plan shall be carried out as approved.

**Reason:** In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained in accordance with Local Plan policies CC1 (Context and Character) and CC2 (Urban Design and Architecture).
9  **BREEAM**

Within three months of work starting on site a BREEAM Design Stage certificate and summary score sheet (or such equivalent standard that replaces this) must be submitted to and approved in writing by the Local Planning Authority to show that an ‘Excellent’ (minimum score 70%) rating will be achieved. Prior to first occupation of the building(s) a BREEAM Post-Construction Review certificate and summary score sheet (or such equivalent standard that replaces this) must be submitted to and approved in writing by the Local Planning Authority to show that an ‘Excellent’ (minimum score 70%) rating has been achieved.

**Reason:** To ensure that the development has an acceptable level of sustainability in accordance with the London Borough of Hounslow Local Plan Policy EQ2 (Sustainable Design and Construction).

10  No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority, for a scheme meeting the requirements of Policy 5.2 of the Consolidated London Plan which asks for a 25% reduction in regulation CO2 emissions below the Part L 2010 TER thorough energy efficiency or/and renewables. The details shall be carried out as approved.

**Reason:** In the interest of sustainability and to comply with essential standards in the London Plan policy 5.2 (Minimising Carbon Dioxide Emissions).

11  Unless otherwise agreed in writing by the Local Planning Authority, no development shall take place until details of a Sustainable Drainage Scheme, including measures for living roofs and/or walls, harvesting of rainwater, the minimisation of water run-off from the site, aiming for greenfield levels, and the conservation and reuse as appropriate of other water supplies in the building have been submitted to and approved by the Local Planning Authority. These details shall be carried out as approved.

**Reason:** In the interests of sustainability, the management of surface water run-off and Policy 5.13 Sustainable Drainage of the London Plan.
12 No development shall take place until details have been submitted to and approved by the Local Planning Authority, for a sustainable construction scheme, to comply with the "essential" standards for materials in the Mayor's Sustainable Design and Construction SPG. These being: 50% timber and timber products from Forest Stewardship Council (FSC) source and balance from a known temperate source.- Insulation materials containing substances known to contribute to stratospheric ozone depletion or with the potential to contribute to global warming must not be used.- Minimize use of new aggregates- Reduce waste during construction and demolition phases and sort waste stream on site where practical -Specify use of reused or recycled construction materials -minimising solar gain in summer -minimising water use – protecting and enhancing green infrastructure- outdoor lighting should be energy efficient and minimise light lost to sky.- All boilers installed must be low NOx boilers, conforming to at least NOX class 5.

Reason: In the interest of sustainability and comply with essential standards in the London Plan and with London Plan Policy 5.3.

13 Submission of a Bird Hazard Management Plan

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

Management of any flat/shallow pitched/green roofs on the building which may be attractive to nesting, roosting and loaﬁng birds. The management plan shall comply with Advice Note 8 Potential Bird Hazards from Building Design. The Bird Hazard Management Plan shall be implemented as approved upon completion of the roof areas and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: To avoid endangering the safe operation of aircraft through the attraction of birds and in the interests of the visual amenity of the area in accordance with Local Plan Policies CC1 (Context and Character) and EC3 (Heathrow Airport).

14 No amplified or other music shall be played in the premises outside the following times: 11.00 am to 11.00 pm on weekdays (Mondays to Fridays), Saturdays and Sundays.

Reason: To safeguard neighbours’ living conditions in accordance with Local Plan Policies CC1 (Context and Character).

15 No development shall take place until details of the green roof have been submitted to and approved in writing by the Local Planning Authority. Details shall include position, specification and management plans of the approved green roof and shall indicate how this is consistent with the required Bird Hazard Management Plan and the roof so approved shall be implemented before first occupation.

Reason: To ensure a comprehensive and sustainable development and to satisfactorily provide biodiversity in accordance with the Environmental Impact Assessment, in accordance with London Plan Policy 5.11 (Green roofs and development site environs).
16 **Access Strategy**
Prior to commencement of development, a site-wide access strategy, to include disabled access, for the Application Site shall be submitted to and approved in writing by the Local Planning Authority. This shall include how access shall be provided into and around the site and provide details of not less than 10% of hotel rooms being accessible for wheelchair users. The development shall conform to the strategy so approved.

**Reason:** In order to ensure that the proposed development is in compliance with London Plan Policy 7.2 (An inclusive environment).

17 The restaurant element of the hereby approved development shall not be open outside of the following hours: 5am-11pm Sundays to Thursdays and 5am-12pm on Fridays and Saturdays.

**Reason:** In order to safeguard the amenities of adjoining residential properties to ensure that the proposed development does not prejudice the amenities of the locality in accordance with Local Plan policy CC1 (Context and Character) and EQ5 (Noise).

18 **Construction Management Plan**
Prior to the commencement of development a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The details as approved shall be adhered to throughout the course of construction.

**Reason:** To ensure the scheme does not give rise to highway safety or amenity concerns in accordance with Local Plan policies CC2 (Urban Design and Architecture) and EC2 (Developing a sustainable local transport network).

19 **Servicing and Management Plan**
The use hereby permitted shall not be begun until a servicing and management plan has been submitted and approved by the Local Planning Authority. The servicing and management arrangements shall not be carried out otherwise than in accordance with the approved details.

**Reason:** To safeguard the amenities of the area and in accordance with Local Plan policies CC1 (Context and Character), CC2 (Urban Design and Architecture) and EQ7 (Sustainable waste management).

20 **Cycle Parking**
The use hereby permitted shall not be begun until full details of the cycle parking have been arranged for the site have been submitted to and approved in writing by the Local Planning Authority. The details shall be implemented prior to first occupation of the development and shall thereafter be retained as such.

**Reason:** To ensure the scheme does not give rise to highway safety concerns and accords with the aims and objectives of the Council’s sustainable transport agenda in accordance with policy EC2 of the Local Plan.
21 **Car Park Management Plan**

Prior to the first use of the hereby permitted shall not be begun until a Car Park Management Plan has been submitted to and approved in writing by the Local Planning Authority. The car parking areas shall thereafter be managed in compliance with the approved Car Park Management Plan.

**Reason:** In order to protect neighbours’ living conditions and ensure minimal disruption of traffic in the locality, in accordance with Local Plan Policy EC2 and London Plan Policy 6.13.

22 **Travel Plan**

Before the development hereby permitted commences at the site, a Green Travel Plan regarding the whole of the development shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall describe the means by which residents, visitors and users of the development shall be encouraged to travel to the site by means other than the private car. The Plan as approved shall be implemented upon first occupation of the development, monitored and reviewed on an annual basis and a copy of that annual review and action plan arising shall be submitted to the Local Planning Authority. The measures described in the action plan shall be implemented in the time period identified.

**Reason:** In order to ensure all occupiers for the development are aware of all means of travel in the vicinity of the application site and to seek to prevent unnecessary vehicular movements to and from the site in accordance with Local Plan policy EC2 (Developing a sustainable local transport network).

23 **All loading, unloading, drop-off and pick-up by coaches to take place within the site in accordance with approved details and must not be on the outside of the application site unless otherwise agreed in writing with the Local Planning Authority.**

**Reason:** In order to ensure that satisfactory provision is made at all times to accommodate loading and drop-off and pick-up within the site, and to accord with Local Plan policy EC2 (Developing a sustainable local transport network) and Policy 6.13 of the London Plan.

**Informatives:**

1. To assist applicants, the London Borough of Hounslow has produced planning policies and written guidance, which are available on the Council’s website. The Council also offers a pre-application advice service. In this case, the Council’s suggested improvements were adopted by the applicant.

2. **Highways**

   - The developer has to contact Hounslow Highway for a joint survey before start of the work to record an existing condition of the public highway.
- The works on the public highway to be carried out by Hounslow Highways or under 278 agreement
- The construction vehicular route to be provided to Hounslow Highway to monitor the condition of the network.
- The developer to provide programme of works to Hounslow Highways to monitor future planned work in the vicinity.

We collect the Mayor of London’s Community Infrastructure Levy (CIL) at the rate of £35 per sq.m of new floor space. Hounslow’s Community Infrastructure Levy (CIL) has been adopted. For details of the rates please refer to our web page:

This development is liable for CIL. A Liability Notice will follow shortly. For further information please contact the CIL team on 020 8583 4898/4895 or view our web page:
http://www.hounslow.gov.uk/index/environment_and_planning/planning.htm

or the planning portal web page:
http://www.planningportal.gov.uk/wps/portal