

Non Material Amendment to permission 464/APP/2014/2886 to carry out internal changes for Acre 1153 Ltd



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INTRODUCTION

This statement is submitted on behalf of Acre 1153 Ltd in support of a non material amendment application. The changes from the recently approved scheme (464/APP/2014/2886) involve solely minor internal re-arrangement. For the avoidance of doubt there are no external changes nor an increase in floorspace of the building. The application includes (a) this statement, and (b) the relevant plans prepared by the architects network. The associated plans to the submission are;

1. 14L09_PL_01 Ground floor
2. 14L09_PL_02 1st floor
3. 14L09_PL_03 2nd floor

All three plans show the changes shaded green. The consequence of the changes are the removal of a staircase and the re-arrangement of the annexe resulting in a small increase in bedrooms to 140

SITE AND SURROUNDINGS

The surrounding area has a high density character of mixed commercial and residential uses. It is dominated by large buildings of varying heights and frontages with very little uniformity. The site is in a location which is easily accessible to public transport and has access via the Underground rail system to the wider London area, and many bus routes in the surrounding roads. The site is a sustainable location.

This proposal entails the re-use of the existing building with extensions on the north and eastern sides of the site. The remainder of the site would be used for vehicular circulation, parking, servicing and appropriate landscaping. The proposal repeats the external elements of the extant scheme.

To the east of the site fronting Bath Road is a petrol filling station behind which is a three storey mixed use development (which fronts Sipson Road). To the west is a five storey office building. The site currently has a single crossover providing access and egress to the site directly from the eastbound carriageway of Bath Road itself. Bath Road is dual-carriageway at this point and as such turning movements at the site are left in/left out only.

THE PROPOSAL

The proposal results in the same building as approved but with 140 bedrooms. The entrance remains as existing and as already approved.

NATIONAL POLICY

There have been a number of policy statements issued since the election of the Coalition Government. These have identified their proposals to reform the planning system, and set out measures to respond to the economic climate being 'The Plan for Growth' March 2011 and 'National Planning Policy Framework' 2012. There are no policy implications arising from these minor internal changes

LOCAL POLICY

The proposal has been tested against the Development Plan for the borough and it has been concluded in the committee report that;

There is no objection to the principle of the development involving the change of use of the site to a hotel. The general size, height and massing of the proposed building is considered acceptable echoing the height and scale found on the surrounding buildings. It is not considered that the development would have any detrimental impact on the street scene, or upon anyone's residential amenity or upon the setting of the Green Belt land lying opposite. Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off, and these matters taken together are not considered would have any significant detrimental impact on the existing highway network or highway safety given the sightlines outside the site, the bar on cars parking for any length of time (with double yellow lines in place), the small number of vehicular movements anticipated (as a 136 bedroom hotel) serving Heathrow where most guests will arrive by public transport or taxi .

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals would deliver on these objectives, bringing a number of full time equivalent jobs on site (plus additional job creation in off site hotel servicing role) and secure the regeneration of a site that presently is unused and does not presently positively contribute to the street scene and with little prospect that the existing building being brought back to active life.

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

ACCESS AND TRANSPORT CONSIDERATIONS

Access and transport considerations were detailed in the companion report to the application by Monson Engineering which concluded in respect of the 138 bedroom proposal that:

6.01 It can be seen from the assessment that the trips generated by the proposed development of 138 bedrooms, as with the proposal for 100 bedrooms granted permission in 2014, whilst being more than the existing use as offices, will be of a similar scale with no material impact on the adjacent highway network.

6.02 The changes to the access and egress arrangements will enhance the safety of road users, pedestrians and cyclists at this location. The proposed use will result in a significant reduction in the number of traffic movements into and out of the site which can only serve to reduce the risk to safety at the site entrances.

6.03 The application site lies in a fairly sustainable location, whilst having a relatively low PTAL rating of 3. Hillingdon have however, identified that PTAL ratings are not always a good measure of sustainability as they merely measure accessibility to public transport without considering where that transport is going to. It is anticipated that many of the visitors using the hotel will relate to Heathrow Airport and it is therefore considered to be ideally located for its target clients.

6.04 The number and frequency of buses will offer good opportunity for staff to use public transport particularly in light of the good bus/train/underground links that exist.

It is suggested that the increase to 140 bedrooms would benefit from the same analysis.

SUSTAINABILITY

In so far as there are no external changes it is suggested that there are no sustainability issues arises beyond that already addressed in the report from ddp which accompanied the approved scheme.

CONCLUSIONS

We believe that the site has an opportunity to provide a high quality conversion development in keeping with the form of the surrounding area and implementing the provisions of the development plan that seek to provide further hotel accommodation in this location. The changes are solely internal and is a refinement to the extant permission. We would seek your favourable recommendation and consideration to this very minor change.