

Appendix 1

**S73 PERMISSION REF 2342/APP/2020/930**



Mr Wakako Hirose  
Rapleys  
33 Jermyn Street  
London  
SW1Y 6DN

Application Ref: 2342/APP/2020/930

## **TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**

### **GRANT OF PLANNING PERMISSION**

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **GRANTS** permission for the following:-

#### **Description of development:**

Minor material amendment to revise Condition 2 (Approved Plans) of planning permission ref. 2342/APP/2018/2294 dated 29/03/2019: The demolition of the existing building and the erection of a four storey hotel (Class C1), including ancillary restaurant/cafe/bar and associated car parking, servicing and landscaping and the provision of pedestrian access to Odyssey Business Park in order to the reconfiguration of the internal layout to accommodate 8 additional bedrooms and minor alterations to the external elevations to allow adjustment of windows.

**Location of development:** Eagle Point The Runway Ruislip

**Date of application:** 17 March 2020

**Plan Numbers:** See attached Schedule of plans

**Permission is subject to the condition(s) listed on the attached schedule:-**

**Head of Planning, Transportation and Regeneration**

**Date: 20 January 2021**

- NOTES:
- (i) Please also see the informatives included in the Schedule of Conditions.
  - (ii) Should you wish to appeal against any of the conditions please read the attached sheet which explains the procedure.
  - (iii) This decision does not convey any approval or consent which may be required

under any by-laws, building regulations or under any Act other than the Town and Country Planning Act 1990 (as amended).

# **TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**

## **GRANT OF PLANNING PERMISSION**

Application Ref: 2342/APP/2020/930

### **SCHEDULE OF CONDITIONS**

- 1 · The development hereby permitted shall be begun before the expiration of three years from the date of the original planning permission, 28th March 2022.

#### **REASON**

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

- 2 · The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:  
J9216 - 10 Rev. C  
J9216 - 11 Rev. A  
J9216 - 12 Rev. A.  
J9216 - 13 Rev. A  
J9216 - 14 Rev. A.  
J9216 - 15 Rev. C  
J9216 - 16 Rev. C  
J9216 - 17 Rev. C, and  
J9216 - 18  
and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

To ensure the development complies with the provisions of the Local Plan: Part Two (November 2012) and the London Plan (2016).

- 3 · The pedestrian access-way and stairlift linking the hotel site to the Odyssey Business park shall be provided and operational before the hotel use hereby permitted is brought into use. An access-way between the hotel and adjoining business park shall be maintained at all times so long as the hotel use and business park uses remain in existence.

#### **REASON:**

The hotel development at this location was only considered acceptable because of the economic development benefits of the proposals. The benefits will be severely diminished if the hotel is not able to have linkages with the adjoining business park. To ensure the development complies with the provisions of the Local Plan: Part Two (November 2012) and the London Plan (2016).

## **SCHEDULE OF CONDITIONS**

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

Planning Statement, prepared by Rapleys LLP;  
Design and Access Statement, prepared by CDA - Amended on 18.10.2018;  
Design & Access Statement Update, March 2020;  
Transport Statement, prepared by David Tucker Associates (DTA);  
Transport Technical Addendum Note, dated 16/3/20;  
Travel Plan, prepared by DTA;  
Car Park Management Plan, prepared by DTA;  
Energy Statement, prepared by MRB;  
Drainage Strategy, prepared by Gyoury Self Partnership;  
Servicing and Waste Management Plan, prepared by DTA;  
Preliminary Construction Logistics Plan, prepared by Bourne Wood Partnership;  
Land Contamination Statement, prepared by Gyoury Self Partnership;  
Noise and Vibration Impact Assessment, prepared by Sharps Redmore;  
Air Quality Assessment, prepared by Redmore Environmental, and  
Bird Hazard Appraisal Report, prepared by Denny Ecology.  
Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

### **REASON**

To ensure that the development complies with the objectives of the Local Plan: Part Two (January 2020).

- 5 · The development shall be carried out in accordance with the approved details of all materials and external surfaces submitted as part of the discharge of condition application ref. 2342/APP/2019/1633 dated 12/9/19 and thereafter be retained as such.

### **REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

- 6 · The development shall be carried out in accordance with the approved details of the landscaping, car parking and refuse/ cycle parking (as now revised to include 12 cycle spaces) submitted as part of the discharge of condition application ref. 2342/APP/2019/1633 dated 12/9/19 and thereafter be retained as such.

### **REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

## **SCHEDULE OF CONDITIONS**

- 7 · Prior to the occupation of the development a detailed air quality action plan shall be submitted and approved in writing by the Local Planning Authority. The action plan shall set out the measures to be utilised to further reduce the adverse impacts of the development on air quality; such measures could include but not limited to, incentivising electric vehicles; promotion of public transportation for guests and staff; sustainable transportation modes to key destinations. The development should be operated in accordance with the approved action plan.

### **REASON**

To ensure the development reduces its adverse impacts on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012).

- 8 · The development shall be carried out in accordance with the approved energy details submitted as part of the discharge of condition application ref. 2342/APP/2019/1633 dated 12/9/19 and thereafter be retained as such.

### **REASON**

To ensure the development contributes to a reduction in CO<sub>2</sub> in accordance with London Plan Policy 5.2.

- 9 · The development shall be carried out in accordance with the approved PV panel details submitted as part of the discharge of condition application ref. 2342/APP/2019/1633 dated 12/9/19 and thereafter be retained as such.

### **REASON**

To ensure the development contributes at least a 35% reduction in CO<sub>2</sub> emissions in accordance with London Plan (March 2016) Policy 5.2.

- 10 · The development hereby approved shall ensure the quantity of accessible bedrooms is no less than 8 rooms (10%) with an additional 4 rooms (5%) capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations e.g. handrails). In addition, 50% of en-suite bathrooms within the required accessible bedroom shall have a level access shower.

### **Reason**

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with policy DME 6 of the Hillingdon Local Plan Part 2 - Development Management Policies (January 2020) and Policies 3.1, 4.5 and 7.2 of the London Plan (2016).

## **SCHEDULE OF CONDITIONS**

- 11 · The development shall be carried out in accordance with the approved details of the siting and location of all plant, machinery and equipment submitted as part of the discharge of condition application ref. 2342/APP/2019/1633 dated 12/9/19 and thereafter be adhered to as such.

Prior to the occupation of the development details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10 dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

### **REASON**

To safeguard the amenity of the surrounding area in accordance with Policy 7.15 of the London Plan (March 2016).

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

Bedrooms: to meet NR30 between 23:00-07:00hrs

Bathrooms: to meet NR 45

Corridors: to meet NR 40

Hotel Restaurant /cafe/bar: to meet NR 40

### **REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by rail traffic, air traffic and other noise in accordance with Policy 7.15 of the London Plan (March 2016).

- 13 · The development shall be carried out in accordance with the approved Construction Environmental Management Plan submitted as part of the discharge of condition application ref. 2342/APP/2019/1633 dated 12/9/19 and thereafter be adhered to as such unless otherwise agreed in writing by the Local Planning Authority.

### **REASON**

- To safeguard the amenity of surrounding areas in accordance with Policy 7.15 of the London Plan (March 2016); To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 14 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and the London Plan (2016); and - To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems. In compliance with Policy DMAV 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

## **SCHEDULE OF CONDITIONS**

- 14 · The development shall be carried out in accordance with the approved Bird Hazard Management Plan submitted as part of the discharge of condition application ref. 2342/APP/2019/1633 dated 12/9/19.

The Bird Hazard Management Plan shall be implemented as approved upon completion of the roofs 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 comply with Policy DMAV 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), and to manage the roof areas in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of RAF Northolt.

- 15 · In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by the Local Planning Authority. Where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

### **REASON:**

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DMEI 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

- 16 · Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results, along with independent analysis of this testing shall be submitted to and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination and the results of the soil testing shall demonstrate this.

### **REASON**

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy DMEI 13 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).



## **SCHEDULE OF CONDITIONS**

- 17 · The development shall be carried out in accordance with the approved Sustainable Water Management details submitted as part of the discharge of condition application ref. 2342/APP/2019/1633 dated 12/9/19.  
Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

### **REASON**

To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and policy 5.12 of the London Plan (2016).

- 18 · 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 Policies DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and to protect the ecological value of the area in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

- 19 · Prior to first use of the building as a hotel, the building shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police Designing Out Crime Officer (DOCO) 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 ensure the development provides a safe and secure environment in accordance with Hillingdon Local Plan Part 2 policy DMHB 15 and London Plan (2016) Policies 7.1 and 7.3.

## **SCHEDULE OF CONDITIONS**

- 20 · The car parking facilities provided at the hotel shall be used by guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to and approved in writing by the Local Planning Authority in order to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods.

The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

### **REASON**

The use of the site for long or short stay parking for RAF Northolt passengers is directly related to the operation of RAF Northolt but is located outside the airport boundary, contrary to Policy DMAV 3 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

- 21 · Prior to occupation, a Delivery and Servicing Plan (DSP), as referred to in the London Freight Plan, which identifies efficiency and sustainability measures to be undertaken once developments are operational shall be submitted to and approved by the Local Planning Authority in conjunction with TfL.

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

### **REASON**

To to minimise congestion impacts and improve safety in accordance with Policies 6.13 and 6.14 of the London Plan (2016).

- 22 · The proposed hotel development hereby permitted shall not be used for conferencing/banqueting, wedding or any other large scale organised gathering.

### **REASON**

To safeguard the amenity of the site and surrounding areas in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

- 23 · Prior to occupation, a Car Park Management Plan shall be submitted to and approved by the Local Planning Authority. The Plan should include an internal site management regime that will enforce and oversee overall parking control on a site wide basis and mutual coexistence/interplay of the parking bay and drop off /pick up facilities for patrons of the hotel including delivery and servicing arrangements.

The Car Park Management Plan and Travel Plan shall manage arrival of coaches to the site or deter them if they cannot be adequately accommodated with the application site. Coach Parking is not permitted to drop off on The Runway.

### **REASON**

To ensure the proposed development and associated highway movements are in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020). and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

## **SCHEDULE OF CONDITIONS**

### **INFORMATIVES:**

- 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 . The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.
- 3 . 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).
- 4 . Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).
- 5 . 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.
- 6 . Prior to work commencing, you are advised to submit an application for a Heavy Duty Vehicle Crossover to Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW to prevent damage to the highway from construction vehicles entering and leaving the site.
- 7 . 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

## **SCHEDULE OF CONDITIONS**

granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

- 8 . You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.
- 9 . The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).
- 10 . The Council's Waste Service should be consulted about refuse storage and collection arrangements. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).
- 11 . The onus is on the service provider to ensure the safety and evacuation of disabled people. It is not the responsibility of the fire service to enable routine evacuation of disabled people.
- 12 . 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))
- 13 . The proposed facility would be the subject of the Equality Act 2010 The applicant is advised to take the following into consideration with regard to this application:
  - a. The accessible car-parking bays should be a minimum of 4.8m x 2.4m and marked and signed in accordance with BS 8300:2009+A1:2010.
  - b. A suitable access route to the building should be provided from the car parking areas. Paths forming access routes should be a minimum of 1.2m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.
  - c. Level access and adequate front door width are assumed. If this is not the case, level access should be provided and a minimum door width of 1000mm for a single door or 1800mm for a double door.
  - d. The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009+A1:2010.

## SCHEDULE OF CONDITIONS

- e. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, i.e. infra-red or induction loop system, should be fitted to serve all reception areas.
- f. Seating of varying heights should be provided and sited close to reception.
- g. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.
- h. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004 (2013 edition). A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is likely to be required within the communal areas of the Hotel.
- i. The accessible toilet proposed on the ground floor should be signed either "Accessible WC" or "Unisex". Alternatively, the use of a "wheelchair" symbol with the words "Ladies" and "Gentlemen" or "Unisex" would be acceptable.
- j. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.
- k. The accessible bedrooms should be designed to BS 8300:2009. In addition to the 10% provision of accessible rooms,
- l. 50% of the ensuite bathrooms within the required accessible bedrooms should have level access showering facilities.
- m. Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS 8300:2009+A1:2010. As the majority of wheelchair users prefer showers, a larger proportion of the 10 accessible rooms should feature shower rooms. The Design and Access Statement should confirm the proportion of accessible shower and bath rooms with the detailed specification shown on plan.
- n. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.
- o. Lifts should accord with BS 8300:2009+A1:2010.
- p. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.
- q. Details of where Hearing Enhancement Systems (e.g. induction loops) should form part of the scheme. Consideration should also be given to the type of system(s) that will be suitable for different areas of the hotel.
- r. Alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)
- s. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area. Such detail should be fully documented in the Design & Access Statement and submitted.

- 14 . In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory

## SCHEDULE OF CONDITIONS

policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

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

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

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

- 16 . The development shall install a fat trap on all catering establishments and a non return valve shall be provided to avoid the risk of backflow during stormy conditions.
- 17 .
- a. Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to consider such detail at an early stage, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)
  - b. Alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at an early stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)
  - c. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently during an 'all-out' evacuation.

## **SCHEDULE OF CONDITIONS**

- 18 . Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-
- A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
  - B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
  - C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.
  - D. No bonfires that create dark smoke or nuisance to local residents.

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

- 19 . In relation to Condition 23, the proposal does not include a coach parking space as required, however there is adequate space for a large delivery vehicle on site which could possibly accommodate occasional coaches during non-operational times. Therefore this condition requires the submission of a car park management plan to confirm if this is possible.
- 20 . The applicant is advised that where the conditions requiring the submission of details have been discharged in connection with the original permission, the Local Planning Authority will not require these details to be re-submitted as part of this new planning permission where those details would remain the same.

### **END OF SCHEDULE**

#### **Address:**

Residents Services  
London Borough of Hillingdon  
3 North Civic Centre, High Street, Uxbridge UB8 1UW  
Tel: 01895 250230  
**[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)**

## **GRANT OF PLANNING PERMISSION**

Application Ref.No.: 2342/APP/2020/930

### **SCHEDULE OF PLANS**

J9216 - 10 Rev. C - received 17 Mar 2020  
J9216 - 11 Rev. A - received 17 Mar 2020  
J9216 - 12 Rev. A. - received 17 Mar 2020  
J9216 - 13 Rev. A - received 17 Mar 2020  
J9216 - 14 Rev. A. - received 17 Mar 2020  
J9216 - 15 Rev. C - received 17 Mar 2020  
J9216 - 18 - received 17 Mar 2020  
J9216 - 16 Rev. C - received 17 Mar 2020  
J9216 - 17 Rev. C - received 17 Mar 2020  
Rapleys Covering Letter dated 16/3/20 - received 17 Mar 2020  
Design and Access Statement Update, March 2020 - received 17 Mar 2020  
(PL)001 Rev. D - received 20 Jun 2018  
(PL)002 Rev. A - received 20 Jun 2018  
(PL)003 Rev. A - received 20 Jun 2018  
(PL)004 Rev. A - received 20 Jun 2018  
(PL)005 Rev. A - received 20 Jun 2018  
Transport Statement, dated 13/6/18 - received 20 Jun 2018  
Travel Plan, dated 30/5/18 - received 20 Jun 2018  
Car Park Management Plan, Ref. SKP\RD 17346-04B prepared by David Tucker Associates - received 20 Jun 2018  
Energy Statement, Issue Two, dated 21/5/18 - received 20 Jun 2018  
Drainage Strategy prepared by Gyoury Self Partnership - received 20 Jun 2018  
Waste & Delivery and Servicing Management Plan, Ref. SKP/RD17346-05B prepared by David Tucker Associates - received 20 Jun 2018  
Preliminary Construction Logistics Plan, June 2018tentment - received 20 Jun 2018  
Noise and Vibration Impact Assessment prepared by Sharps Redmore - received 20 Jun 2018  
Air Quality Assessment, dated 21/5/18 prepared by Redmore Environmental - received 20 Jun 2018  
Bird Hazard Appraisal Report, June 2018 - received 20 Jun 2018  
Geo-Environmental Data and Historical Maps, July 2017 - received 20 Jun 2018  
Land Contamination Statement, Rev. A, dated 21/05/18 - received 20 Jun 2018



Planning Statement - received 20 Jun 2018

Transport Technical Addendum Note, dated 16/3/20 - received 17 Mar 2020

Design and Access Statement - received 18 Oct 2018

3D Visual Images A to E (with image reference site plan) - received 17 Mar 2020

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspectorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424). Appeal forms can be downloaded from the Planning Inspectorate's website at [\*\*www.Planning-inspectorate.gov.uk\*\*](http://www.Planning-inspectorate.gov.uk)

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate ([inquiryappeals@planninginspectorate.gov.uk](mailto:inquiryappeals@planninginspectorate.gov.uk)) at least 10 days before submitting the appeal.

Further details are available at [\*\*www.gov.uk/government/collections/casework-dealt-with-by-inquiries\*\*](http://www.gov.uk/government/collections/casework-dealt-with-by-inquiries)

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances, which excuse the delay in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

**Purchase Notices.**

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.