

Report of the Head of Development Management and Building Control Committee Report

Case Officer: Mike Kemp	41331/APP/2025/3250
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Date Application Valid:	21/01/2026	Statutory / Agreed Determination Deadline:	11/09/2026
Application Type:	Full	Ward:	Heathrow Villages

Applicant: **Nine Heathrow Ventures Ltd**

Site Address: **Novotel, 234 Bath Road, Harlington, Hayes, UB3 5AP.**

Proposal: **Erection of a new 4 storey hotel extension building with accommodation at roof and basement levels to provide 128 rooms with covered link bridge to existing hotel building with associated with ancillary works (Retrospective).**

Summary of Recommendation: **GRANT planning permission subject to conditions**

Reason Reported to Committee: **Required under Part 1 of the Planning Scheme of Delegation (Major application recommended for approval)**



Summary of Recommendation:

GRANT planning permission subject to the completion of a satisfactory section 106 legal agreement to secure the heads of terms set out below, and subject to the conditions as set out in Appendix 1.

It is recommended that delegated powers be given to the Director of Planning and Sustainable Growth to grant planning permission subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

- I. Employment Strategy and Training Scheme: A financial contribution of £175,309.16 towards the delivery of an Employment Strategy and Training Scheme, secured in accordance with the Council's Planning Obligations SPD.
- II. Air Quality contribution of £74,589
- III. Hoppa Bus Strategy demonstrating how Hoppa bus provision will be implemented between the site and Heathrow Airport.
- IV. Active Travel Zone contribution of £75,000

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed wording of the heads of terms, the proposed Legal Agreement and conditions of approval.

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning and Sustainable Growth), delegated authority be given to the Director of Planning and Sustainable Growth to refuse planning permission for the following reason:

'The applicant has failed to mitigate the impacts posed by the proposed development (in respect of air quality, end user employment skills development and sustainable travel). The scheme therefore conflicts with Policies DMCI 7, DMT 1, DMT 2 and DMEI 4 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policies DF1, E11, SI 1, SI 2, T1, and T4 of the London Plan (2021); and Policies DM1, DM3 and DM6 of the National Planning Policy Framework (2026).'

E) That if the application is approved, that the permission is subject to the

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Conditions as set out in Appendix 1.

1 Executive Summary

- 1.1 Retrospective planning permission is sought for the erection of a four-storey extension to the existing hotel building. The extension would be linked to the main hotel building by a second-floor covered link bridge. 128 bedrooms are proposed within the extension, alongside circulation areas, ancillary spaces used for housekeeping; and plant rooms provided in the basement and at fourth floor level.
- 1.2 The principle of extending the use of the building for use as a hotel was supported under the previous planning permission granted in December 2016 (41331/APP/2016/1035), however the development as constructed on the site was not carried out in accordance with the approved plans accompanying this planning permission. Relevant conditions were also not discharged prior to commencement of development and relevant obligations contained in the legal agreement were not discharged. The development as constructed on site is not therefore lawful and consequently a retrospective planning application has been submitted to regularise the works undertaken.
- 1.3 In relation to the principle of development, the site does not fall within a town centre, nor on a site allocated for tourist accommodation. A Sequential Test Assessment has been carried out by the applicant which reviews the sequential preferability of potentially suitable town centre sites in Hayes, Hounslow, Southall and West Drayton. The sequential test concludes that there would be no sequentially preferable town centre sites that would be suitable or available to provide the intended use. Officers consider that the sequential test is sound in its approach and findings. Furthermore, it should be taken into consideration that there is an established hotel use on the site and that the principle of a comparable albeit slightly smaller extension of 108 rooms was consented in 2016. Consequently, the proposals are considered to comply with the aims of Policy E10 of The London Plan, Policy E2 of the Hillingdon Local Plan Part 1, and Policy DME 5 of the Hillingdon Local Plan Part 2.
- 1.4 The proposed design approach broadly aligns with the design of the previously approved hotel extension, most notable changes being the addition of the basement and fourth floor dormer windows. The scale of the extension is commensurate with the existing building in terms of height and volume. The form and architectural features match those of the existing building whilst the elevational treatment matches that of the existing building. The design, scale and siting of the extension would not appear out of place within the context of the site and surroundings and would sit appropriately in the street scene as seen from Bolton's Lane and Mondial Way. In visual terms, the addition of the basement would be appropriate, given that this feature would not appear prominent in public views. The dormer windows would be necessary to provide appropriate outlook and light for the proposed bedrooms and are modest features which are subordinate to the roofscape. The design approach is considered appropriate, and the proposals would comply with Policy DP3 of the NPPF 2026, Policies D3 of The

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London Plan, Policy BE1 of the Local Plan Part 1, and Policies DMHB 11 and DMHB 12 of the Local Plan Part 2.

- 1.5 The siting of the building affords appropriate separation to the nearest residential dwellings to the west at Doghurst Avenue and Bolton's Lane such that there is siting of the development is unlikely to impact negatively on the amenity of these residential properties by reason of overlooking or overshadowing/loss of light. Nor would the siting of the building impact adversely on the amenity of the surrounding buildings falling under commercial uses. Consequently, the development would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).
- 1.6 The current proposal involves the provision of 57 car parking spaces (including 7 disabled parking bays). This would be in addition to 5 taxi bays and 16 motorcycle/scooter parking spaces and 2 coach parking bays. Parking on the site would be reduced from 133 spaces as previously consented when the office space was converted to use as a hotel to 57 parking spaces as currently proposed, an overall reduction of 76 spaces. It is further proposed that the rooms within the extension would not be provided with parking, with the exception of disabled parking provision. Consequently, traffic generation associated with the development would be minimal and is not forecast to have a significant impact on the surrounding road network. A Car Park Management Plan and detailed Travel Plan are proposed to be secured by planning condition. There would be a requirement for the applicant to enter into a Section 106 agreement to ensure that the Hotel Hoppa bus service accesses the site to improve public transport access between the site and Heathrow Airport. Taking into account all relevant considerations relating to the provision of parking and associated vehicle movements and trip generation, it is considered that on balance that the proposed development complies with Policy TR6 of the NPPF (2026), Policies T4, T5, T6, and T7 of The London Plan (2021), and Policies DMT 1, DMT 5, DMT 6, and DMT 2 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020).
- 1.7 Appropriate measures may be secured by condition or through relevant planning obligations to mitigate/control land contamination, drainage, air quality, noise impact, impact on existing trees, aviation safety; and to protect biodiversity and ensure the delivery of biodiversity net gain. The development would therefore ensure appropriate standards of environmental protection.
- 1.8 On balance, the proposal is acceptable and would be consistent with the overarching aims of the National Planning Policy Framework (NPPF) (2026), The London Plan (2021), and Hillingdon Local Plan Parts One and Two.
- 1.9 The planning application is therefore recommended for approval, subject to the conditions contained in Appendix 1; the Section 106 Heads of Terms detailed above.

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2 The Site and Locality

- 2.1 The site comprises a 159-bedroom hotel, located within a building that previously functioned as an office. Planning permission was granted to change the use of the building into a hotel in September 2015. The building has a brick facade with prominent dark coloured external glazing. The building is located approximately 200 metres to the north of Heathrow Airport and adjoins Bath Road (A4). The site contains parking associated with the hotel and small areas of landscaping.
- 2.2 The land uses adjoining Bath Road primarily consist of hotels, office uses or airport parking. Axis House immediately to the west of the site falls within a residential use. The site lies to the south of Harlington village and there is surrounding low rise residential housing to the north and north west of the site. The buildings to the north east of the site and east of the site adjoining Mondial Road are used as offices.
- 2.3 Planning permission was granted in December 2016 (41331/APP/2016/1035) for a four-storey extension to the hotel, which would be connected to the main building via a glazed linked walkway at first floor level. Development commenced on the extension to the hotel, which was located on an area of car parking associated with the hotel in November 2019. Development however commenced prior to the discharge of all relevant pre-commencement planning conditions, whilst the applicant also failed to comply with various obligations set out under the accompanying Section 106 agreement.
- 2.4 The development which has been carried out has not been constructed in accordance with the approved plans provided under planning application 41331/APP/2016/1035 and is not considered to be lawful as there are various discrepancies between the consented plans and the development as constructed. Most notably a basement has been constructed which was not previously consented, whilst dormer windows have been inserted into the roof of the building to provide additional bedrooms in the roof space. On the most recent visit to the site conducted on 12th May 2026 it was observed that the extension to the hotel had largely been constructed including the frame of the building, the second-floor link bridge to the main hotel and basement. External materials have also been added to the elevations of the buildings.

Figure 1: Location Plan (application site edged red)

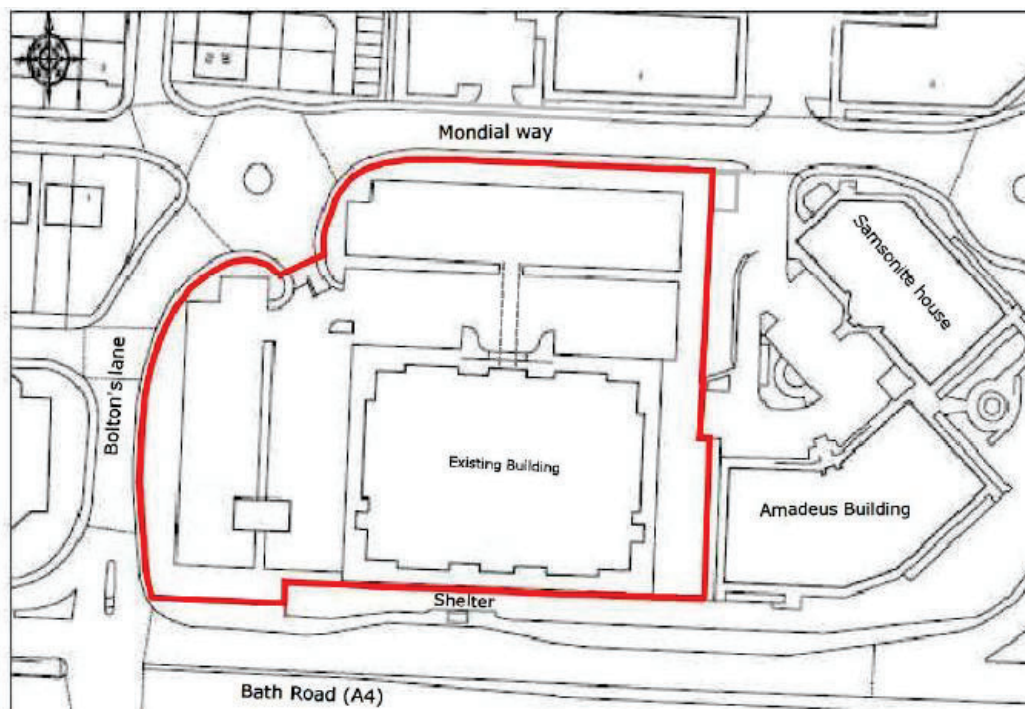


Figure 2: Photograph showing the west elevation of hotel extension as constructed from the Novotel car park.



Figure 3: Photograph showing the west elevation of hotel extension and relationship to existing hotel building taken from corner of Bolton's Lane and Doghurst Avenue



Figure 4: Photograph showing the north and east elevation of the hotel extension taken from Mondial Way looking west



Figure 5: Photograph showing the south elevation of the hotel extension, link bridge and relationship to main hotel building



3 Proposal

- 3.1 Retrospective planning permission is sought for the erection of a four-storey extension to the existing hotel building. The extension would be linked to the main hotel building by a second-floor covered link bridge. 128 bedrooms are proposed within the extension, alongside circulation areas, ancillary spaces used for housekeeping; and plant rooms provided in the basement and at fourth floor level. No additional guest facilities are proposed.
- 3.2 The south and north façade of the building would feature prominent extensive sections of glazing, to match the existing hotel. The east and west elevations of the building would not feature extensive glazing, with minimal window openings proposed to serve corridor spaces and cladding proposed across the remaining façade.
- 3.3 As noted in the above section of this report, the works to construct the extension are largely complete.

Figure 6: Proposed Site Plan

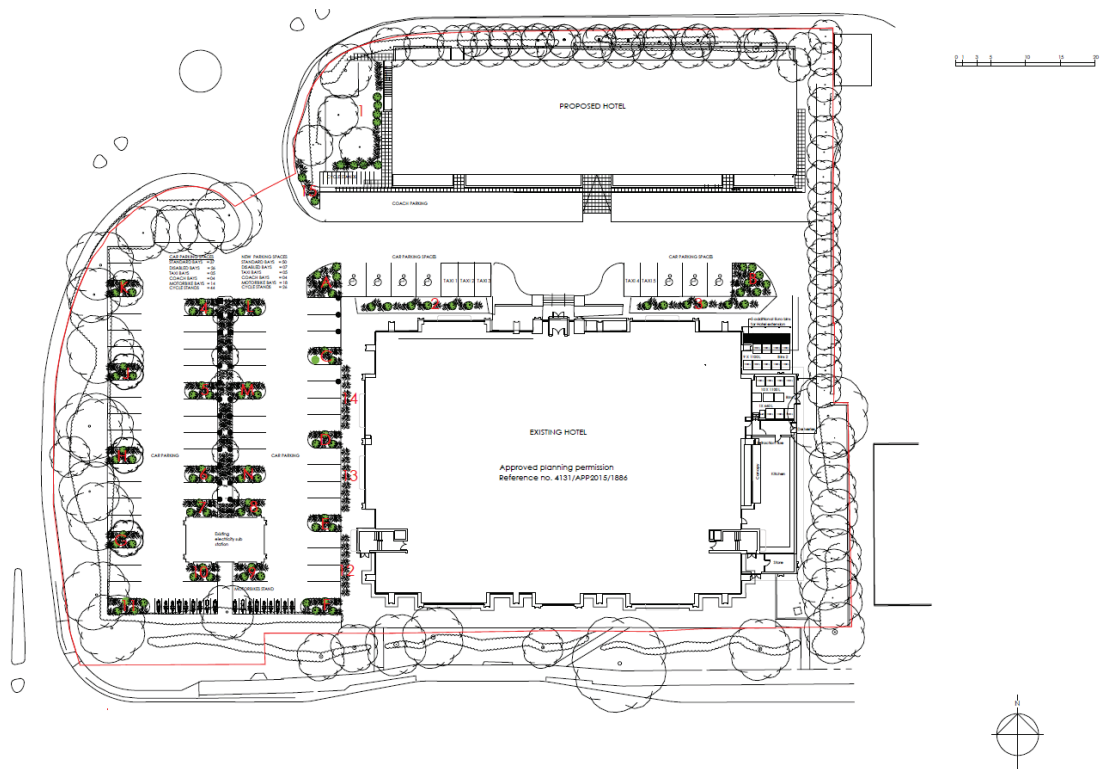


Figure 7: Proposed South Elevation

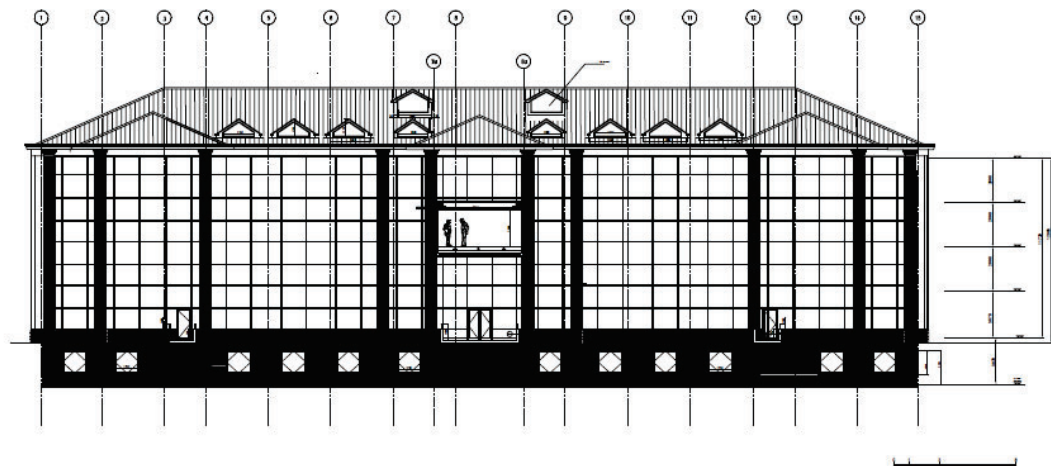


Figure 8: Proposed North Elevation

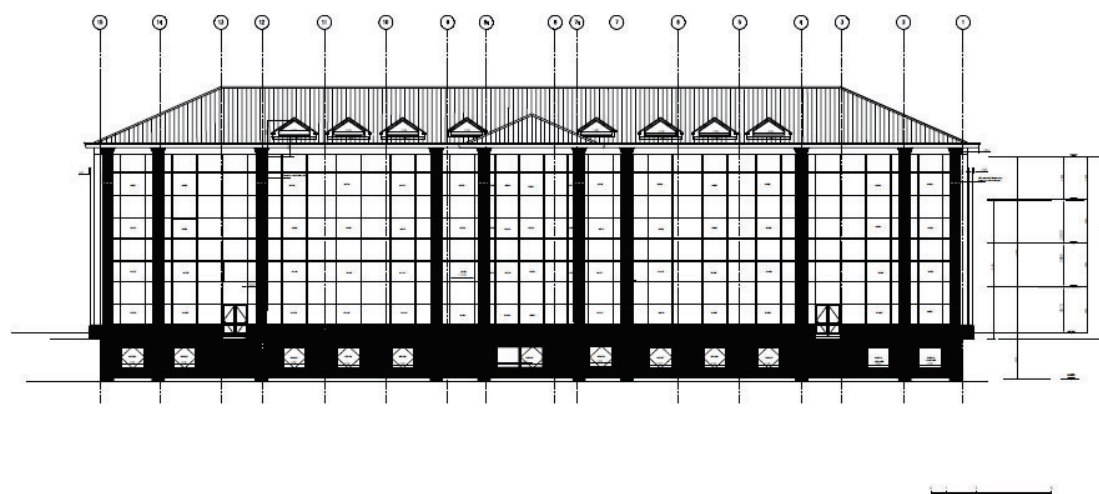
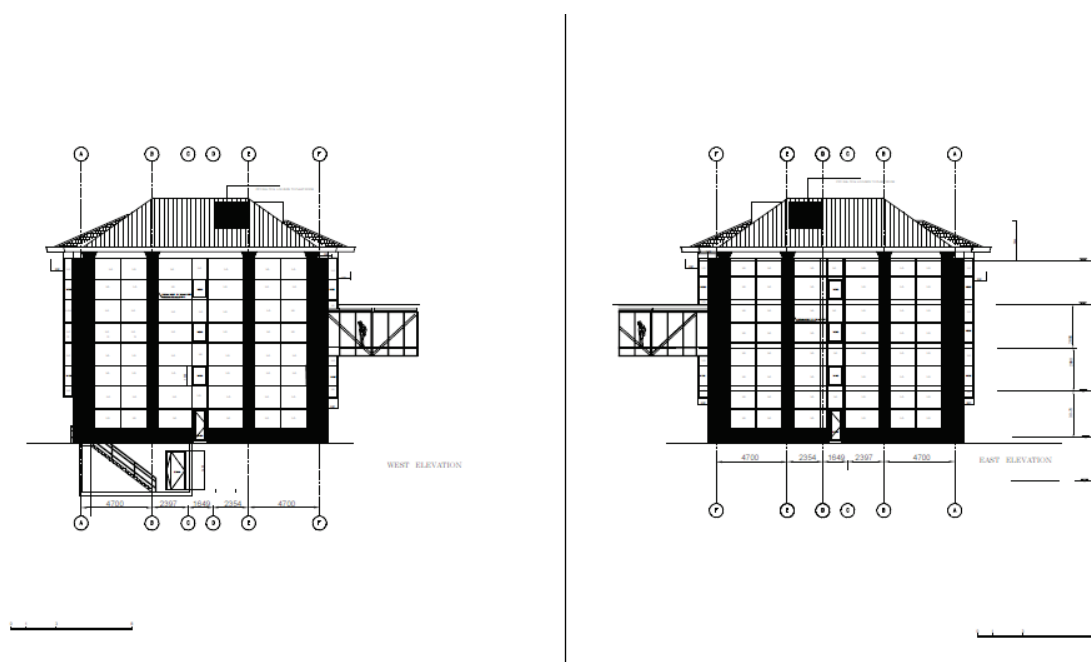


Figure 9: Proposed East and West Elevations



4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.

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- 4.2 Planning permission (41331/APP/2015/1886) was granted in September 2015 to change the use of the existing building from use as an office to use as a 159-bedroom hotel, alongside the erection of a single storey side extension to the building.
- 4.3 Permission was granted on 9th December 2016 (41331/APP/2016/1035) for the erection of a 4-storey hotel extension building to accommodate 108 rooms with a covered link bridge connecting the existing building, with associated ancillary works. The applicant has provided photographs to indicate that drainage works associated with this permission were carried out in November 2019, which ordinarily would constitute commencement of development associated with this planning permission. The applicant however failed to discharge several relevant pre-commencement planning conditions prior to the implementation of the drainage works and prior to expiry of the planning permission, as well as failing to comply with obligations set out within the accompanying Section 106 agreement. The development which has been constructed on site, substantially differs from the approved plans granted under the previous application as the development as partially constructed (and as proposed within this application) includes a basement and accommodation within the roof of the building with dormer windows. On this basis the structures constructed on site are not lawful.
- 4.4 Planning permission was granted in March 2017 (41331/APP/2017/111) for the erection of a new 4th floor extension to the main hotel building to accommodate a gym, admin offices and plant room. Works to implement this permission commenced in 2017 and were completed in 2018.

5 Planning Policy

- 5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

Emerging Planning Policies

- 5.2 Policy DM4 of the National Planning Policy Framework (NPPF) 2026 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (July 2026)

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- 5.3 The GLA are consulting on a draft new London Plan between 16th July and 15th October 2026 with the intention of replacing the previous versions of the existing London Plan. Following the consultation, the draft London Plan will be subject to an independent Examination in Public before final adoption, expected in early 2028.
- 5.4 As the unresolved objections have not yet been submitted and published for decision-makers to review, limited weight can be afforded to the Draft London Plan (July 2026) at present.

6 Consultations and Representations

- 6.1 Site notices were posted surrounding the site on 27th January 2026. A total of 154 neighbouring properties were consulted on 22nd January 2026. The application was advertised within the local press on 27th January 2026.
- 6.2 No representations have been received by members of the public in relation to the proposed development.
- 6.3 Consultee responses received are summarised in Table 1 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<u>Transport for London Railway Infrastructure</u> No comments to make.	Noted
<u>Heathrow Airport Safeguarding</u> No objection subject to a condition requiring the submission of a glint and glare assessment prior to installation of any solar panels on the site.	Noted, a glint and glare assessment condition is included within the recommended list of planning conditions.
<u>Greater London Archaeology Advisory Service</u> The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified in the Local Plan: [77820] Area: Heathrow Area As noted in the application, the site was subject to an archaeological watching brief in June 2024 which found only two possibly prehistoric pits. The new proposal does not introduce any additional risk of	Noted

harm to archaeological assets. No further assessment or conditions are therefore necessary.	
<u>Metropolitan Police</u> No response received following consultation.	Whilst Officers have not received detailed comments from Secured by Design Officers, a condition is proposed to secure appropriate accreditation.
<u>National Air Traffic Services (NATS)</u> No objection from a safeguarding perspective.	Noted
<u>London Fire Brigade</u> No observations to make.	Noted
<u>Heathrow Villages Conservation Area Panel</u> No objection in principle to this development but expect that a condition will be added to any permission granted to ensure that substantial number of trees and other vegetation are added to the open areas around the existing and new buildings. At present this is one of the least green sites on the north side of the A4 road facing the airport.	Comments are noted. A condition requiring the protection of existing trees is recommended. The impact of the development on existing trees is addressed in paragraphs 7.49 to 7.58 of this report.
<u>Thames Water</u> No objection in relation to wastewater or surface water disposal and management. Advise that a condition is attached requiring that no piling take place until a piling method statement is submitted and approved in writing.	The condition requiring that no piling take place until a piling method statement is approved in writing is noted, however accounting for the stage of construction it is unlikely that piling would be required.
<u>Transport for London (TfL)</u> TfL accepts the proposed level of car parking given the substantial reduction in parking provision that the development will deliver overall, together with the	It is noted that TfL consider that the level of car parking proposed is

fact that the hotel extension will operate in an effectively car-free manner. A Car Parking Management Plan (CPMP) should be secured by condition. In addition, 20% of all visitor parking spaces must be provided with active EV charging infrastructure, with the remaining 80% provided with passive provision. All operational, taxi and coach parking spaces should be equipped with active EV charging.	acceptable. The recommended A Car Parking Management Plan (CPMP) and EC charging point conditions are included in the list of recommended planning conditions.
<u>Metis (on behalf of London Borough of Hillingdon as Local Lead Flood Authority)</u> No objection subject to condition requiring that the applicant submit evidence demonstrating that sustainable drainage measures have been implemented.	Noted, the suggested condition is included in the recommended list of conditions.
Internal Consultees	
<u>Contaminated Land Officer</u> Recommend a condition requiring the submission of a comprehensive verification report to include of the final remediation works to deal with any contamination. Requires that a scheme to deal with unacceptable contamination is submitted.	A condition is recommended as suggested by the Council's Contaminated Land Officer. Whilst it is noted that a scheme to deal with unacceptable contamination was discharged under planning application 41331/APP/2016/1035 it is recommended that a scheme to deal with unacceptable contamination is submitted prior to first occupation, alongside the verification report.
<u>Waste Strategy</u> No comments/objections	Noted
<u>Access Officer</u> To meet the requirements of London Plan E10, 9% of the proposed bedrooms should be fully accessible	A relevant condition has been included to meet these requirements.

to wheelchair user guests. A further 1% (2 rooms) should be fitted with a tracked hoist system and have an adjoining door to a standard bedroom. There are no accessibility concerns, subject to a condition requiring that the no less than 9% of all new guest bedrooms, and a minimum of one ensuite guestroom, within the approved purpose-built extension, are sized, designed, and fitted with a level access shower, and tracked hoist system between the bedroom and bathroom, in accordance with BS 8300-: 2018, subsection 19.2.1.2.	
<u>Noise Officer</u> Based on the information provided the proposed development would not cause the existing planning consent noise limit to be exceeded.	Noted
<u>Planning Policy</u> Works to implement the previous planning consent have been granted and therefore the principle of an extension to the hotel in this location is accepted in principle.	Comments are noted
<u>Economic Development</u> A payment in lieu of £175,309.16 is requested in relation to funding construction training opportunities as construction has been completed on site. It would be expected that the developer delivers a local employment scheme this should be secured in the accompanying Section 106 agreement.	Noted, the suggested financial contribution is included in the suggested heads of terms alongside an end user strategy for employment.
<u>Air Quality</u> The applicant's transport strategy is expected to contribute positively towards local air quality objectives, reduction of roadside NO ₂ and PM2.5 concentrations, and wider climate and sustainability goals within the London Borough of Hillingdon. Mitigation measures to reduce emissions can be applied on-site or off-site. The level of mitigation required from the proposed development for traffic emissions is £82,876. Once all relevant deductions were applied, the remaining value of mitigation due is £74,589.	Relevant conditions are recommended to mitigate the impact of development on air quality, and the recommended mitigatory contribution is included within the proposed Heads of Terms.

<u>Highways</u> The reduction in car parking is supported in policy terms. Whilst a compliant quantum of cycle parking is proposed. The provision of two coach parking spaces is considered acceptable, subject to the provision of swept path drawings to be provided within a Car Parking and Design Management Plan. The measures set out in the applicants Active Travel Zone (ATZ) are accepted subject to a financial contribution of £75,000 towards implementation of ATZ improvements. A clause to ensure access is provided for the Heathrow Hotel Hoppa bus should be secured by legal agreement.	Transport matters are addressed in Paragraphs 7.29 to 7.37 of the report. The measures to be secured by condition and obligations to be secured by legal agreement are included within the proposed Heads of Terms.
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7 Planning Assessment

Principle of Development

- 7.1 The principle of extending the hotel was supported under the previous planning permission granted in December 2016 (41331/APP/2016/1035). The decision to grant planning permission in 2016 remains a material planning consideration, where assessing the principle of extending the hotel under the present application. It must however be noted that the development as constructed on site differs from the approved development. Furthermore, the failure to discharge relevant pre-commencement planning conditions and obligations contained within the accompanying Section 106 agreement ahead of commencing development means that the development as constructed is not lawful.
- 7.2 The previous planning application was determined prior to the adoption of the London Plan 2021, as well as subsequent updates to the NPPF, most recently in August 2026. The present planning application must therefore be considered against all relevant planning policies within these documents that have since been adopted since the decision was made to grant planning permission for an extension to the hotel in 2016.
- 7.3 Policy TC3 of the NPPF (2026) states that a sequential test should be applied to proposals for main town centre uses for which planning permission is required, where these are neither in an existing centre nor in accordance with an allocation for that purpose in an up-to-date development plan. The sequential test means that main town centre uses involving new development should be located within town centres identified in the development plan; then, if this is not feasible, in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. When considering edge of centre and out of centre locations, preference should be given to accessible sites which are well connected to the town centre by sustainable transport modes.

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7.4 Policy SD7 of the London Plan (Town centres: development principles and Development Plan Documents) requires boroughs to adopt the 'town centres first' approach to applications for main town centre uses outside of designated town centres, which means boroughs should discourage most non-residential, out-of-centre developments. Out-of-centre developments can be particularly detrimental to town centres, undermining their economic performance, local character, and the accessibility they provide to a broad range of services, whilst also encouraging an increase in private vehicle trips away from the established amalgamation of shops and services, and away from areas of higher levels of public transport.

7.5 Policy E10 of the London Plan (2021) states:

A) London's visitor economy and associated employment should be strengthened by enhancing and extending its attractions, inclusive access, legibility, visitor experience and management and supporting infrastructure, particularly to parts of outer London well-connected by public transport, taking into account the needs of business as well as leisure visitors.

B) The special characteristics of major clusters of visitor attractions and heritage assets and the diversity of cultural infrastructure in all parts of London should be conserved, enhanced and promoted.

C) A sufficient supply and range of serviced accommodation should be maintained.

G) In outer London and those parts of inner London outside the CAZ, serviced accommodation should be promoted in town centres and within Opportunity Areas (in accordance with the sequential test as set out in Policy SD7 Town centres: development principles and Development Plan Documents) where they are well-connected by public transport, particularly to central London.

H) To ensure sufficient choice for people who require an accessible bedroom, development proposals for serviced accommodation should provide either:

1) 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52121 incorporating either Figure 30122 or 33123 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice; or

2) 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible

7.6 Policy DME 5 (Hotels and Visitor Accommodation) of the Local Plan Part 2 - Development Management Policies states that the Council will support a range of visitor accommodation, conference and related uses in accessible sustainable locations, as defined in the Site Allocations and Designations document, subject to:

i) A high standard of building and site design, including landscaping and placement of signage that makes a positive contribution to local amenity and the streetscape;

ii) Provision of an accessible layout and rooms in accordance with Policy DME 6: Accessible Hotels and Visitor Accommodation; and

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iii) No adverse impact on nearby land uses or on the amenity of either adjoining occupants or proposed occupants by virtue of noise, lighting, emissions, privacy, overlooking, any other potential nuisance, parking or traffic congestion.

- 7.7 The subtext to Policy DME 5 clarifies that the Heathrow is not identified as hotel growth location in the Local Plan Part 2 to ensure consistency with the Airports National Policy Statement. It should be noted that the site lies outside of the land on which the proposed third runway and expansion of infrastructure associated with Heathrow Airport would be sited. Furthermore, Heathrow Airport have raised no objection to the application subject to conditions requiring the submission of a glint and glare assessment for any solar pv equipment proposed on site.
- 7.8 Hotels are considered to be a main town centre use. The proposed hotel would not be within a town centre, nor would it be within a site allocated for such a use within the Local Plan. It is noted that the development site would be broadly within the Heathrow Opportunity Area (which whilst not defined in terms of boundaries, does identify the areas around Heathrow Airport as capable of accommodating a significant level of commercial and residential growth). Despite the sites location within the HOA, Policy E10 of the London Plan (2021) is clear that such serviced accommodation needs to be brought forward in accordance with the sequential test (set out in Policy SD7).
- 7.9 In line with this requirement, the applicant has prepared and submitted a Sequential Test Assessment. Given the intended function would primarily be an airport hotel to serve passengers at Heathrow Airport, the sequential assessment has reviewed sites within Town Centre sites in Hayes, Hounslow, Southall and West Drayton. The sequential test concludes that there would be no sequentially preferable town centre sites that would be suitable or available to provide the intended use. Officers consider that the sequential test is sound in its approach and findings. Furthermore, it should be taken into consideration that there is an established hotel use on the site and that the principle of a comparable, albeit slightly smaller extension of 108 rooms was previously consented in 2016.
- 7.10 The applicant's Economic Statement indicates that the development may potentially provide 50 jobs directly on site. Whilst wider economic benefits relating to increased visitor numbers would also be anticipated. The proposal would help to meet the demand for visitor accommodation linked to Heathrow Airport, intensifying the use of an established hotel with good public transport links. The principle of development is acceptable in this instance.
- 7.11 It is noted that the site is currently in use as temporary accommodation for asylum seekers as part of a contract with the Home Office. The applicant has advised that they are satisfied that this use of the site will cease in 2026 at which time the building would be renovated and brought back into use as a hotel. It is intended that the use will revert upon completion of the extension. To ensure that the hotel is used as visitor accommodation, a condition is proposed requiring that that the accommodation shall be used only as visitor/hotel accommodation for a maximum period of 90 days. The condition has been agreed with the applicant and is considered necessary as the accommodation proposed on site is considered to

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not be appropriate for long-term residential occupation and is intended for use as short term tourist/visitor accommodation. It is also necessary to ensure that appropriate standards of amenity are retained for surrounding residential occupiers.

- 7.12 Accounting for the above considerations the proposal is considered to comply with the aims of Policy E10 of The London Plan, Policy E2 of the Hillingdon Local Plan Part 1, and Policy DME 5 of the Hillingdon Local Plan Part 2.

Design, Density and Impact on the Character and Appearance of the Area

- 7.13 Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020); Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1; as well as Policies D1, D3 and D4 of the London Plan (2021); in addition to Policy DP3 of the NPPF each seek to ensure that development achieves the highest standard of design, which integrates positively to the character its surroundings.
- 7.14 The proposed design approach broadly aligns with the design of the previously approved hotel extension, most notable changes being the addition of the basement and fourth floor dormer windows. The scale of the extension is commensurate with the existing building in terms of height and volume. The form and architectural features match those of the existing building whilst the elevational treatment matches that of the existing building including the use of prominent extensive glazing across the south and north elevations of the building. The site sits within the context of late 20th century office buildings of a similar scale and of varying architectural appearance. The design, scale and siting of the extension would not appear out of place within this context and would sit appropriately in the street scene as seen from Bolton's Lane and Mondial Way. As the extension is sited to the rear of the existing building, it would not be prominent in public views from Bath Road, aside from glimpsed views looking north east from the junction with Boltons Lane. Sufficient separation is retained between the extension and existing dwellings on Doghurst Avenue and Bolton's Lane to ensure that the building does not appear overbearing in relation to the most scale of the two-storey residential dwellings to the north west.
- 7.15 In visual terms, the addition of the basement would be appropriate, given that this feature would not appear prominent in public views as this would be partially concealed and only visible from Mondial Way and Bolton's Lane, whereby it would sit appropriately with the remainder of the extension and the main hotel building. Whilst there are not any examples of roof dormers of a similar appearance to those proposed, the surrounding area consists of buildings of varied appearance in terms of roof form/design. The dormer windows would be necessary to provide appropriate outlook and light for the proposed bedrooms and are modest features which are subordinate to the roofscape as a whole and are therefore considered to be an appropriate design feature.

- 7.16 Overall, the design approach is considered appropriate, and the proposals would comply with Policy DP3 of the NPPF 2026, Policies D3 of The London Plan, Policy

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BE1 of the Local Plan Part 1, and Policies DMHB 11 and DMHB 12 of the Local Plan Part 2.

Residential Amenity and Adjoining Uses

- 7.17 Policy DMHB 11 of Hillingdon Council's Local Plan Part 2 seeks to ensure that development proposals do not adversely impact residential amenities, daylight, and sunlight of adjacent properties, and open space. The supporting text for this policy states that the Council will expect new development proposals to carefully consider layout and massing to ensure development does not result in an increased sense of enclosure and loss of outlook.
- 7.18 There are existing residential dwellings to the north and west of the site located on Bolton's Lane and Doghurst Avenue. Nos. 20 to 24 Boltons Lane are the closest dwellings to the proposed extension, this pair of buildings consist of flats at ground and first floor level. A separation distance of approximately 17 metres would be retained between the north west corner of the proposed extension and the garden of Nos.20 and 22 Bolton's Lane. A distance of 42 metres would be retained between the west elevation of the proposed extension and the side garden serving No.1 Doghurst Avenue. The side elevation of this property is located approximately 50 metres from the side extension to the hotel. The windows serving the hotel rooms would be located along the north and south elevations of the building with the only windows in the west elevation of the building serving corridor spaces, which can be conditioned to be fitted with obscured glazing to prevent overlooking of the nearest neighbouring properties. A row of terraced properties is located to the north of the site, with a minimum separation distance of 47 metres retained between the north elevation of the hotel extension and the rear gardens of Nos.44 to 62 Bolton's Lane and approximately 60 metres between the north facing windows in the hotel extension and the facing rear windows serving these properties.
- 7.19 The siting of the building affords appropriate separation to the nearest residential dwellings to the west at Doghurst Avenue and Bolton's Lane such that there is siting of the development is unlikely to impact negatively on the amenity of these properties by reason of overlooking or overshadowing/loss of light. Other adjoining buildings to the north and east, namely No.1 Mondial Way and Amadeus and Samsonite House are commercial offices. It is considered that the siting of the extension to the hotel would not impact negatively on the function and amenity of the adjoining commercial uses.
- 7.20 It should be noted that there are no adopted planning standards in respect of providing privacy/overlooking or light for hotel guest bedrooms. Nevertheless, the applicant's Daylight and Sunlight Assessment provides an assessment of the basement rooms, as light to these lower-level rooms are likely to be more restricted than rooms on the upper floors. The Daylight and Sunlight Assessment indicates that all south facing basement rooms would comply with the Annual Probable Sunlight Hours (APSH) and Target Daylight Factor (TDF) tests. 7 of the north facing basement rooms would fall short of the TDF test requirements. The rooms however benefit from acceptable outlook and privacy and would still benefit

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from reasonable natural light accounting for their use. As no specific minimum standards exist relating to daylight and sunlight for hotel/tourist accommodation, the standard of accommodation is considered acceptable accounting for the short-term nature of occupation.

- 7.21 Policy D13 of The London Plan places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them. Policy D3 of The London Plan (2021) states that development proposals should help prevent or mitigate noise impacts. Policy DMHB 11 of the Hillingdon Local Plan Part 2 Development Management Policies (2020) requires that development proposals should not adversely impact the amenity of adjoining uses.
- 7.22 The proposals would include the installation of building services plant which would be located within two dedicated roof top plant areas located on the eastern and western sides of the new hotel extension. To comply with the requirements of the LPA, any noise from the proposed installation of mechanical plant should not exceed a rated level of 38dBA at 1m from the nearest noise sensitive façade. The submitted noise assessment confirms that the installation of the plant equipment would not conflict with these requirements. On this basis it is considered that the development would not have an adverse impact on the amenity of surrounding uses in terms of noise generation. These conclusions are supported by the Council's noise specialist officer.
- 7.23 In summary, it can be concluded that the development would not have an adverse impact on the amenity of any adjoining residential or commercial uses and the development would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Transport, Highway Impact and Parking

- 7.24 Policy TR4 of the NPPF 2026 states that development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.
- 7.25 Policy T2 of The London Plan states that development proposals must demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance, reduce the dominance of vehicles on London's streets, whether stationary or moving, and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport. Policy T4 states that development proposals should not increase road danger. Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment where people choose

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to cycle. Policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Appropriate disabled persons parking for Blue Badge holders should be provided, and where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Policy T7 states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage, and deliveries should be made off-street, with on-street loading bays only used where this is not possible.

- 7.26 Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan Part 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows, and conditions of general highway or pedestrian safety. Policy DMT 5 states that development proposals will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1.
- 7.27 Policy DMT 6 requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues relating to congestion and amenity. With regards to the provision of new hotels the policy specifically states that parking requirements should be determined 'On an individual basis and in addition to car parking requirements: (a) Provision for taxi pick up and set down to be provided. (b) One coach parking space is required per 50 rooms. (c) Within existing and proposed hotel developments, the use any of the hotel car parking for car rental operations or short/long stay airport or other public car parking will require planning permission. (d) Hotels which include function/banquet and dining rooms (which may include: ballrooms, conference and meeting rooms, exhibition space, restaurants, cafes, bar areas, nightclubs and any other rooms capable of use for hosting functions, business meetings or for eating/drinking) will require a transport appraisal to assess the level of car parking.' Furthermore 1 cycle parking space should be provided per 10 members of staff.
- 7.28 London Plan Policy T6.4 sets out car parking standards for hotel and leisure uses. The policy states that in locations of PTAL 0-3, schemes should be assessed on a case-by- case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels.
- 7.29 Planning application 41331/APP/2015/1886 approved in 2015 relating to the change of use of the offices to a hotel use included the provision of 133 car parking spaces including 14 disabled bays, 3 coach bays, 3 taxi bays, 8 spaces for motorbikes/scooters and secure and covered cycle parking for 30 cycles. 23 of the parking spaces including 3 of the disabled bays, were to have active electric vehicles charging points with a further 4 spaces being passive charging points. The planning permission granted in 2016 for the extension to the hotel included 63 car parking spaces, including 27 disabled parking bays. The layout also included 5 taxi spaces, 4 coach parking spaces, 14 motorcycle parking spaces; and 44 cycle parking spaces. There was a substantial reduction in parking

previously provided on the site as the extension is located on an area previously occupied by surface level parking.

- 7.30 The current proposal involves the provision of 57 car parking spaces (including 7 disabled parking bays). This would be in addition to 5 taxi bays and 16 motorcycle/scooter parking spaces and 2 coach parking bays. Parking on the site would be reduced from 133 spaces as previously consented when the office space was converted to use as a hotel to 57 parking spaces as currently proposed, an overall reduction of 76 spaces. Existing access to the site, which is provided from the roundabout adjoining Bolton's Lane and Mondial Way would be unchanged. The proposed reduction in parking provision on site would encourage visitors to use public transport and modes of travel other than use of private cars, this would align with Policies T1 and T2 of the London Plan. It is considered that the overall quantum of parking is appropriate and would comply with London Plan Policy T6.4.
- 7.31 It is noted that the parking on site is currently available for use by members of the public and is not restricted for use by hotel guests. It is proposed within the submitted Car Parking Design and Management Plan that the car parking would be restricted to use by hotel guests only. This is considered necessary to ensure that the parking on site is for operational purposes only and not for general use, or for uses such as long-stay airport parking. It is considered necessary that a planning condition is attached requiring the submission of a final, detailed car parking management plan, which shall be implemented prior to the first use of the development.
- 7.32 Two coach parking bays would be provided, however swept path drawings have not been provided to demonstrate that coaches can safely and conveniently manoeuvre in and out of the bays without conflicting with other vehicles and pedestrians, and that a coach can enter and leave the site in a forward gear. This matter should be addressed within the Car Parking Design and Management Plan to demonstrate that a coach can safely and conveniently manoeuvre in and out of each coach parking bay with the other bay occupied.
- 7.33 The applicant has proposed that the new extension would be car free with parking only being allocated to existing rooms within the hotel, although disabled spaces would also need to be allocated for use of visitors with rooms in the extension who require parking. The submitted Transport Statement dated January 2026 estimates that the proposed development is expected to generate an additional 22 AM peak and 8 PM peak trips, contributing to a total of 105 AM and 98 PM trips across the day. In relation to the AM and PM peaks it is highlighted in the addendum to the Transport Technical Note dated 6th August 2026 that the additional 20 bedrooms proposed within the current application, compared with the consented development would generate approximately 3.8 additional two-way trips in the AM peak, 3.1 in the PM peak and 36.8 across a typical day. Accounting for the relatively low level of trip generation, which is a conservative estimate and accounting for the car free nature of development and reduced parking overall on the site. Overall, it is considered that sufficient capacity would exist within the surrounding road network to accommodate the additional traffic generation associated with the proposed extension and therefore the development would not

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have a significantly adverse impact on the function of the local highway network. Consequently, the development would not conflict with Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan Part; and Policy TR6 of the NPPF 2026.

- 7.34 The legal agreement accompanying planning application 41331/APP/2016/1035 included a requirement that the applicant demonstrates that provision is made for a 'Hoppa Bus Strategy' to be submitted to the Council for written approval. The purpose of this obligation which was secured through the accompanying Section 106 agreement was to ensure that the 'Hotel Hoppa' bus service, which provides shuttle connections between various airport hotels and the Heathrow terminals serves the Novotel in the interests of encouraging public transport uptake as a means of accessing the airport, reducing reliance on taxis and private car use. It is recommended that this obligation is secured through a Section 106 legal agreement accompanying the current application for the same reason.
- 7.35 Policy T5 of the London Plan sets out minimum standards of cycle parking, which includes specific standards for new hotel and leisure uses. The standards require the provision of 1 long stay space per 20 bedrooms and 1 short stay space per 50 bedrooms. Accounting for the scope of the extension, the provision of at least 6 long stay cycle parking spaces and 3 short stay cycle parking spaces would be required. The minimum cycle parking for the whole of the hotel, as extended (287 bedrooms) would be 15 long stay and 6 short stay spaces. A total of 26 Sheffield stands is proposed, each of which provide capacity for two cycles, allowing for the parking of 52 cycles in total. It is proposed that no fewer than eight of the Sheffield stands will be secure and covered and reserved for long-stay use, providing 16 long-stay spaces against the minimum requirement of 15. The remaining cycle stands will be for short stay use. The quantum of cycle parking proposed would align with the minimum standards required under Policy T5 of the London Plan. Specific details of the cycle parking may be secured by planning condition.
- 7.36 In response to comments submitted by TfL, the applicant has prepared an Active Travel Zone (ATZ) Assessment scale to assess the quality of walking routes to the nearest public transport facilities. This includes assessment at daytime and nighttime and identifies relevant constraints and appropriate measures to encourage active travel and to ensure that it is attractive to staff and guests. A range of measures which would be implemented by the hotel are included and should be delivered at design phase including lighting, improved wayfinding, safe and accessible routes through the site and CCTV surveillance. Overall, this document is considered satisfactory. In particular, the five-year mode share target of 60% for walking, cycling, and public transport use is supported, as it aligns with the central aim of the Mayor's Transport Strategy, which seeks for 80 per cent of all trips in London to be made on foot, by cycle, or using public transport by 2041. As Hillingdon is an outer London borough with longer trip lengths, the target is 56% (Mayor's Transport Strategy, March 2018). The Highway Authority requires the applicant to enter into a Section 106 agreement with the Council, obliging the developer to fund the implementation of Healthy Streets measures at the locations identified in the Active Travel Zone Assessment. The value of this contribution would be £75,000 and this obligation has been agreed by the applicant.

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- 7.37 Taking into account all relevant considerations relating to the provision of parking and associated vehicle movements and trip generation, it is considered that on balance that the proposed development complies with Policy TR6 of the NPPF (2026), Policies T4, T5, T6, and T7 of The London Plan (2021), and Policies DMT 1, DMT 5, DMT 6, and DMT 2 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020).

Air Quality

- 7.38 Policy SI 1 of The London Plan (2021) states that development proposals should ensure that where emissions need to be reduced to meet the requirements of Air Quality Neutral or to make the impact of development on local air quality acceptable, this is done on-site.
- 7.39 Policy DMEI 14 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020) states that development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.
- 7.40 The proposed development is located within the LBH Air Quality Management Area and within the A4 Corridor Focus Area, notwithstanding the proposed reduction in parking on site, the development would still result in an increased number of vehicle movements bringing additional traffic emissions which will contribute to the detriment of local air quality. As per the London Plan, developments need to be air quality neutral as minimum and London Borough of Hillingdon requires development proposals located in Focus Areas (or that are likely to affect such sensitive areas) to apply a more stringent air quality neutral approach and be air quality positive (LBH Air Quality Local Action Plan 2019-2024), contributing to the reduction of emissions in these sensitive areas. In line with the Hillingdon Local Action Plan, proposed development with impacts within Focus Areas (or with impacts on FAs) require more stringent air quality neutral procedures and needs to be Air Quality positive, with a total emission mitigation approach.
- 7.41 In the absence of detailed site-specific travel plan survey data, the transport profile of the Bath Road hotel corridor may reasonably be characterised as predominantly road-transport dependent, with moderate public transport utilisation and limited active travel uptake. A modal shift strategy is required to encourage a modal shift towards sustainable modes of travel in the Bath Road corridor. The modal shift strategy will need to be secured via a condition to enable both GLA and LBH requirements for sustainable development in the area.
- 7.42 The implementation of electric shuttle buses, low-emission servicing requirements, comprehensive electric vehicle infrastructure, anti-idling controls, and sustainable travel initiatives will significantly reduce operational transport emissions compared with conventional airport hotel operations. The strategy is expected to contribute positively towards local air quality objectives, reduction of

roadside NO₂ and PM2.5 concentrations, and wider climate and sustainability goals within the London Borough of Hillingdon.

- 7.43 Notwithstanding these measures, mitigation will be required to offset the impact of increased traffic emissions resulting from the scope of the development. This is calculated at £74,589 and is recommended to be secured through a Section 106 agreement. The applicant has confirmed their agreement to this contribution.
- 7.44 Subject to securing the air quality contribution through a Section 106 legal agreement, alongside the submission of appropriate details to be secured by condition, the proposal is considered to comply with Policies SI 1 and GG3 of The London Plan, Policy EM8 of the Local Plan Part 1, and Policy DMEI 14 of the Local Plan Part 2.

Accessibility

- 7.45 Policy E10 of the London Plan requires that to ensure sufficient choice for people who require an accessible bedroom, development proposals for serviced accommodation should provide either: 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52 incorporating either Figure 30 or 33 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice; or that 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice.
- 7.46 To meet the requirements of London Plan E10, 9% of the proposed bedrooms should be fully accessible to wheelchair user guests. A further 1% (2 rooms) should be fitted with a tracked hoist system and have an adjoining door to a standard bedroom. The Council's Accessibility Officer has advised that the proposed development would be acceptable subject to ensuring that this provision is met within the extension. This requirement is recommended to be secured by planning condition to ensure compliance with Policy E10 of the London Plan.

Trees, Landscaping and Urban Greening

- 7.47 Policy DMHB 14 of the Local Plan requires the retention and enhancement of existing landscaping, trees, biodiversity or other natural features, landscaping that supports and enhances biodiversity and amenity and replanting of new trees.
- 7.48 Policy G5 of the London Plan stipulates that major development proposals, should include urban greening as a fundamental element of site and building design by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls, and nature-based sustainable drainage.
- 7.49 The Arboricultural Impact Assessment (AIA) accompanying the 2016 planning permission outlined that a row of trees to the south and west of the proposed building would be removed to facilitate the construction of the proposed building, this consisted of 17 trees in total, this included 4 category B2 trees, though the

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remainder of the trees were classed as Category C2 or U trees of minimal or negligible quality. Condition 14 of the 2016 permission required that details of tree protection measures were submitted to the council for approval in writing, alongside a method statement. Details relating to these measures were approved in writing by the Local Planning Authority prior to the commencement of works. The trees shown to be removed and those shown to be retained and protected during the course of works was consistent with those shown on the AIA accompanying the planning application. Each of the trees shown on the AIA and Tree Protection Plan to be removed have now been removed. The AIA accompanying the original planning application indicated that the row of trees located to the north of the extension adjoining Mondial Way would be retained. A further birch tree located to the east of the hotel extension classed as a Category C2 tree which was shown to be retained within the approved Tree Protection Plan has since been removed. The Arboricultural Method Statement (AMS) relating to the 2016 permission noted the need to carry out pruning works to these trees.

- 7.50 An updated AIA has been provided in support of the current application alongside a note from the applicant's Arboricultural consultant which states that pruning works have been undertaken to the trees to the north of the hotel extension. The addition of the basement has resulted in minor encroachment into the RPA of two of the trees, although the degree of encroachment is observed to be 3% which is highlighted as negligible. The council's Tree Officer has confirmed that the observations outlined by the applicant's arboricultural consultant are reasonable. The basement is indicated as falling outside of the RPA of the remaining trees to the north and east of the site, which have been retained. A further birch tree located to the west of the hotel extension classed as a Category C2 tree which was shown to be retained within the approved Tree Protection Plan has since been removed. Cycle parking is proposed in the location where this tree was previously sited and therefore the removal of the tree is considered acceptable on balance.
- 7.51 The 2016 permission was approved prior to the adoption of the London Plan 2021 of which Policy G5 introduced the requirement to achieve an increase in urban greening equating to an Urban Greening Factor (UGF) score of 0.3 for commercial developments (including hotel uses). A UGF assessment has been submitted by the applicants; this includes an assessment of the baseline factor score associated with the site's condition prior to the construction of the extension. In line with the originally submitted landscaping plan it was forecast that a UGF score of 0.28 would be achieved on the site, which falls marginally short of the 0.3 target score for commercial development as set out under Policy G5 of the London Plan 2021. The applicant has since submitted a revised landscaping scheme, which has increased urban greening to 0.3 ensuring compliance with UGF target for commercial development as set out under Policy G5 of the London Plan. The proposals would therefore comply with Policy DMHB 14 of the Local Plan and Policy G5 of the London Plan.

Ecology

- 7.52 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the

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Environment Act 2021). Developers must deliver a BNG of ten per cent. This means a development will result in more or better-quality natural habitats than there were before development.

- 7.53 Policy N2 of the NPPF 2026 requires that planning decisions minimise any adverse impacts on biodiversity and include features which support priority or threatened species such as swifts, bats and hedgehogs. Development proposals should incorporate integrated nest boxes (commonly known as swift bricks) into their construction unless there are compelling technical reasons which prevent their use or would make them ineffective.
- 7.54 Paragraph 8.6.6 of The London Plan states that biodiversity net gain is an approach to development that leaves biodiversity in a better state than before. This means that where biodiversity is lost due to development, the compensation provided should be of an overall greater biodiversity value than that which is lost. This approach does not change the fact that losses should be avoided, and biodiversity offsetting is the option of last resort.
- 7.55 Paragraph 6.28 of Hillingdon Council's Local Plan Part 2 states that it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator to inform decisions on no net loss and net gain.
- 7.56 A Biodiversity Net Gain Assessment has been submitted in support of the planning application, this includes an assessment of the baseline condition of the site prior to the commencement of development at which time the site consisted of a car park, several urban trees and small areas of grassland, alongside a small yew hedgerow. The BNG Assessment has been revised accounting for amendments made to the landscaping scheme which increased the extent of urban greening and habitat creation across the site.
- 7.57 The BNG Assessment identifies the opportunity for habitat creation to be achieved fully on site, through the planting of shrubs and additional trees as well as new native hedgerow planting. In combination these measures are forecast to achieve a net gain of 27.35% in habitat units and 86.25% in hedgerow units. This would exceed the mandatory, 10% minimum requirement for BNG as required under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).
- 7.58 To ensure the delivery of appropriate biodiversity net gain a Biodiversity Gain Plan would be required by condition. This would be required to include a Biodiversity Gain Plan and On-Site Enhancement and 30-year Habitat Management Plan. Subject to the submission of these plans by condition, it is considered that the development would comply with Policy DME1 7 of the Local Plan and Policy G6 of the London Plan.

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Archaeology

- 7.59 The site lies within the proposed Heathrow Archaeological Priority Zone. A condition was previously attached to the planning application requiring the submission of a Written Scheme of Investigation (WSI). These details were discharged prior to the work undertaken on the site under discharge of conditions application 41331/APP/2019/3108.
- 7.60 An Archaeological watching brief was carried out during the course of works and has been submitted. This identified two pits which were undated, but probably prehistoric were revealed during the works, in addition to the undated tree throw. It is understood that the works were undertaken in conjunction with the Greater London Archaeological Advisory Service (GLAAS).
- 7.61 The Greater London Archaeological Advisory Service (GLAAS) have been consulted and have advised that the new proposal does not introduce any additional risk of harm to archaeological assets. Consequently, GLAAS have advised that no further assessment or conditions are considered necessary, and it can be concluded that the development would not conflict with Policy H5 of the NPPF 2026 and Policy DMHB 7 of the Local Plan Part 2.

Flooding and Drainage

- 7.62 The site lies within Flood Zone 1 and is considered to be at low risk of flooding. The application is accompanied by a drainage strategy and Flood Risk Assessment (FRA). The drainage strategy would include a green roof structure with potential for rainwater harvesting. Infiltration and discharge to watercourses would not be possible accounting for the site ground conditions and location respectively therefore discharge to a public surface water sewer in Mondial Way is proposed from a rainwater harvesting tank.
- 7.63 The submitted drainage strategy and flood risk assessment has been reviewed by Metis on behalf of the Council as Local Lead Flood Authority, who have advised that there would be no objection to the application on flood risk and drainage grounds subject to a condition requiring that the applicant ensures that the development is carried out in accordance with the submitted drainage strategy and a further condition requiring details relating to the maintenance and management of SuDS features on site.
- 7.64 Subject to compliance with the approved drainage strategy, it is considered that the proposed development complies with Policy SI 13 of The London Plan (2021) and DMEI 10 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

Airport Safeguarding

- 7.65 Policy DMAV 1 of the Local Plan Part 2 - Development Management Policies states that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in

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the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

- 7.66 Consultation has been carried out with National Air Traffic Services (NATS) and Heathrow Airport. No objections have been raised by NATS, whilst Heathrow Airport have raised no objection subject to the submission of a Glint and Glare Assessment for solar PV panels. It is noted that solar panels have not been proposed as part of the initially submitted Energy Strategy, although the installation of solar PV has been suggested to supplement the reduction in carbon emissions, with a final Energy Strategy to be secured by planning condition. A relevant condition is attached requiring the submission of a Glint and Glare Assessment prior to the installation of any solar panels should these be proposed.
- 7.67 Subject to the recommended condition, it is considered that the development would not have a detrimental impact on the safe operation of Heathrow Airport and would comply with Policy DMAV 1 of the Local Plan Part 2.

Land Contamination

- 7.68 Policy DMEI 11 of Hillingdon Council's Local Plan Part 2 states that all development proposals within a Source Protection Zone, Safeguard Zone, or Water Protection Zone must assess any risk to groundwater resources and demonstrate that these would be protected throughout the construction and operational phases of development.
- 7.69 Policy DMEI 12 of Hillingdon Council's Local Plan Part 2 requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented prior to the commencement of development.
- 7.70 A Geo Environmental Desk Top Study was prepared in support of planning application 41331/APP/2016/1035 which identified potential risk of contamination from a motor works previously located on the site and electricity substation currently on site. The application was subject to a condition which included a requirement to submit a scheme to deal with contamination which included a site investigation and a written method statement providing details of remediation required. These parts of the condition which were required before commencement of development were approved under discharge of conditions application 41331/APP/2019/3666 in January 2020. It is noted that the details were discharged after development commenced in November 2019.
- 7.71 Notwithstanding this, a Phase 1 Desk Study Report has been submitted alongside the present application which recommends that an intrusive contaminated land investigation may be required which may reveal on-site sources of contamination that were not established by the Phase I Desk Study and Site Walkover. Whilst intrusive works have already taken place across large areas of the site, other areas of the site remain undisturbed, for example where parking is proposed to be

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removed and where landscaping is proposed. On this basis it is considered appropriate that a condition is attached requiring that the applicant submit a scheme to deal with unacceptable contamination, alongside a written method statement for remediation and the submission of a verification report upon completion of the approved remedial works. The scheme to deal with unacceptable contamination and written method statement for remediation shall be submitted within 3 months of the planning permission being issued, or prior to the commencement of any further works, including clearance of investigatory works.

- 7.72 Subject to the approval of these details it is considered that risks of contamination may be appropriately addressed and mitigated in compliance with Policy DMEI 12 of the Local Plan Part 2 - Development Management Policies.

Fire Safety

- 7.73 The Applicant has submitted a Fire Statement, detailing the key fire safety features of the building. London Fire Brigade have confirmed within their consultation response that they have no observations to make based on the documents reviewed.
- 7.74 The technical aspects of the materials to be used in any development, in relation to fire safety, are considered under the Building Act (1984) and specifically the Building Regulations, Approved Document B amended version (2022). These require minimum standards for any development, although the standards would vary between residential and commercial uses and in relation to new build and change of use/conversions. The Regulations cover a range of areas including structure and fire safety. Any person or organisation carrying out development can appoint either the Council's Building Control Service or a Private Approved Inspector to act as the Building Control Body (BCB), to ensure the requirements of the Building Regulations are met. The BCB carry out an examination of drawings for the proposed works and make site inspections during construction work to ensure the works are carried out correctly. On completion of work the BCB would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.
- 7.75 The Fire Strategy will be subject of further review during the detailed design stages to ensure compliance with relevant building design requirement including the relevant Building Regulations and other recommendations set out in BS9991:2015, Fire safety in the design, management and use of residential buildings – Code of practice and BS 9999: 2017, Fire safety in the design, management and use of buildings - Code of practice. The proposal is considered to comply with the Policy D12 of The London Plan.

Energy and Sustainability

- 7.76 Policy SI2 of The London Plan states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the energy

hierarchy. Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35 per cent beyond Building Regulations 152 is required for major development. Non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
- 2) off-site

- 7.77 This policy further states that major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment not covered by Building Regulations, i.e., unregulated emissions.
- 7.78 Policy DMEI 2 of Hillingdon Council's Local Plan Part 2 states that all major development proposals must be accompanied, at submission stage, by an Energy Strategy showing how reductions will be achieved in accordance with Policy SI of The London Plan. Applicants should follow the GLA Energy Assessment Guidance 2022, which details the information that should be provided within the assessment.
- 7.79 The application is accompanied by an Energy Statement which highlights a total reduction of 44.7% in carbon dioxide emissions by the incorporation of a combination of energy efficiency measures and the provision of on-site renewable energy production equipment.
- 7.80 The Energy Statement indicates that using the SBEM modelling, that it is possible to achieve a 17.5% reduction in carbon dioxide emissions by fabric improvements and energy efficiency measures, with a further 33.0% reduction by the incorporation of air source heat pumps systems, accounting for the overall reduction of 44.7% in carbon dioxide emissions. The report indicates that performance may be improved at detailed design stage and on this basis, it is recommended that a condition be applied requiring the submission of a final Energy Statement before first occupation of the development detailing final carbon dioxide emission calculations and a final strategy for reducing carbon dioxide emissions.
- 7.81 The Energy Statement highlights that the incorporation of a 50 kWp photovoltaic system on the roof of building could reduce the carbon dioxide emissions by a further 6.5% which, in total, provides a 48.3% reduction in carbon dioxide emissions. This has not however been proposed within the final design as the reduction achieved is relatively small compared to the capital cost for the installation. As noted in the relevant section of this report above, if solar PV's are proposed then a glint and glare assessment will be required in the interests of aviation safeguarding.

- 7.82 Subject to the recommended condition, it is considered that the energy strategy would comply with the requirements of Policy DMEI 2 of Hillingdon Council's Local Plan Part 2; and Policy SI2 of The London Plan.

Planning Obligations

- 7.83 Policy DMCI 7 of the Local Plan Part 2 seeks to ensure development is sustainable and that planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL). Planning obligations will be sought on a scheme-by-scheme basis to secure the provision of affordable housing in relation to residential development schemes, where development has infrastructure needs that are not addressed through CIL, and to ensure that development proposals provide or fund improvements to mitigate site-specific impacts made necessary by the proposal. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.
- 7.84 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6 April 2010) to request planning obligations that do not meet the following tests:
- 7.85 i. necessary to make the development acceptable in planning terms
ii. directly related to the development, and
iii. fairly and reasonable related in scale and kind to the development
- 7.86 The effect of the Regulations is that the Council must apply the tests much more strictly and can only request planning obligations that are genuinely necessary and directly related to the development. Should the Council request planning obligations that do not meet the policy tests, the Council would have acted unlawfully and could be subject to a High Court challenge.
- 7.87 The proposed Section 106 Heads of Terms are as follows:
- Employment Strategy and Training Scheme: A financial contribution of £175,309.16 towards the delivery of an Employment Strategy and Training Scheme, secured in accordance with the Council's Planning Obligations SPD
 - Air Quality contribution of £74,589
 - Hoppa Bus Strategy demonstrating how Hoppa bus provision will be implemented between the site and Heathrow Airport
 - Active Travel Zone contribution of £75,000

8 Other Matters

Human Rights

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- 8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

- 8.2 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

- 8.3 As of 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100 sq. m. or more were liable for the Mayoral Community Infrastructure Levy (CIL), as legislated by the CIL Regulations 2010 and The CIL (Amendment) Regulations 2011. From April 2019, the liability payable is £60 per sq. m. The MCIL2 charging schedule rate, including indexation for calendar year 2025, is £71.09 per sq. m.

9 Conclusion / Planning Balance

- 9.1 The principle of extending the use of the building for use as a hotel was supported under the previous planning permission granted in December 2016 (41331/APP/2016/1035), however the development as constructed on the site was not carried out in accordance with the approved plans accompanying this planning permission. Neither were relevant conditions discharged prior to commencement of development and relevant obligations contained in the legal agreement were not discharged at all. The development as constructed on site is not therefore lawful and consequently a new retrospective planning application has been submitted.
- 9.2 In relation to the principle of development the site does not fall within a town centre, nor on a site allocated for tourist accommodation. A Sequential Test Assessment has been carried out by the applicant which reviews the sequential preferability of potentially suitable town centre sites in Hayes, Hounslow, Southall and West Drayton. The sequential test concludes that there would be no sequentially preferable town centre sites that would be suitable or available to provide the intended use. Officers consider that the sequential test is sound in its approach and findings. Furthermore, it should be taken into consideration that there is an established hotel use on the site and that the principle of a comparable, albeit slightly smaller extension of 108 rooms was previously consented in 2016. Consequently, the proposals are considered to comply with the aims of Policy E10 of The London Plan, Policy E2 of the Hillingdon Local Plan Part 1, and Policy DME 5 of the Hillingdon Local Plan Part 2.

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- 9.3 The proposed design approach broadly aligns with the design of the previously approved hotel extension, most notable changes being the addition of the basement and fourth floor dormer windows. The scale of the extension is commensurate with the existing building in terms of height and volume. The form and architectural features match those of the existing building whilst the elevational treatment matches that of the existing building. The design, scale and siting of the extension would not appear out of place within this context and would sit appropriately in the street scene as seen from Bolton's Lane and Mondial Way. In visual terms, the addition of the basement would be appropriate, given that this feature would not appear prominent in public views. The dormer windows would be necessary to provide appropriate outlook and light for the proposed bedrooms and are modest features which are subordinate to the roofscape as a whole. The design approach is considered to be appropriate and the proposals would comply with Policy DP3 of the NPPF 2026, Policies D3 of The London Plan, Policy BE1 of the Local Plan Part 1, and Policies DMHB 11 and DMHB 12 of the Local Plan Part 2.
- 9.4 The siting of the building affords appropriate separation to the nearest residential dwellings to the west at Doghurst Avenue and Bolton's Lane such that there is siting of the development is unlikely to impact negatively on the amenity of these residential properties by reason of overlooking or overshadowing/loss of light. Nor would the siting of the building impact adversely on the amenity of the surrounding buildings falling under commercial uses. Consequently, the development would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).
- 9.5 The current proposal involves the provision of 57 car parking spaces (including 7 disabled parking bays). This would be in addition to 5 taxi bays and 16 motorcycle/scooter parking spaces and 2 coach parking bays. Parking on the site would be reduced from 133 spaces as previously consented when the office space was converted to use as a hotel to 57 parking spaces as currently proposed, an overall reduction of 76 spaces. It is further proposed that the rooms within the extension would not be provided with parking, with the exception of disabled parking provision. Consequently, traffic generation associated with the development would be minimal and is not forecast to have a significant impact on the surrounding road network. A Car Park Management Plan and detailed Travel Plan are proposed to be secured by planning condition. There would be a requirement for the applicant to enter into a Section 106 agreement to ensure that the Hotel Hoppa bus service accesses the site to improve public transport access between the site and Heathrow Airport. Taking into account all relevant considerations relating to the provision of parking and associated vehicle movements and trip generation, it is considered that on balance that the proposed development complies with Policy TR6 of the NPPF (2026), Policies T4, T5, T6, and T7 of The London Plan (2021), and Policies DMT 1, DMT 5, DMT 6, and DMT 2 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020).

- 9.6 Appropriate measures may be secured by condition or through relevant planning obligations to mitigate/control land contamination, drainage, air quality, noise impact, impact on existing trees, aviation safety; and to protect biodiversity and ensure the delivery of biodiversity net gain. The development would therefore ensure appropriate standards of environmental protection.
- 9.7 On balance, the proposal is acceptable and would be consistent with the overarching aims of the National Planning Policy Framework (NPPF) (2026), The London Plan (2021), and Hillingdon Local Plan Parts One and Two.
- 9.8 The planning application is therefore recommended for approval, subject to the conditions contained in Appendix 1; the Section 106 Heads of Terms detailed above.

10 Background Papers

- 10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillingdon.gov.uk.
- 10.2 This report has been prepared with reference to the background papers listed below, which have been relied upon to a material extent in its preparation and are available for public inspection, subject to any necessary redaction for exempt or confidential information.
- 10.3 Internal Consultee Comments:
- Contaminated Land Officer
 - Access Officer
 - Noise Officer
 - Economic Development
 - Air Quality
 - Highways
- 10.4 External Consultee Comments:
- Transport for London Railway Infrastructure
 - Heathrow Airport Safeguarding
 - Greater London Archaeology Advisory Service
 - National Air Traffic Services (NATS)
 - Heathrow Villages Conservation Area Panel
 - Thames Water
 - Transport for London (TfL)

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- Metis (on behalf of London Borough of Hillingdon as Local Lead Flood Authority)

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APPENDICES

Planning Application

41331/APP/2025/3250

Appendix 1: Recommended Conditions and Informatives

Conditions

1. A1 Time Limit

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

REASON

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

2. COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

23/465 PA 015 - Site Plan
23/465 PA 101 - Proposed Ground Floor Plan
23/465 PA 102 - Proposed First Floor Plan
23/465 PA 103 - Proposed Second Floor Plan
23/465 PA 104 - Proposed Third Floor Plan
23/465 PA 105 - Proposed Basement Plan
23/465 PA 106 - Proposed Fourth Floor Plan
23/465 PA 008 Rev B - Proposed South Elevation
23/465 PA 010 Rev A - Proposed East/West Elevation
23/465 PA 009 Rev A - Proposed North Elevation
23/465 PA 011 Rev A - Proposed Section AA
23/465 GA 009 Rev D - Stair Section Plan
23/465 GA 010 Rev K - Building Section
23/465 GA 030 Rev B - Building Section E-E
23/465 CA 003 Rev D - Pier Details
23/465 CA 051 - Light Well Perimeter Wall Details
23/465 CA 052 - Light Well Perimeter Wall Details
23/465 CA 053 - Light Well Perimeter Wall Plan Details
23/465 GA 018 Rev D - Roof Plant Well Section

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3. COM5 General compliance with supporting documentation

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

Tree Assessment dated 4th September 2025
 Arboricultural Impact Assessment Tree Survey Plan
 CW20- 2390 RPT 001 Rev III - Biodiversity Net Gain Assessment dated July 2026
 Addendum to Parking Management Strategy dated July 2026
 MTC207P01 Rev 02 - Urban Greening Factor Plan
 MTC207P02 Rev 02 - Planting Strategy Plan
 Environmental Noise Assessment - 104783.ad.Issue1
 Fire Strategy dated 21st August 2023 - KF-DFS-5063-01
 Archaeological Watching Brief dated June 2024
 252044/DS/RG/RS/01 - Drainage Strategy dated January 2026
 252044/ES/AG/KBL/01 - Environment Statement dated January 2026
 252044/RDMP/AG/KBL/01 - Refuse and Delivery Management Plan dated January 2026
 252044/TP/AG/KL/01 - Travel Plan dated January 2026
 E595-ES-01 - Energy Statement dated 19th December 2025
 Daylight and Sunlight Assessment dated December 2025
 Air Quality Assessment V1 dated July 2026
 Fire Strategy dated 21st August 2023 - KF-DFS-5063-01
 252044/DS/01 Rev A - Proposed Drainage Strategy Plan
 Drainage Strategy dated January 2026 reference 252044/DS/RG/RS/01 Rev A

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. NONSC **Materials**

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. NONSC **Cycle storage**

Prior to the first occupation of the development, details of covered and secure cycle storage, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

6. NONSC Travel Plan

Prior to the first occupation of the residential development hereby approved, a full Hotel Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved plan shall thereafter be adhered to in perpetuity for the relevant phase of the development.

REASON

To encourage a sustainable transport modal shift in accordance with Policy T4 of The London Plan (2021).

7. NONSC Car Park Management Plan

Prior to the first occupation/use of the development hereby approved, a Car Parking Design and Management Plan (CPDM) shall be submitted to and approved by the Local Planning Authority. The CPDM shall include swept path drawings demonstrating that a coach can safely and conveniently manoeuvre in and out of each coach parking bay with the other bay occupied. The approved Plan shall be adhered to throughout the lifetime of the development.

REASON

To ensure the site is appropriately designed and managed in accordance with Policies T6 of The London Plan (2021).

8. NONSC EV charging points

Prior to first occupation of the development, details of the provision of active and passive electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The relevant phase of the development shall not be occupied until the approved electric vehicle charging points have been implemented. These shall be retained as such and in working order thereafter.

REASON

To support carbon-free travel and more sustainable modes of transport, in accordance with Policy T6 of the London Plan (2021).

9. NONSC Delivery and Servicing Plan

Prior to the first occupation of the development, details of a final Delivery, Servicing and Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This should accord with Transport for London's Delivery and Servicing

Plan Guidance. Thereafter the development shall be operated in full accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

10. NONSC **Fire Statement**

Prior to the first use of the development, a final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent.

Thereafter the development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

11. NONSC **Tree Retention**

Trees, hedges and shrubs shown to be retained on the approved plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority.

New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

12. NONSC Tree Protection

Notwithstanding, the works already undertaken on site at the time at which this planning permission has been granted, no further development hereby permitted shall commence until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

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

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

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

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

2.b No materials or plant shall be stored;

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

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

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

13. NONSC Landscaping Plan

Prior to first occupation of the development a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:-

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100)

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species (including pollution absorbing), plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Full details of the means of enclosure and boundary treatments, including product details with materials and finish

2.c Car Parking Layouts:

2.d Hard Surfacing Materials (including the external areas and amenity areas which would be accessible to older and disabled people, including wheelchair users)

2.e External Lighting (External lighting should be angled downwards, and light directed into the site, and it should not provide flood lighting to the canal corridor to show consideration for bats and other nocturnal species).

2.f Other structures (including the access gate(s), play space, alongside accessible and inclusive equipment provisions (i.e. sensory impairment and complex multiple disabilities)).

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

5.a Existing and proposed functional services above and below ground

5.b Proposed finishing levels or contours (including internal and external levels, noting that there may be scope to reduce the extent and/or location of the external ramps)

6. Confirmation of the final Urban Greening Factor score

Thereafter the development shall be constructed in accordance with the approved details prior to occupation and 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 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T5, T6, T6.2 and T7 of the London Plan (2021).

14. NONSC Contamination

(i) Notwithstanding, the works already undertaken on site at the time at which this planning permission has been granted, no further development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall commence (excluding demolition, site clearance and initial ground investigation works) until a scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), has been submitted to and approved by the Local Planning Authority (LPA).

All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

- (a) A site investigation, including where relevant soil, soil gas, surface water, and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations, and recommendations for remedial measures to make the site suitable for the proposed use; and
- (b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.
- (ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and
- (iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.
- (iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by 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 Hillingdon Local Plan: Part 2 (January 2020) Policies - DME1 11: Protection of Ground Water Resources and

DMEI 12: Development of Land Affected by Contamination.

15. NONSC Biodiversity Gain Plan

Prior to first occupation of the development, a Biodiversity Gain Plan for the development, or development phase, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan shall include:

i. Baseline Biodiversity Assessment: Using the latest Defra Biodiversity Metric, a report of the site's pre-development biodiversity value including the site watercourse units; and
ii. On-Site Enhancement and 30-year Habitat Management Plan (HMP) detailing measures to achieve BNG on-site, including species protection, habitat creation, and ongoing management strategies to maintain gains for a minimum of 30 years. The HMP should, as a minimum, include:

- a) Description and evaluation of the features to be managed.
- b) Aims, objectives and targets for management.
- c) Description of the management operations necessary to achieving aims and objectives.
- d) Prescriptions for management actions.
- e) Preparation of a works schedule, including an annual works schedule.
- f) Details of the monitoring needed to measure the effectiveness of management.
- g) Details of the timetable for each element of the monitoring programme.
- h) Details of the persons responsible for the implementation and monitoring.
- i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage; or

Where a biodiversity net gain of 10% is not achievable on site and/or the proposal results in the loss of watercourse units (e.g. the existing pond proposed for removal), in addition to the Baseline Biodiversity Assessment (i), the following shall be included in the BGP:

iii. Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve the 10% net gain and/or results in the loss of watercourse units (e.g. the existing pond proposed for removal), confirmation of the purchase of off-site biodiversity credits or statutory credits must be provided, including a receipt or proof of transaction as part of the Plan.

The development shall be constructed and operated in accordance with the approved details and shall be retained as such.

REASON

To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with the National Planning Policy Framework 2026, Policy G6 of The London Plan (2021), and Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020).

16. NONSC Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

REASON

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy in accordance with Policy SI 1 of the London Plan 2021 and Policy DMEI 14 of the Hillingdon Local Plan Part 2 (2020).

17. NONSC **Drainage Plan**

The development shall be carried out in accordance with the submitted Drainage Strategy dated January reference 2026 252044/DS/RG/RS/01 Rev A (as revised 24th April 2026); and the Proposed Drainage Strategy Plan reference 252044/DS/01 Rev A dated April 2026.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1(2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2026); and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

18. NONSC **Sustainable Drainage - Implementation**

No building shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the relevant phase of development has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework (2026), the London Plan (Policies SI 12 and SI 13) along with associated guidance to these policies and Hillingdon Council's Local Plan Policy EM6.

19. NONSC **Detailed Energy Assessment**

Prior to first occupation of the development a detailed Energy Assessment shall be submitted to and approved in writing by the Local Planning Authority. The Energy

Assessment shall conform to the GLA Energy Assessment Guidance (June 2022 or amended) and shall set out the specific measures (including specifications, type and location) to achieve the zero carbon target required by London Plan SI2. The Energy Assessment shall set out clearly the baseline performance across the development (total kwhr per annum and kg CO2 per annum) and then how the 'be lean', 'be clean' and 'be green' measures set out in the London Plan shall be applied. The Energy Assessment shall be accompanied by plans and specification of any low or zero carbon technology to be used, including plans of its inclusion with the development. The report shall also clearly set out any 'shortfall' in carbon emissions below the zero carbon target that will form part of a carbon offset payment. The development must proceed and operate in accordance with the approved scheme.

REASON

To ensure the development contributes to a reduction in CO2 emissions in accordance with Policy SI 2 of the London Plan (2021).

20. NONSC Room Occupation Time limit

The development hereby approved shall not be occupied by any visiting person(s) for a period longer than 90 days in a 365-day period. Prior to first occupation of the development, a Management Plan shall be submitted to and approved by the Local Planning Authority.

The plan shall demonstrate:

- (i) A system for keeping a register of all visiting people who stay in the development, their length of stay and previous length of stays within a 365-day period.
- (ii) A means by which the Local Planning Authority can check the register to ensure that the maximum permitted stays are being enforced.

The hotel shall be operated in accordance with the approved Management Plan in perpetuity.

REASON

To safeguard the occupation conditions of future occupiers and prevent the creation of unplanned demands on infrastructure provision in accordance with Policies D2, D6, and H4 of The London Plan (2021) and Policies DMH 7 and DMHB 16 of the Local Plan Part 2 (2020).

21. NONSC Accessible Rooms

Upon first use of the development hereby approved, a minimum of ten per cent (four hotel rooms) of the 36 additional hotel bedrooms shall be fully accessible to wheelchair user guests, with these rooms designed in accordance with BS 8300-1:2018. A further one per cent (one hotel room) shall be fitted with a tracked hoist system and have an adjoining door to a standard bedroom. The fully accessible wheelchair user rooms and the additional tracked hoist system rooms shall be retained as such for the lifetime of the development.

REASON

To ensure appropriate wheelchair accessibility in accordance with Policies D5 and E10 of The London Plan (2021) and Policy DME 6 of the Local Plan Part 2, and Accessible Hillingdon SPD.

22. NONSC Noise Levels

For the lifetime of the development hereby permitted the noise level shall not exceed 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of the hotel.

REASON

To ensure that occupants of the permitted development would not be exposed to noise that would be likely to cause an adverse effect on their health and quality of life and to ensure the implementation of appropriate sound insulation in order to ensure that the proposed development would not undermine the function of adjoining industrial uses in accordance with Policies D3, D13, D14 and E5 of The London Plan (2021). This has regard to the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014.'

23. NONSC Piling

No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

Thereafter the development shall be constructed in accordance with the approved details prior to occupation and be retained as such.

REASON

The proposed works will be in close proximity to underground sewerage utility infrastructure and piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Development is required to comply with Policy SI 5 of the London Plan (2021).

24. NONSC Glint and Glare Assessment

No solar panels shall be installed until a glint and glare assessment has been submitted to and approved in writing by the Local Planning Authority. No subsequent alterations to the approved scheme are to take place unless submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure the development does not endanger the safe movement of aircraft or the

operation of Heathrow Airport. The airport requires a glint and glare assessment to be completed to determine the full impact on Air Traffic Control Tower and pilots approaching the airport.

Informatives

1. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

3.

Due to the site being within 6km of Heathrow Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name, and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system. For notification, please follow the link via CAA website: Crane notification | Civil Aviation Authority (caa.co.uk).

Once crane notification has been received from the CAA, Heathrow Works Approval Team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued.

I53 Compulsory Informative (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.

DMAV 1	Safe Operation of Airports
DME 1	Employment Uses in Designated Sites
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP D1	(2021) London's form, character and capacity for growth
LPP D10	(2021) Basement development
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations

LPP E10	(2021) Visitor infrastructure
LPP E11	(2021) Skills and opportunities for all
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG5	(2021) Growing a good economy
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.4	(2021) Hotel and leisure use parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T9	(2021) Funding transport infrastructure through planning

Appendix 2: Relevant Planning History

28868/APP/2019/2632 234 Bath Road Harlington

Erection of pergola to the front of existing hotel to provide hotel bar seating area
(Retrospective)

Decision: 31-10-2019 Approved

28868/APP/2020/96 234 Bath Road Harlington

Details pursuant to Condition 2 (Landscaping) of planning permission ref:
28868/APP/2019/2632 dated 31/10/2019 (Erection of pergola to the front of existing hotel to
provide hotel bar seating area)

Decision: 19-02-2020 Approved

41331/ADV/2017/37 Heathrow Point West 234 Bath Road Heathrow

3 roof mounted internally illuminated high level letter signs and 2 internally illuminated
canopy signs on north and south elevations

Decision: 06-06-2017 Approved

41331/APP/2015/1886 Heathrow Point West 234 Bath Road Heathrow

Change of use from Offices (Use Class B1(a)) to provide a 159 bedroom hotel (Use Class
C1) and the erection of a new single storey side extension, car parking and landscaping.

Decision: 26-08-2015 Approved

41331/APP/2016/1035 Heathrow Point West 234 Bath Road Heathrow

Erection of a 4 storey hotel extension building to accommodate 108 rooms with a covered
link bridge connecting the existing building, with associated ancillary works.

Decision: 02-11-2016 Approved

41331/APP/2017/111 Heathrow Point West 234 Bath Road Heathrow

Erection of a new 4th floor extension to the existing building (being converted as a hotel) to
accommodate a gym, admin offices and plant room

Decision: 08-03-2017 Approved

41331/APP/2017/2491 Heathrow Point West 234 Bath Road Heathrow

Erection of a new 5 storey hotel extension building to the west of the site to accommodate
101 rooms with a covered link bridge connecting the existing building, with associated

ancillary works.

Decision: 09-11-2017 Refused

41331/APP/2017/2555 Heathrow Point West 234 Bath Road Heathrow

Details pursuant to Conditions 4 (Plant and Machinery), 5 (CHP) and 12 (Materials) of planning permission ref. 41331/APP/2015/1886 dated 14-09-2015 (Change of use from Offices (Use Class B1(a)) to provide a 159 bedroom hotel (Use Class C1) and the erection of a new single storey side extension, car parking and landscaping)

Decision: 18-10-2017 Approved

41331/APP/2017/2800 Heathrow Point West 234 Bath Road Heathrow

Details pursuant to Conditions 9 (Sustainable Water Management) and 10 (CO2 Emissions) of planning permission Ref: 41331/APP/2015/1886 dated 14-09-2015 (Change of use from Offices (Use Class B1(a)) to provide a 159 bedroom hotel (Use Class C1) and the erection of a new single storey side extension, car parking and landscaping.)

Decision: 26-04-2019 Approved

41331/APP/2018/255 Heathrow Point West 234 Bath Road Heathrow

Non-material Amendment to planning permission ref. 41331/APP/2015/1886 consisting of internal reconfiguration to allow for an additional 7 rooms to be provided (1 at ground floor, 6 at third floor level).

Decision: 14-09-2018 Refused

41331/APP/2018/2618 Heathrow Point West 234 Bath Road Heathrow

Details pursuant to conditions 8 (construction management plan) and 9 (accessible WC) of Planning Permission Ref: 41331/APP/2017/111 dated 08/03/2017 (Erection of a new 4th floor extension to the existing building to accommodate a gym, admin offices and plant room)

Decision: 26-10-2018 Approved

41331/APP/2018/3873 Heathrow Point West 234 Bath Road Heathrow

Creation of seven additional guest rooms within the existing building envelope and addition of 16 car parking spaces.

Decision: 29-04-2019 Approved

41331/APP/2018/687 Heathrow Point West 234 Bath Road Heathrow

Details pursuant to the discharge of conditions 14 (Fire Emergency Plan), 17 (Air Conditioning Noise & Odour Emission Control) and 18 (Traffic Arrangements) as attached to approved planning application 41331/APP/2015/1886.

Decision: 09-11-2018 Approved

41331/APP/2019/3108 Heathrow Point West 234 Bath Road Heathrow

Details pursuant to Conditions 10 (CO2 Emissions Reductions), 12 (Materials), 14 (Tree Protection), 20 (Traffic Arrangements), 21 (Archaeological Investigation) and 22 (Bird Hazard Management Plan) of planning permission 41331/APP/2016/1035 dated 09/12/2016 (Erection of a 4 storey hotel extension building to accommodate 108 rooms with a covered link bridge connecting the existing building, with associated ancillary works.)

Decision: 15-01-2020 Approved

41331/APP/2019/3666 Heathrow Point West 234 Bath Road Heathrow

Details pursuant to partial discharge of Condition 8 part (i)(a) and (b) (Contamination) and full discharge of Condition 15 (Landscaping) of planning permission 41331/APP/2016/1035 dated 09/12/2016 (Erection of a 4 storey hotel extension building to accommodate 108 rooms with a covered link bridge connecting the existing building, with associated ancillary works.)

Decision: 09-01-2020 Approved

Appendix 3: List of Relevant Planning Policies

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E5	(2012) Town and Local Centres
PT1.E7	(2012) Raising Skills
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM11	(2012) Sustainable Waste Management

Part 2 Policies:

LPP D1	(2021) London's form, character and capacity for growth
LPP GG2	(2021) Making the best use of land
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP D10	(2021) Basement development
LPP D11	(2021) Safety, security and resilience to emergency

LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E10	(2021) Visitor infrastructure
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP SI1	(2021) Improving air quality
LPP GG5	(2021) Growing a good economy
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
LPP T6.4	(2021) Hotel and leisure use parking
LPP T5	(2021) Cycling
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T9	(2021) Funding transport infrastructure through planning
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E11	(2021) Skills and opportunities for all

DMEI 1	Living Walls and Roofs and Onsite Vegetation
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
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DMEI 9	Management of Flood Risk
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DMAV 1	Safe Operation of Airports