

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

Case Officer: Alan Corcoran	829/APP/2023/312
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Date Application Valid:	19.05.2023	Statutory / Agreed Determination Deadline:	14.09.2025
Application Type:	Full	Ward:	Heathrow Villages

Applicant: **Phull Empire Ltd**

Site Address: **560 Sipson Road, West Drayton, UB7 0JD**

Proposal: **Redevelopment of the site to accommodate a 7-storey 108-room hotel incorporating communal functions on the ground floor level and a basement level with associated parking and external landscaping works including coach parking, servicing areas, and planting.**

Summary of Recommendation: **GRANT planning permission subject to section 106 legal agreement and 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. Air Quality Mitigation contribution of £974,383.
- ii. A Carbon Offset sum based on an Updated Energy Strategy to discharge Condition 22, with the offset calculation based on £95 per tonne of CO₂ over a 30-year period.
- iii. A Construction Employment Training Scheme secured in accordance with the Council's Planning Obligations SPD.
- iv. An End-User Employment Scheme secured in accordance with the Council's Planning Obligations SPD.
- v. A Section 278 agreement to implement the proposed off-site Highways Works and street tree planting on Sipson Road.
- vi. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

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

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement 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, Carbon Emissions, Employment and Highways works). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations

Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 56-58 of the National Planning Policy Framework (2024).'

E) That if the application is approved, that the permission is subject to the Conditions as set out in Appendix 1.

1 Executive Summary

- 1.1 The vacant 0.27-hectare application site is located to the north of Heathrow Airport on the western side of Sipson Road. The Site is within Potentially Contaminated Land, an Air Quality Management Area (AQMA), an Air Quality Focus Area (Sipson Focus Area), and an Archaeological Priority Zone (Heathrow). It is within Flood Zone 1 - the lowest probability of flooding, and Surface Water Flooding does not affect the Site. It is, however, within a Critical Drainage Area. The Site is not Listed or located within a Conservation Area or Area of Special Local Character.
- 1.2 The Council previously granted planning permission in 2018 (application reference 829/APP/2016/3167) for a seven-storey 108-room hotel on this Site. This consent has not been implemented. The current proposal consists of the redevelopment of the Site to accommodate a seven-storey 108-room hotel incorporating communal functions on the ground floor level and a basement level with associated parking and external landscaping works, including coach parking, servicing areas, and planting.
- 1.3 Given the Site's planning history (planning consent to construct a hotel in 2013 and 2018), and on review of the submitted Sequential Test, the principle of developing a hotel on this site is acceptable. The building's height, scale, and mass are comparable to the surrounding context, and it would not impact residential amenity. There are no objections from the Council's Urban Design Officer, Landscape Officer, or Highways Officers. While located on Potentially Contaminated Land, the Council's Land Contamination Officer has no concerns subject to the recommended condition. Noting the Air Quality Management Area (AQMA) and Air Quality Focus Area, which the Site is within, the Council's Air Quality Officer has no objections subject to an air quality mitigation contribution of £974,383 (contained within the Section 106 Heads of Terms) and planning conditions, which have been recommended. Whilst the Site is within an Archaeological Priority Zone (Heathrow), Historic England's Greater London Archaeological Advisory Service (GLAAS) has no objection subject to the attached conditions.
- 1.4 The Council received one objection from the Heathrow Villages Conservation Area Advisory Panel, which raised concerns regarding soft landscaping. Additional soft

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landscaping has been added, and a green roof. Street trees would be planted through the Section 278 Agreement.

- 1.5 The proposal is acceptable and would be consistent with the relevant development plan policies.
- 1.6 The planning application is therefore recommended for approval subject to the conditions contained in Appendix 1 and Section 106 Heads of Terms detailed on the previous page.

2 The Site and Locality

- 2.1 The 0.27-hectare application Site is located to the north of Heathrow Airport on the western side of Sipson Road, a classified A road (A408). The Site is to the east of the M4 motorway and north of the A4 (Bath Road), the latter forming the northern boundary to Heathrow Airport. The Site is vacant and has been for several years. It previously comprised a two-storey building used as a clubhouse for the Royal British Legion.
- 2.2 The Site is within Potentially Contaminated Land, an Air Quality Management Area (AQMA), an Air Quality Focus Area (Sipson Focus Area), and an Archaeological Priority Zone (Heathrow). It is within Flood Zone 1 - the lowest probability of flooding, and Surface Water Flooding does not affect the Site. It is, however, within a Critical Drainage Area. The Site is not Listed or located within a Conservation Area or Area of Special Local Character.
- 2.3 Existing vehicle access is off Sipson Road, with an expanse of hard surface that previously accommodated the parking and servicing space for the clubhouse. The Site has a Public Transport Accessibility Level (PTAL) of 3, on a scale of 0 to 6b, where 6b is the highest.
- 2.4 The Site forms part of a larger 'island' block that transport infrastructure surrounds. Within the 'island', there is a large hotel, with associated health & fitness and restaurant facilities, and significant levels of surface car parking. These buildings are generally between four and six storeys high. To the northeast of the Site and Sipson Road is Sipson Farm, designated Green Belt land, which has consent for sand and gravel extraction. To the east of the Site, located over 100 metres away, on the opposite side of Sipson Road, is a children's nursery accommodated within two buildings known as Sipson Court and Sipson House. Sipson House is Grade II Listed. The nearest residential dwellings to the Site are located over 110 metres to the south of the Site and on the opposite side of Sipson Road.

Figure 1: Location Plan (application site edged red)



Figure 2: Aerial View of the Application Site

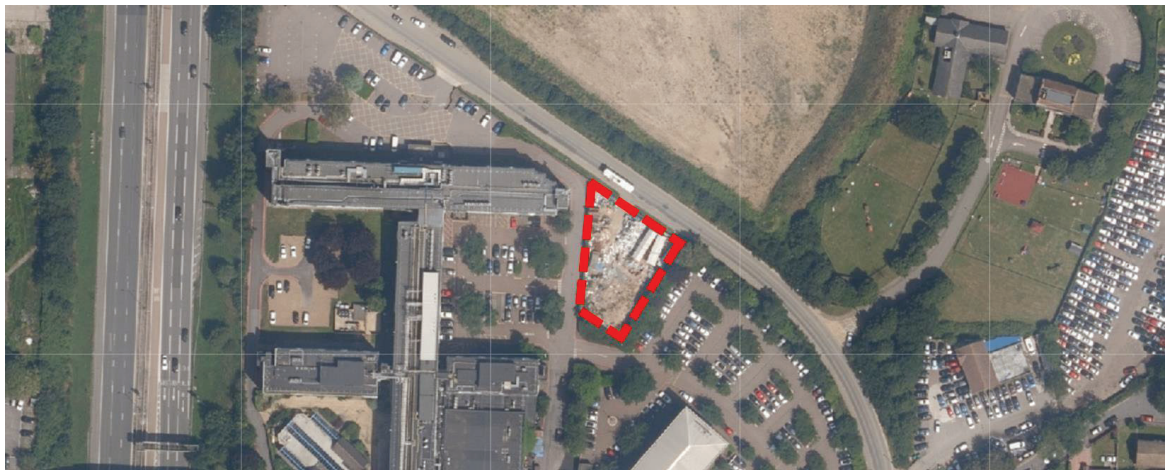




Figure 3: Street View Images of the Application Property



View from Sipson Road

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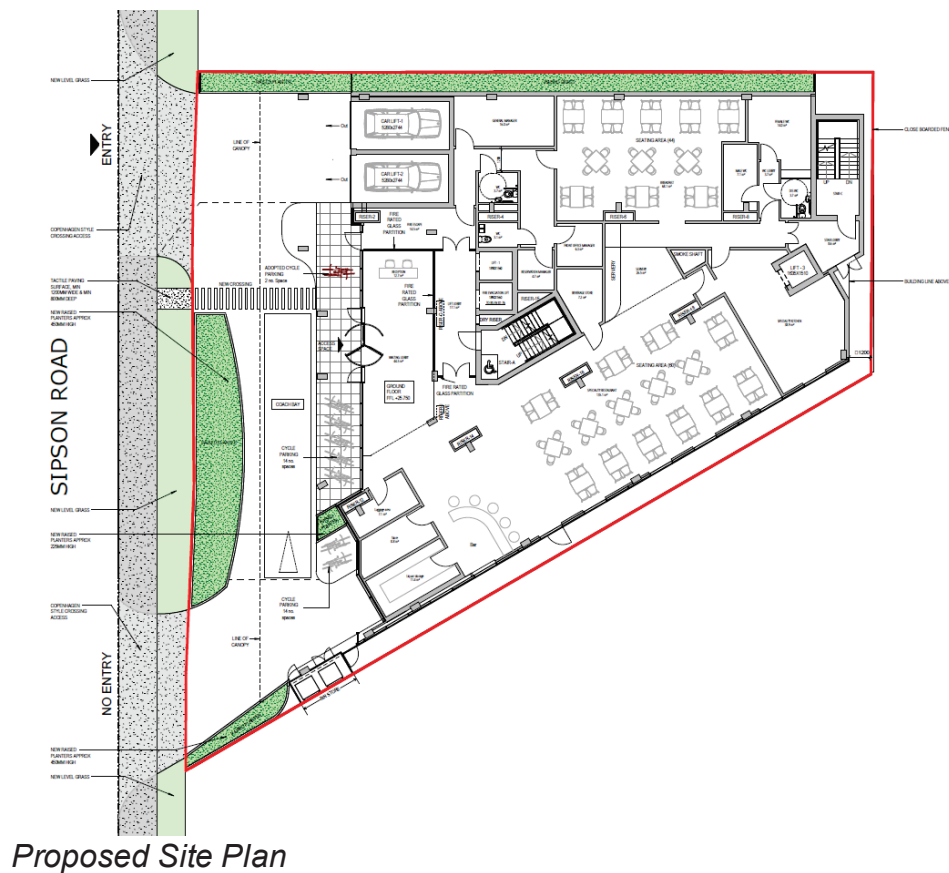
View from Sipson Road

3 Proposal

- 3.1 On 10.09.2018, the Council approved the following on this application site (application reference 829/APP/2016/3167):
'Redevelopment of the site to accommodate a 7-storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.'
- 3.2 The current application is broadly a resubmission of the previously approved scheme (application reference 829/APP/2016/3167), which the developer did not construct. This current application seeks planning permission to redevelop the site to accommodate a seven-storey 108-room hotel incorporating communal functions on the ground floor level and a basement level with associated parking and external landscaping works, including coach parking, servicing areas, and planting.
- 3.3 The hotel would measure approximately 31 metres wide at the front, narrowing to 15 metres at the rear. It would be approximately 29 metres deep and have a height of 21 metres (seven storeys). It would have a gross internal floor area of 5,619 sq. m.

- 3.4 Vehicle and pedestrian access to the development would continue from Sipson Road. Two car lifts would be provided to allow cars to enter and exit the basement car parking area. A total of 19 car parking spaces would be provided. Two of the car parking spaces would be designated as disabled-person parking bays. Three spaces would have active electric vehicle charging points. 16 cycle parking spaces would be provided. Coaches and taxis would enter the forecourt at the front of the Site to collect and drop off hotel guests.

Figure 4: Proposed Plan (please note – larger version of plan can be found in the Committee Plan Pack)





Proposed Front Elevation



Proposed 3-D Visual from Sipson Road

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Front Elevation of the Previously Approved Hotel on the Site (application reference 829/APP/2016/3167) that the Developer did not Construct.

4 Relevant Planning History

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

5 Planning Policy

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

6 Consultations and Representations

- 6.1 The Council sent consultation letters to 31 neighbouring properties and the Harmondsworth and Sipson Residents Association on 26-05-2023. The Council also advertised the application with a site notice and press notice on 07-06-2023. The initial consultation expired on 28-06-2023. The Council carried out a full reconsultation on 18-10-2024. The reconsultation period expired on 07-11-2024.
- 6.2 The Council received one objection in response to public consultation from the Heathrow Villages Conservation Area Advisory Panel, which raised concerns regarding the proposed landscaping. Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
The Council received one objection from the Heathrow Villages Conservation Area Advisory Panel.	Concerns regarding the lack of soft landscaping and green roof.	The Applicant submitted revised landscape plans and details regarding a green roof to address these concerns.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<u>External Consultee Comments</u>	
Greater London Archaeological Advisory Service (GLAAS): No objection subject to condition and informative regarding a Written Scheme of Investigation.	A condition and informative have been recommended in line with GLAAS' recommendations.
Transport for London (TfL): No objection subject to conditions regarding Coach Parking Management Plan, Delivery and Servicing Management Plan and Construction Logistics Plan, cycle parking, and electric vehicle charging provision.	Conditions have been recommended in line with the TfL's recommendations.
Metropolitan Police Design Out Crime: No objection subject to a condition regarding 'Secured by Design' accreditation.	A condition has been recommended in line with the Metropolitan Police's recommendations.
National Air Traffic Services: No objection.	Noted.
Heathrow Airport:	

No objection. Informative recommended regarding cranes.	An informative has been recommended in line with Heathrow Airport's recommendation.
Thames Water Utilities: No objection subject to a condition regarding a Piling Method Statement and informative.	A condition has been recommended in line with the Thames Water Utilities' recommendations.
Internal Consultee Comments	
Urban Design Officer: No objection subject to a condition regarding external materials.	A condition has been recommended in line with the Urban Design Officer's request.
Landscape Officer: No objection subject to conditions regarding landscaping.	Conditions have been recommended in line with the Landscape Officer's recommendations.
Economic Development: No objection subject to a Construction Employment Training Scheme and an End-User Employment Scheme being secured in accordance with the Council's Planning Obligations SPD via a Section 106 Agreement.	This request is a recommended Heads of Terms to be secured in the Section 106 Agreement.
Accessibility Officer: No objection subject to conditions regarding the car park lift, disabled person car parking provision, and hotel room accessibility.	Conditions have been recommended in line with the Accessibility Officer's recommendations.
Refuse and Recycling Officer:	

No objection.	Noted.
Planning Policy Officer: No objection.	Noted.
Highways Officer: No objection subject to conditions regarding car parking lift maintenance, swept paths, Service and Delivery Plan, Construction Logistics Plan, Travel Plan, and a Section 278 Agreement to implement the proposed off-site Highways Works.	Conditions have been recommended in line with the Highways Officer's recommendations, and a Section 278 clause is included in the recommended Heads of Terms.
Air Quality Officer: No objection subject to an Air Quality Mitigation contribution of £974,383 secured by a Section 106 Agreement and a condition regarding reducing emissions from demolition and construction.	A Section 106 financial contribution is included in the recommended Heads of Terms and a condition has been recommended in line with the Air Quality Officer's recommendations.
Noise Pollution Officer: No objection.	Noted.
Environmental Health Officer (Land Contamination): No objection subject to a condition regarding land contamination.	A condition has been recommended in line with the Land Contamination Officer's recommendations.
Environmental Specialist (Energy and Biodiversity):	

No objection subject to a condition requiring a revised Energy Strategy and a carbon offset contribution based on the updated Energy Strategy and 'be seen' energy monitoring condition.	A Section 106 carbon offset contribution obligation is proposed in the recommended Heads of Terms. Conditions have been recommended in line with the Environmental Specialist (Energy and Biodiversity).
Flood Risk and Drainage Consultant: No objection subject to Detailed Drainage Design and Sustainable Drainage Scheme planning conditions.	Conditions have been recommended in line with the Flood Risk and Drainage Consultant's recommendations.

7 Planning Assessment

Principle of Development

- 7.1 The application Site has been vacant for several years. The planning history is relevant to the consideration of whether the principle of hotel use on this site is deemed acceptable. However, it should be noted that there have been significant policy changes since the approval of the most recent application (829/APP/2016/3167) was determined in 2018.
- 7.2 More specifically the Hillingdon Local Plan Part Two was adopted in 2020 and specific locations for which hotel development should be focused. These include Town Centres and designated locations for hotel growth. Notably this site is not located within an area designated for hotel growth or a Town Centre. As such for the principle of development to be deemed acceptable the applicant must submit a sequential test.
- 7.3 The Applicant submitted a Sequential Test (Sequential Assessment Scoping Note, prepared by Turley and Sequential Assessment, reference GAAP3000, prepared by Turley, dated November 2023) to demonstrate why it is an appropriate hotel location, despite not being in a Town Centre or Hotel Growth Location.
- 7.4 The Council's Planning Policy Team has been consulted and has reviewed the submission documents. They do not raise any objection to this proposed hotel development, advising that the Sequential Test provides evidence of the limited availability of land for hotels in relevant Town Centres. When this is considered

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against the strategic need for serviced visitor accommodation set out in The London Plan (2021) and its associated evidence base, it is apparent that the need for serviced visitor accommodation cannot be met on Town Centre and Edge-of-Centre sites alone. A refusal of the application on this basis is therefore not justified or recommended.

- 7.5 As such, the proposal complies with 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 / Impact on the Character and Appearance of the Area

- 7.6 The application site is a pocket of vacant land located north of the Raddison and Park Inn hotels. Both neighbouring hotels benefit from much greater sized plots. The Radisson is 4-6 stories in height and features 6 arms orientated off a central horizontal spine. The Park Inn is a 5 storey L-shaped building constructed of red brick and a cladded frame. This frame and the angled brickwork which helps create the angled windows adds visual interest and articulation to a building which features extensively wide façades. Both neighbouring hotels feature reasonably large car parks but are set within a boundary of mature trees and planting which softens the hard surfaced dominated areas to the front and rear of the buildings.
- 7.7 The proposed building is similar in all aspects of design and appearance compared with the previously approved hotel development on the Site (application reference 829/APP/2016/3167). The proposed seven-storey building height would reflect the local context and surrounding developments, particularly the adjacent six-storey hotel. The proposed building's footprint and overall scale would be smaller than the neighbouring hotel complex and would respect the area's prevailing scale of development. The building's elevations would include vertical protruding fins to appropriately articulate the facade and provide visual relief to the building's elevations. Its appearance would be in keeping with the area's character, and the proposed building would sit comfortably within the streetscene. The double-height entrance with a canopy across the facade would ensure a legible front elevation, and when combined with the upper floor setback would ensure a visually appropriate appearance from the street
- 7.8 The Council's Urban Design Officer has been consulted and has no objections regarding the proposed design subject to a condition regarding materials which has been recommended.
- 7.9 The proposal complies with Paragraph 131 of the NPPF, 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.

Residential Amenity

- 7.10 There are no homes within 100 metres of the Site and the nearest residential dwellings are on the other side of Sipson Road. The proposal would not impact the outlook, privacy, daylight, or sunlight of nearby homes or open spaces, given its height, scale, mass, use, and location away from residential properties.

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- 7.11 The closest neighbouring buildings are hotels. The proposed hotel would not contain a large internal floor area allocated for conference or banqueting purposes. As such, the proposal would not cause undue noise disturbance to surrounding properties.
- 7.12 Please see relevant sections below regarding noise.
- 7.13 The proposed scheme is supported and complies with Policy D3 of The London Plan (2021) and Policy DMHB 11 of the Local Plan Part 2 (2020).

Highways and Parking

- 7.14 Sipson Road is a two-way local distributor road that connects with Bath Road (A4) to the south and Holloway Lane (A408) to the north. It has one carriageway in either direction, a 30mph speed limit, double yellow line parking restrictions, and a pedestrian footway on the southern side of the carriageway, together with a grass verge and street lighting at regular intervals. The site is situated in a location with a Public Transport Accessibility Level (PTAL) of 3, where a score of 0 indicates very poor access to public transport and 6 indicates excellent access.
- 7.15 The proposed development would have 19 on-site basement car parking spaces. Two of these would be allocated for disabled person parking and three would be fitted with active electric vehicle charge points (EVCPs). Access to the basement parking would be provided by two car lifts and there would be capacity for two cars to wait onsite in the hotel's forecourt before entering the lifts to the basement. There would be provision for coaches and taxis to enter the hotel forecourt to pick-up/drop-off guests.
- 7.16 Policy T6.4 of The London Plan (2021) is non-prescriptive for hotel car parking. It states that hotel car parking '*should be assessed on a case-by-case basis*'. Similarly, the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) is also non-prescriptive, stating that car parking numbers should be determined on an '*individual basis*'. Considering the good availability of long-stay car parking in the vicinity of the Site, the Site's PTAL of 3, and the available travel choices, the proposed 19 car parking spaces are appropriate and would not lead to parking displacement or stress. Conditions are recommended to ensure the delivery and ongoing availability of the disabled person parking and EVCPs.
- 7.17 Sixteen covered cycle parking spaces would also be provided within the hotel's forecourt. Two of these would be designated for larger adaptable bicycles. The proposed cycle parking provision aligns with The London Plan and Local Plan standards. Conditions are recommended to ensure their delivery and ongoing availability.
- 7.18 To allow the new site accesses to be built the Highway Authority require that the Applicant enter a Section 278 Agreement thereby allowing contractors to work on the Council's highway in collaboration with Council's highway officers. As part of these works, the footway and grass verge either side of these accesses shall be reinstated. The Highway Authority require that the full length of the footway in

between each access is reinstated together along with the provision of street trees.

- 7.19 The Council's Highways Team has been consulted and raise no objection to the proposed development subject to conditions regarding car parking lift maintenance, swept paths, Service and Delivery Plan, Construction Logistics Plan, Travel Plan, and a Section 278 Agreement to implement the proposed off-site Highways Works. Appropriate highways conditions are recommended in this planning assessment and recommendation, and a Section 278 clause is included in the recommended Heads of Terms.
- 7.20 Subject to the recommended conditions and Section 278 Agreement, the proposal complies with Paragraph 116 of the NPPF, Policies T2, T4, T5, T6, and T7 of The London Plan, and Policies DMT 1, DMT 2, DMT 5, and DMT 6 of the Local Plan Part 2.

Air Quality

- 7.21 The Site is within an Air Quality Management Area (AQMA) and an Air Quality Focus Area (Sipson Focus Area).
- 7.22 The Applicant submitted an Air Quality Assessment (reference, AQ2114, prepared by GEM Air Quality Ltd, dated July 2022).
- 7.23 The proposed development would not be air quality neutral or air quality positive. Therefore, further appropriate mitigation is required.
- 7.24 Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Toolkit in this instance. Any mitigation measures proposed will be evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied. Mitigation required to offset the proposed development's traffic emissions is £974,383.
- 7.25 The Council's Air Quality Officer has been consulted and raised no objection subject to an air quality mitigation contribution of £974,383 secured by a Section 106 Agreement and a condition regarding reducing emissions from demolition and construction. This Section 106 financial contribution is included in the recommended Heads of Terms and a condition has been recommended in line with the Air Quality Officer's recommendations.
- 7.26 Subject to legal agreement and the recommended conditions, the proposal complies 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.

Noise

- 7.27 The Applicant submitted a Noise Impact Assessment (reference 23907.NIA.01, prepared by KP Acoustics, dated 13.07.2022) assessing daytime and night-time levels likely to be experienced by the proposed development. To mitigate internal noise levels, the Applicant proposed a robust glazing specification. Their report concludes that no further mitigation measures are required to protect the internal spaces from external noise.
- 7.28 As previously stated, the nearest residential dwellings to the Site are located over 110 metres to the south of the Site and on the opposite side of Sipson Road. Given the notable separation distance, the proposed development would not cause undue noise disturbance to nearby residents.
- 7.29 The Council's Noise Pollution Officer has reviewed the submission and raised no objection or concerns about noise and vibration given the nature and context of the proposed development.
- 7.30 A Construction Management Plan condition is recommended to mitigate and manage potential noise disturbances.
- 7.31 The proposal complies with Policies D13 and D14 of The London Plan.

Accessibility

- 7.32 The supporting Design and Access Statement (Rev-P01, prepared by GAA, dated 18.07.2023), and plans demonstrate inclusive access. Nine per cent of hotel rooms are proposed to be fully accessible to wheelchair-using guests. A further one per cent are proposed to have a fixed tracked-hoist system or a similar. All en-suite bathrooms within the Universal Access guestrooms are designed to the layout detailed in BS 8300-1:2018, figure 30. 75 per cent of the en-suite bathrooms within the accessible bedrooms are proposed to have level access showering facilities. Lifts are proposed to comply with BS 8300:2018+A1:2010, and a fire evacuation lift to BS EN 81-76 standard is proposed.
- 7.33 The proposal includes two disabled person car parking spaces and two adaptable cycle parking spaces. This level of disabled person car and cycle parking is supported.
- 7.34 The Council's Accessibility Officer has reviewed the proposal and raised no objection subject to conditions regarding the car park lift, disabled person car parking provision, and hotel room accessibility. Appropriate accessibility planning conditions are recommended as part of the planning assessment and planning recommendation.
- 7.35 Subject to compliance with the recommended conditions, the proposed development complies with Policies D5 and D12 of The London Plan.

Urban Greening, Landscaping, and Public Realm

- 7.36 The existing site suffers from an evident lack of greening. It consists of hardstanding.

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- 7.37 The Applicant submitted an Arboricultural Impact Assessment (reference HWA10759-APIII, prepared by Hallwood Associates, dated 20.06.2022), which detailed trees on and close to the Site, the tree species, and their quality and spread. None of the trees are protected by a Tree Preservation Order or by Conservation Area designations. The only on-site tree is a Sycamore that is of 'U' grade and would be removed as part of the proposal. During the planning process, the Council worked with the Applicant to secure revised landscaping, namely additional planting. The front and sides of the Site are proposed to contain raised planters with soft landscaping. The Applicant submitted revised plans that propose a biodiverse green roof to cover 105 sq. m., which is secured by condition. The Council's Landscape Officer advised that 'the updated proposals have satisfied the Urban Green Factor by providing a green/brown roof.' Additionally, trees would be planted on Sipson Road in front of the Site. These are secured by the Section 278 Agreement. The proposed uplift in planting compared with the previous approval and the existing Site is acceptable.
- 7.38 Policy DMEI 1 of the Local Plan Part 2 requires all major development to incorporate living roofs and/or walls. The proposal includes a green roof.
- 7.39 Subject to conditions, the proposal would comply with the aims Policy G5 of The London Plan and Policy DMHB 14 of the Local Plan Part 2.

Biodiversity

- 7.40 The Applicant submitted a Preliminary Ecological Appraisal (prepared by Henriette Westergaard, dated 04.07.2022), which details that the existing Site comprises developed land of negligible ecological importance.
- 7.41 As the application was submitted in 2023, it is not subject to recent Biodiversity Net Gain requirements. Nonetheless, the proposal would see an uplift in biodiversity on the Site as the current Site is entirely hardstanding at present, and the proposed Site would contain soft landscaping and planting features at ground level. Furthermore, there would be a 105 sq. m. biodiverse green roof (drawing reference 10513-LA-01-Rev-P1) that would enhance the Site's biodiversity.
- 7.42 The Council's Environmental Specialist (Energy and Biodiversity) reviewed the submitted biodiversity details and raised no objection regarding the proposed development.
- 7.43 The proposed development complies with the aims of Policy 15 of the NPPF, Policy G6 and Paragraph 8.6.6 of The London Plan, and Policy DMEI 7 and Paragraph 6.28 of the Local Plan Part 2.

Flooding and Drainage

- 7.44 The Site is in Flood Zone 1 (lowest flood risk) and is not impacted by Surface Water Flooding. It is, however, within a Critical Drainage Area. The existing Site comprises hardstanding. As such, there are no natural forms of attenuation within the Site boundary. It is fully impermeable.

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- 7.45 The Applicant submitted a Drainage Strategy (Rev-P03, reference 18403-RLL-22-XX-RP-C-001, prepared by RLRE Consulting Engineers, dated 30.06.2022). It states that as there are no watercourses in proximity of the Site, the developer has chosen an outfall to the adjacent surface water sewer in accordance with the hierarchy for SuDS to provide sufficient attenuation to ensure that there would be no off-site flooding for return periods up to and including the one in 100 year plus 40 per cent climate change event. The Applicant proposes to attenuate flows within a blue roof system (providing 45.7m³ storage), the permeable sub-base (providing 27.3m³ total storage), and two below-ground tanks (providing 12m³ total storage) on the podium deck outside the building's entrance. Additionally, the Applicant proposes rainwater harvesting via a 12m³ storage tank in the basement. Water treatment would generally be provided via the underdrained swale and permeable sub-base on the podium slab. a private management company would maintain the SuDS features. The Applicant proposes to pump foul flows from the Site via a private pumping station within the basement. The pumped flows would outfall to a break chamber within the Site boundary before draining via gravity to the existing Thames Water foul sewer in Sipson Road.
- 7.46 The Council's Flood Risk and Drainage Consultant has reviewed the submission and raised no objection subject to Detailed Drainage Design condition and Sustainable Drainage Scheme condition. Appropriate drainage conditions are recommended as part of this planning recommendation.
- 7.47 Subject to the recommended conditions, the proposed development is acceptable with regard to Flooding and Drainage and complies with Policies SI12 and SI13 of The London Plan, Policy EM6 of the Local Plan Part 1, and Policies DMEI 9 and DMEI 10 of the Local Plan Part 2.

Water Efficiency

- 7.48 To ensure the development would minimise the use of mains water, a compliance planning condition is recommended for it to achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development), and incorporate measures such as smart metering, water saving, and recycling measures, including retrofitting.
- 7.49 Subject to the recommended condition, the proposal complies with Policy SI 5 of The London Plan.

Energy and Sustainability

- 7.50 The Applicant has submitted an Energy Strategy Report (reference 20-8895, prepared by Syntegra, dated 16.07.2022) and BREEAM Pre-Assessment Report (Reference 21-8895, prepared by Syntegra, dated 03.08.2022).
- 7.51 That submission states that the hotel would achieve a Building Research Establishment Environmental Assessment Method (BREEAM) Rating 'Excellent', with a score of at least 71.15 percent based on the latest BREEAM NC Technical guidance. Air Source Heat Pumps (ASHP) would be used to generate heating,

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cooling, and hot water for the proposed development. To bring the development's carbon savings up to 100 per cent, carbon emissions are to be offset through a carbon offset payment. A carbon offset payment, priced at £95 per tonne of CO2 per year (over 30 years) is to be paid via a Section 106 to the Council following review of a revised Energy Strategy, which is recommended by condition. Policy DMEI 2 of the Hillingdon Local Plan requires all major developments to be designed to connect to a District Energy Network and to connect to ones within 500 metres of the development. As there are no networks within 500 metres from the proposed development, no plans are in place to connect to any existing network. This is accepted.

7.52 The Council's Environmental Specialist (Energy and Biodiversity) reviewed the submitted details and raised no objection subject to a condition requiring a revised Energy Strategy and a carbon offset contribution based on the updated Energy Strategy and 'be seen' energy monitoring condition.

7.53 Subject to legal agreement and the recommended conditions, the proposal would comply with Policies SI2 and SI3 of The London Plan, Policy EM1 of the Local Plan Part 1, and Policies DMEI 2 and DMEI 3 of the Local Plan Part 2.

Waste Management

7.54 The Applicant submitted a Servicing and Waste Management Plan (Rev-P1.0, prepared by Patrick Parsons, dated 06.07.2022).

The refuse storage is illustrated on proposed ground floor plans. The maximum distances that refuse operatives should be required to wheel containers, measured from the furthest point within the storage/collection area to the loading position at the back of the vehicle is 20 metres; this is achievable from the refuse storage area. The Applicant proposes using a private waste collection company.

7.55 The Council's Waste Services Team has reviewed the submitted documents and raised no objection to the proposed development.

7.56 Subject to condition, the proposal would comply with Policy SI 7 of The London Plan and DMHB 11 of the Local Plan Part 2.

Land Contamination

7.57 The Site is within a Potentially Contaminated Land area.

7.58 The Applicant submitted a Land Contamination Assessment (Desk Study and Conceptual Site Model-V1.0, Reference: LS 0717, prepared by Land Science, dated 25.03.2023). The Assessment's conceptual site model identified parameters for further intrusive ground investigations.

7.59 The Council's Land Contamination Officer has been consulted and advised that they have no objection to the proposed development. The Officer recommended a land contamination condition which has been attached to this recommendation.

- 7.60 Subject to condition, the proposal complies with Policies DMEI 11 and DMEI 12 of the Local Plan Part 2.

Fire Safety

- 7.61 The Applicant submitted a Fire Statement (prepared by Fire Safety South East, dated 11.07.2022), detailing the key fire safety features of the building.
- 7.62 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 Registered Building Control Approver 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.
- 7.63 The fire strategy will be subject of further review during the detailed design stages to ensure compliance with relevant building design codes of practice and guidance.
- 7.64 The proposal complies with the aims of Policy D12 of The London Plan.

Archaeological Impact

- 7.65 The Site is within an Archaeological Priority Zone – Heathrow.
- 7.66 Accordingly, the Applicant submitted a Written Scheme of Investigation (reference LP4196L-WSI-v1.2, prepared by LP Archaeology, dated July 2022).
- 7.67 The Local Planning Authority consulted Historic England's Greater London Archaeological Advisory Service (GLAAS), which reviewed the submission and stated that 'the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard.' GLAAS concluded they had no objection to the proposed development subject to condition and informative regarding a Written Scheme of Investigation.
- 7.68 A Written Scheme of Investigation condition and informative is recommended.

- 7.69 Subject to condition, the proposal complies with the NPPF, Policy HC1 of The London Plan, and Policy DMHB 7 of the Local Plan Part 2.

Heritage

- 7.70 Sipson House is Grade II Listed and is located 1.2km north of the site. Given the significant distance between the two sites the proposal would have no impact upon the setting of the designated heritage asset. As such the proposed development accords with Policy DMHB 2 of the Local Plan Part 2.

Green Belt

- 7.71 The Site is not located within the Green Belt, however, the land to the north of the Site, on the opposite side of Sipson Road, is designated Green Belt. The Site is separated from the Green Belt land to the northeast by Sipson Road, and the submitted documents demonstrate that the proposal would integrate with the surrounding larger developments. Furthermore, the proposal would not have a greater impact on the Green Belt than the previously approved scheme.
- 7.72 The proposal complies with Policy G2 of The London Plan, Policy EM2 of the Local Plan Part 1, and Policy DME1 4 of the Local Plan Part 2, and is supported.

Odour

- 7.73 The proposed hotel includes an ancillary kitchen. A planning condition is recommended regarding extraction and odour control to protect amenity.
- 7.74 Subject to condition, the proposal complies with Policy D13 of the London Plan and Policies DMHB 11 of the Local Plan Part 2.

Airport Safeguarding

- 7.75 The application site is located within the 3-kilometre Heathrow Airport Safeguarding Zone. The height of development within these zones is restricted to protect air traffic routes. The proposal is for a 7-storey building set within an area of similar and taller height buildings. Heathrow Airport Safeguarding and the National Air Traffic Services are statutory consultees for developments within designated zones, both have been consulted and have raised no objection subject to standard informative relating to the use of cranes to construct the development. As such the proposal accords with Policy DMAV 1 of the Local Plan Part 2.

Planning Obligations

- 7.76 Policy DMCI 7 of the Local Plan Part 2 states to ensure development is sustainable, 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 developments 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.

7.77 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:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonably related in scale and kind to the development

7.78 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.

7.79 Section 106 Heads of Terms are as follows:

1. Air Quality Mitigation contribution of £974,383.
2. A Carbon Offset sum based on an Updated Energy Strategy to discharge Condition 22, with the offset calculation based on £95 per tonne of CO₂ over a 30-year period.
3. A Construction Employment Training Scheme secured in accordance with the Council's Planning Obligations SPD.
4. An End-User Employment Scheme secured in accordance with the Council's Planning Obligations SPD.
5. A Section 278 agreement to implement the proposed off-site Highways Works and street tree planting on Sipson Road.
6. A Project Management and Monitoring Fee, equalling 5% of the total financial contributions to be paid under this agreement.

8 Other Matters

Human Rights

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.

- 8.4 The London Borough of Hillingdon Council is a collecting authority for the Mayor of London, and this liability shall be paid to the London Borough of Hillingdon Council in the first instance.

- 8.5 In addition to MCIL2, the development represents Chargeable Development under the Hillingdon CIL, which came into effect on 1 August 2014. The liability payable is as follows:

Hotels – £40 per sq. m.

- 8.6 This CIL liability is in addition to the Section 106 planning obligations.

- 8.7 The proposed development consists of the following floor areas:

- 8.8 Hotel (Use Class C1) – 5,619 sq. m.

- 8.9 The construction of these floor areas results in the following CIL charges:

Local CIL – £370,806.58

Mayoral CIL – £399,459.82

- 8.10 Please note this has been calculated based on the information available to the officer. The final amount will be reviewed post-determination by the Council's Planning Obligations Team and set out to the liable party in line with the CIL Regulations.

9 Conclusion / Planning Balance

- 9.1 The principle of redeveloping the Site for a Hotel is supported in this instance. The building's height, scale, and mass are compatible with the height and scale of surrounding development. The development would not have any detrimental impact on the street scene, upon residential amenity, or upon the setting of the Green Belt land opposite the Site. The Local Planning Authority has worked with the Applicant to refine the development's design during the full planning application process, securing additional planting and a reduction in hardstanding to the front of the Site to improve the street and public realm. There are no

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objections from the Council's Urban Design Officer, Landscape Officer, or Highways Officers. While located on Potentially Contaminated Land, the Council's Land Contamination Officer has no concerns subject to the recommended condition. Similarly, whilst within an Archaeological Priority Zone, Historic England's Greater London Archaeological Advisory Service (GLAAS) has no objection subject to the attached conditions. Noting the Air Quality Management Area (AQMA) and Air Quality Focus Area, which the Site is within, the Council's Air Quality Officer has no objections subject to an air quality mitigation contribution of £974,383 (contained within the Section 106 Heads of Terms) and planning conditions, which have been recommended.

- 9.2 The proposal is acceptable and would be consistent with the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.
- 9.3 The planning application is therefore recommended for approval subject to the conditions set out in Appendix 1 and Section 106 Heads of Terms detailed on the previous page.

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@hillington.gov.uk.

APPENDICES

Planning Application

829/APP/2023/312

Appendix 1: Recommended Conditions and Informatives

Conditions

1. COM3 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:

19040-GAA-ZZ-00-DR-T-0101 (Location and Block Plan)
19040-GAA-ZZ-B1-DR-T-2001 (Proposed Basement GA Plan)
19040-GAA-ZZ-00-DR-T-2002-Rev-P06.06 (Proposed Ground Floor Plan)
19040-GAA-ZZ-00-DR-T-2002-Rev-P06.05 (Revised Proposed Ground Floor GA Plan)
19040-GAA-ZZ-01-DR-T-2003 (Proposed First Floor GA Plan)
19040-GAA-ZZ-02-DR-T-2004 (Proposed Second Floor GA Plan)
19040-GAA-ZZ-03-DR-T-2005 (Proposed Third Floor GA Plan)
19040-GAA-ZZ-04-DR-T-2006 (Proposed Fourth Floor GA Plan)
19040-GAA-ZZ-05-DR-T-2007 (Proposed Fifth Floor GA Plan)
19040-GAA-ZZ-06-DR-T-2008 (Proposed Sixth Floor GA Plan)
19040-GAA-ZZ-07-DR-T-2009 (Proposed Roof Access GA Plan)
19040-GAA-ZZ-RF-DR-T-2010 (Proposed Roof Plan)
10513-LA-01-Rev-P1 (Proposed Biodiverse Green Roof Plan)
10513-LA-02-Rev-X (Proposed Landscape Plan)
19040-GAA-ZZ-XX-DR-T-2101 (Proposed Front/North Elevation)
19040-GAA-ZZ-XX-DR-T-2102 (Proposed Rear/South Elevation)
19040-GAA-ZZ-XX-DR-T-2103 (Proposed Side/East Elevation)
19040-GAA-ZZ-XX-DR-T-2104 (Proposed Side/West Elevation)
19040-GAA-ZZ-XX-DR-T-2201 (Proposed Section A-A)
19040-GAA-ZZ-XX-DR-T-2500-Rev-P01.1 (Proposed Front Facade Details)
19040-GAA-ZZ-XX-DR-T-2500-Rev-P01.1 (Proposed Front Facade Section Details)
19040-GAA-ZZ-XX-DR-T-2501-Rev-P01 (Proposed Front Facade Details)
19040-GAA-ZZ-XX-DR-T-2500-Rev-P01 (Proposed Front Facade Section Details)
CGV-1103-02-Rev-P2 (Swept Paths)
SPS-PPC-00-XX-DR-C-001 (Swept Path Analysis)
CGV-1103-101-Rev-P1 (Proposed Access)

and shall thereafter be retained/maintained for as long as the development remains in

existence.

REASON

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

3. COM5 General compliance with supporting documentation

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

- Preliminary Basement Impact Assessment-Rev-0, reference SRW-PPC-00-XX-RP-G-0012, prepared by Patrick Parsons, dated 19.05.2023 _ received 04.10.24
- BREEAM Pre-Assessment Report, Reference 21-8895, prepared by Syntegra, dated 03.08.2022 _ received 04.10.24
- Desk Study and Conceptual Site Model-V1.0, Reference: LS 0717, prepared by Land Science, dated 25.03.2023 _Part 1 of 3 _ received 04.10.24
- Drainage Strategy-Rev-P03, reference 18403-RLL-22-XX-RP-C-001, prepared by RLRE Consulting Engineers, dated 30.06.2022
- Air Quality Assessment, reference, AQ2114, prepared by GEM Air Quality Ltd, dated July 2022
- Arboricultural Impact Assessment, reference HWA10759-APIII, prepared by Hallwood Associates, dated 20.06.2022
- Bird Hazard Management Report, prepared Henriette Westergaard, dated June 2022
- Design and Access Statement-Rev-P01, prepared by GAA, dated 18.07.2023
- Fire Statement, prepared by Fire Safety South East, dated 11.07.2022
- Noise Impact Assessment, reference 23907.NIA.01, prepared by KP Acoustics, dated 13.07.2022
- Planning Statement, reference JCC6291, prepared by Cunnane Town Planning, dated August 2022
- Preliminary Ecological Appraisal, prepared by Henriette Westergaard, dated 04.07.2022
- Sequential Assessment Scoping Note, prepared by Turley
- Sequential Assessment, reference GAAP3000, prepared by Turley, dated November 2023
- Servicing and Waste Management Plan-Rev-P1.0, prepared by Patrick Parsons, dated 06.07.2022
- Transport Statement-Rev-1.0, prepared by Patrick Parsons, dated 30.06.2022
- Travel Plan-Rev-1.0, prepared by Patrick Parsons, dated 06.07.2022
- Written Scheme of Investigation, reference LP4196L-WSI-v1.2, prepared by LP Archaeology, dated July 2022

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

REASON

To ensure that the development complies with the objectives of The London Plan (2021) and the Local Plan Parts 1 (2012) and 2 (2020).

4. NONSC Non Standard Condition

The development hereby approved is for a hotel with 108 bedrooms. This is the maximum number of bedrooms permitted by this consent and any subdivision or creation of new bedrooms above this number would require separate planning consent.

REASON

To ensure the hotel is used as proposed in accordance with Policies E10 and D6 of The London Plan (2021) and Policies DME 5 and DMHB 16 of the Local Plan Part 2 (2020).

5. COM7 Materials (Submission)

Notwithstanding the approved drawings, prior to the commencement of any works on the facade or the supporting structure/substructure, details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Details shall include information relating to make, product/type, colour, and photographs/images. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

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

6. NONSC Construction Management Plan

Prior to the commencement of development (including demolition, site clearance, and initial ground investigation works), a Construction Management Plan shall be submitted to, and approved in writing by the Local Planning Authority in consultation with Transport for London. The plan shall detail:

- (i) The phasing of development works.
- (ii) The hours during which development works will occur.
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.
- (ix) Measures to demonstrate compliance with the GLA's Control of Dust and Emissions from Construction and Demolition SPG.
- (x) All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply

with the emission standards set out in <https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm>. Unless it complies with these standards, 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/>.
(xi) Details of cranes and other tall construction equipment (including the details of obstacle lighting) in consultation with the Ministry of Defence (MoD).

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

REASON

To reduce the impact on air quality during construction, protect amenity, and ensure highways safety and to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems in compliance with Policies T7, GG3, and SI 1 of The London Plan (2021), The GLA's Control of Dust and Emissions during Construction and Demolition SPG, and Policy DMAV 1 of the Local Plan Part 2 (2020).

7. NONSC Construction Logistics Plan (CLP)

Prior to the commencement of development (including demolition, site clearance, and initial ground investigation works) a Detailed Construction Logistics Plan (CLP) shall be submitted to and approved by the Local Planning Authority. The approved CLP shall be implemented and monitored throughout the demolition and construction programme.

REASON

To protect amenity and ensure highways safety in compliance with Policy T7 of The London Plan (2021).

8. NONSC Cycle Parking

Prior to the first use of the development hereby approved, at least 16 cycle parking spaces shall be installed in accordance with the approved plans and shall be made available for use. The 16 cycle parking spaces shall thereafter be permanently retained on site, maintained, and be kept available for use.

REASON

To ensure appropriate cycle parking provision in accordance with Policy T5 of The London Plan (2021) and Policies DMT 2 and DMT 5 of the Local Plan Part 2 (2020).

9. NONSC Disabled Person Car Parking

Prior to the first use of the development hereby approved, two disabled person car parking spaces, designed to meet the requirements of BS8300-1: 2018, shall be provided in

accordance with the approved plans and made available for use. The two disabled person parking spaces shall be available for use upon first occupation/use and thereafter be permanently retained on site and be kept available for use.

REASON

To ensure an appropriate level of onsite disabled person parking is provided in accordance with Policy T6.1 of The London Plan (2021).

10. NONSC Electric Vehicle Charging Points

(i) Prior to the first occupation/use of the development hereby approved, active electric vehicle charging facilities shall be installed and made available for use at three car parking spaces. The active electric vehicle charging infrastructure shall thereafter be permanently retained on site, maintained, and be kept available for use.

(ii) Prior to the first occupation/use of the development hereby approved, passive electric vehicle charging facilities shall be installed at 16 car parking spaces. The passive electric vehicle charging infrastructure shall thereafter be permanently retained on site and be available for upgrading to active electric vehicle charging.

REASON

To ensure an appropriate level of onsite electric vehicle charging facilities are provided in accordance with Policy T6.1 of The London Plan (2021).

11. NONSC Car Park Lift

(i) Prior to the commencement of development (excluding ground works and site clearance), detailed plans, manufacturers details, and a scheme for the maintenance of the car parking lift shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first use of the development and thereafter shall be retained and maintained in accordance with the approved details for as long as the building remains in use.

(ii) The two car lifts shall have a 2.2-metre-tall floor to ceiling height. The car lifts shall be available for use upon first use of the approved development and thereafter maintained, retained, and available for use for the lifetime of the development.

REASON

To ensure high-sided wheelchair accessible vehicles can access disabled person basement car parking, appropriate wheelchair accessibility, continued vehicular access to the basement car parking, and to reduce the risk of drivers parking on Sipson Road in accordance with Policy T4, D5, and E10 of The London Plan (2021) and Policy DMT 6 and DME 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

12. NONSC Swept Path

Swept path drawings with a 300mm margin error shall be submitted to and approved in writing by the Council. The approved details shall be implemented prior to the first use of the development hereby approved and shall thereafter be maintained and retained in perpetuity.

REASON

To ensure that all proposed car parking spaces are usable and to reduce the risk of drivers parking on Sipson Road in accordance with Policy T4 of The London Plan (2021) and Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

13. NONSC Coach Parking Management Plan

Prior to the first occupation/use of the development hereby approved, a Coach Parking Management Plan shall be submitted to, and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the lifetime of the development.

REASON

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

14. NONSC Delivery and Servicing Management Plan

Prior to the first occupation/use of the development hereby approved, a Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the lifetime of the development.

REASON

To ensure appropriate delivery and servicing arrangements in compliance with Policy T7 of The London Plan (2021).

15. NONSC Travel Plan

Prior to the first use of the hotel, 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.

REASON

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

16. NONSC Planting

(i) Prior to the commencement of landscaping works, details of soil depth volume shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be delivered during the implementation of landscaping works and thereafter shall be retained in perpetuity.

(ii) All planting, seeding, and turfing in the approved landscaping scheme shall be implemented in the nearest planting season (1 October to 28 February inclusive) following first occupation/use of the approved development. The new planting and landscape operations shall comply with the requirements specified in BS3998:2010 - 'British Standard Recommendations for Tree Work'. Thereafter, areas of amenity space shall be permanently retained and any trees or other planting which die within a period of five years from the completion of development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species in accordance with the details approved by the Local Planning Authority.

(iii) The Biodiverse Green Roof shall be fully implemented in accordance with drawing number reference 10513-LA-01-Rev-P1 within the first planting season following the first use of the development hereby approved and thereafter maintained and retained in perpetuity. Evidence of green roof installation shall be submitted to and approved by the Local Planning Authority within six months of green roof installation.

REASON

To ensure that the proposed development makes a satisfactory contribution to the enhancement of the visual amenities of the locality in accordance with Policies G5 and G7 of The London Plan (2021) and Policies DMHB 11, DMHB 12, and DMHB 14 of the Local Plan Part 2 (2020).

17. COM9 Landscaping

No development shall take place until a landscape scheme has been 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 (including pollution absorbing plants) giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Means of enclosure/boundary treatments

2.c Hard Surfacing Materials

2.d External Lighting

2.e Provision of CCTV and secure entrance arrangements

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours.

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will enhance the area's visual amenities landscaping and urban greening measures are appropriately maintained in accordance with Policy G5 of The London Plan (2021) and Policies DMHB 11, DMHB 12, and DMHB 14 of the Local Plan Part 2 (2020).

18. NONSC Detailed Drainage Design

Prior to commencement of groundworks (excluding site investigations and demolition), the applicant must submit a final detailed drainage design including drawings and supporting calculations to the Local Planning Authority for review and approval in writing, aligned with the Drainage Strategy (31/08/2023) and associated drawing 18403-RLL-19-XX-DR-C-2000 P05. The following information must also be provided:

The Drainage Strategy states that the total proposed attenuation volume is 91.5m³; however, the MicroDrainage calculations only evidence a total proposed attenuation of 49.65m³. The applicant should therefore provide calculations that support the total volume of each of the proposed storage features.

The applicant should demonstrate with drainage calculations that there is no flooding onsite because of the 1 in 30-year rainfall event.

The applicant has stated that the overland flow routes will be directed away from properties and towards the underdrained swale. However, the applicant should provide an exceedance flow drawing that demonstrates routes and directions of flow paths.

The applicant should provide the bespoke maintenance tasks and frequencies for the proposed rainwater harvesting tank and blue roof. The applicant should also provide the name of the private management company responsible for the maintenance of the drainage features.

A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.

REASON

To ensure the development does not increase flood risk, in compliance with the National Planning Policy Framework (2024), Planning Practice Guidance (Flood Risk and Coastal Change (2014), Policies SI 12 and SI 13 of The London Plan (2021), Policy EM6 of the Hillingdon Local Plan Part 1 (2012), and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020).

19. NONSC Sustainable Drainage Scheme

No building hereby permitted shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the approved final detailed drainage design. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the approved detailed management plan for all of the proposed drainage components.

REASON

To ensure the development does not increase flood risk, in compliance with the National Planning Policy Framework (2024), Planning Practice Guidance (Flood Risk and Coastal Change (2014), Policies SI 12 and SI 13 of The London Plan (2021), Policy EM6 of the Hillingdon Local Plan Part 1 (2012), and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020).

20. NONSC Piling Method Statement

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) and piling layout plan including all Thames Water wastewater assets, the local topography, and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

REASON

The ensure underground sewerage utility infrastructure are protected in accordance with the National Planning Policy Framework (2024), The London Plan (2021), and the Hillingdon Local Plan Part 1 (2012) and the Hillingdon Local Plan Part 2 (2020).

21. NONSC Land Contamination

(i) The development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall not commence until a scheme to deal with unacceptable contamination (including asbestos materials detected within the soil) has been submitted to and approved in writing 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 of development, 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 LPA.

REASON

To ensure that risks from land contamination are minimised and that the development can be carried out safely without unacceptable risks to workers, neighbours, and other offsite receptors in accordance with Policies DMEI 11 and DMEI 12 of the Local Plan Part 2 (2020).

22. NONSC Written Scheme of Investigation (archaeology)

No demolition or development shall take place until a stage 1 Written Scheme of Investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1, then for those parts of the site which have archaeological interest, a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI, which shall consist of:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits
C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON

To protect heritage assets of archaeological interest in accordance with Policy HC1 of The London Plan (2021) and Policy DMHB 7 of the Local Plan Part 2 (2020).

23. NONSC Revised Energy Assessment

Prior to the commencement of development (excluding ground works and site clearance), a revised Energy Strategy shall be submitted to and approved in writing by the Local Planning Authority. The revised Strategy shall demonstrate that the development will maximise savings in CO2 emissions, achieving zero carbon, in accordance with Policy SI2 of The London Plan (2021) and the most recent GLA guidance.

Where there is a failure to achieve the carbon savings as set out in the Energy Strategy, the quantum (tCO2) shall be treated as part of the shortfall and shall result in a cash-in-lieu planning contribution in accordance with the formula detailed in the Section 106 legal agreement.

Thereafter, the development shall be carried out in accordance with the approved Energy Strategy, and all approved Energy Strategy measures shall be retained and maintained in perpetuity.

REASON

To ensure the development would achieve zero carbon in accordance with Policy SI2 of The London Plan (2021).

24. NONSC BREEAM

(a) Prior to first use of the development hereby approved, the development shall be registered with the Building Research Establishment (BRE) and achieve a BREEAM Rating 'Excellent', with a score of at least 71.15 percent based on the latest BREEAM NC Technical guidance.

(b) Within three months of first use, a BREEAM 'Post Construction Stage' Assessment and related certification, verified by the BRE, shall be submitted to and approved in writing by the Local Planning Authority to confirm the stated standard has been achieved.

(c) The approved measures to achieve the BREEAM 'Excellent' standard shall be retained in working order in perpetuity.

REASON

In the interest of addressing climate change and to secure environmentally sustainable development in accordance with Policies SI2 and SI3 of The London Plan (2021).

25. NONSC Be Seen Monitoring

Prior to the first use/occupation of the development hereby approved, a 'Be Seen' Plan for the recording and reporting of the energy performance of the development shall be developed in accordance with the GLA energy monitoring guidance and be submitted to and approved in writing by the Local Planning Authority (LPA). The 'Be Seen' Plan shall:

Demonstrate that accurate and verified estimates of the 'Be Seen' energy performance indicators have been submitted to the GLA's monitoring portal.

Detail the methods for recording the actual carbon performance of the approved scheme in line with the approved energy assessment.

Ensure that for five years post-occupation, annual verified operational energy performance data shall be submitted to the GLA's monitoring portal and details provided to the LPA.

If in-use data shows underperformance for two consecutive years, the legal owner must investigate causes, propose mitigation measures, and submit an action plan to the LPA within three months. Approved measures must be implemented within six months.

The development shall be operated in accordance with the approved 'Be Seen' Plan.

REASON

To ensure the development continues to achieve the approved carbon reduction targets in accordance with Policy SI2 of the London Plan (2021).

26. NONSC Water Efficiency

The development hereby approved shall achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development), and incorporate measures such as smart metering, water saving, and recycling measures, including retrofitting.

REASON

To help to achieve lower water consumption rates and to maximise futureproofing in accordance with Policy SI 5 of The London Plan (2021).

27. NONSC Secured by Design Accreditation

The development hereby approved shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No part of the development hereby approved shall be occupied/used until accreditation has been achieved. Thereafter, the development shall be implemented and maintained in accordance with the details submitted to achieve 'Secured by Design' accreditation.

REASON

To ensure the development provides a safe and secure environment in accordance with Policies D3 and D11 of The London Plan (2021) and Policy DMHB 15 of the Local Plan Part 2 (2020).

28. NONSC Hotel Use

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 in writing 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).

29. NONSC Accessibility

Upon first use of the development hereby approved, nine per cent (ten hotel rooms) of the 108 proposed 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 hotel bedroom. The ten fully accessible wheelchair user rooms and the one additional tracked hoist system room 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.

30. NONSC Digital Connectivity Infrastructure

Prior to first the use of the development hereby approved, sufficient ducting space for full fibre connectivity infrastructure shall be provided to all end users within the development, unless an affordable alternative 1GB/s-capable connection is made available to all end

users. Thereafter, the Digital Connectivity Infrastructure shall be retained in perpetuity.

REASON

To ensure appropriate Digital Connectivity Infrastructure would be installed in accordance with Policy SI 6 of The London Plan (2021).

31. NONSC Anti-Vibration Mounts

Prior to first use of the development hereby approved, anti-vibration measures shall be installed to ensure that machinery, plant/equipment, extract/ventilation systems and ducting are mounted with proprietary anti-vibration isolators and fan motors are vibration isolated from the casing and adequately silenced. The anti-vibration measures shall permanently be retained thereafter.

REASON

To protect amenity in accordance with Policies D3, D13, and D14 of The London Plan (2021), Policy EM8 of the Local Plan Part 1 (2012), and Policy DMHB 11 of the Local Plan Part 2 (2020).

32. COM20 Air extraction system noise and odour

Prior to first use of the development hereby approved, details of the installation, operation, and maintenance of the odour abatement equipment and extract system, including the extract duct and vertical discharge outlet without cowl shall be submitted to, and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first use of kitchen facilities and thereafter shall permanently be retained.

REASON

To protect amenity in accordance with Policy D13 of The London Plan (2021) and Policies DMHB 11 and DMTC 4 of the Local Plan Part 2 (2020).

33. NONSC Basement Monitoring

The condition of nearby buildings shall be monitored throughout the construction process and works shall cease immediately if impacts exceed those detailed in the approved Preliminary Basement Impact Assessment-Rev-0, reference SRW-PPC-00-XX-RP-G-0012, prepared by Patrick Parsons, dated 19.05.2023.

A post-completion condition survey (carried out by a suitably qualified structural engineer) of the approved development and nearby buildings shall be submitted to and approved in writing by the local planning authority within six months of completion.

REASON

To ensure the development does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability in accordance with Policy D10 of The London Plan (2021) and Policy DMHD 3 of the Local Plan Part 2 (2020).

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.

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3.

The application site is located within the Critical Drainage Area. All developments in this area must contribute to managing the risk of flooding from surface water by reducing surface water runoff from the site. Therefore, the applicant should minimise the water from the site entering the sewers. No drainage to support the extension should be connected to any existing surface water sewer, other than as an overflow. Water run-off from any roof or hard paving associated with the development should be directed to a soakaway, or tank or made permeable. This includes any work to front gardens not part of the planning application, which must be permeable or be collected and directed to a permeable area, otherwise it would need an additional permission. A water butt should be incorporated.

4.

Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

5.

Due to the site being within the crane circle for 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. Specific CAA guidance for crane lighting/markings is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking (caa.co.uk).

6.

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 <https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C02%7CPlanningEConsult%40Hillingdon.Gov.UK%7C030c7d1faff4d2a527208dce9e42d8d%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7C638642413420727142%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJB> Til6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=2JRKBQSS0cA4Sii%2Bq6KQ7QkOr4%2FkRExY2%2BZN8Xf97xE%3D&reserved=0. Please refer to the Wholesale; Business customers; Groundwater discharges section.

153 Compulsory Informative (2)

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

DMAV 1	Safe Operation of Airports
DMAV 2	Heathrow Airport
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination

DMEI 13	Importation of Material
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 13A	Advertisements and Shop Signage
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHD 3	Basement Development
DMIN 4	Re-use and Recycling of Aggregates
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
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 DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E10	(2021) Visitor infrastructure
LPP E11	(2021) Skills and opportunities for all
LPP G1	(2021) Green infrastructure

LPP G2	(2021) London's Green Belt
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP HC1	(2021) Heritage conservation and growth
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 SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
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
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development

NPPF4 -24	NPPF4 2024 - Decision making
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

829/APP/2013/1618 Former Royal British Legion Club Sipson Road Sipson

The redevelopment of the existing vacant club/pub site at 560 Sipson Road to accommodate a new 4 storey 54 room hotel with associated parking and landscaping.

Decision: 01-11-2013 Approved

829/APP/2014/4252 Former Royal British Legion Club Sipson Road West Drayton

The redevelopment of the site to accommodate a 7 storey 91 room hotel, including a basement level and associated parking and landscaping.

Decision: 18-11-2015 Refused

829/APP/2015/4724 Former Royal British Legion Club Sipson Road West Drayton

This proposal is for the redevelopment of the site to accommodate a 90 room hotel over 6 storeys, with associated parking, breakfast area, bar and landscaping

Decision: 30-12-2015 No Further
Action(P)

829/APP/2015/4725 Former Royal British Legion Club Sipson Road West Drayton

The redevelopment of the site to accommodate a 6 storey 90 room hotel with a basement level and associated parking, breakfast area, bar and landscaping

Decision: 14-06-2018 No Further
Action(P)

829/APP/2016/2751 Former Royal British Legion Club Sipson Road West Drayton

Demolition of vacant club building (Application for prior notification of proposed demolition)

Decision: 05-08-2016 Approved

829/APP/2016/3167 Former Royal British Legion Club Sipson Road West Drayton

Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.

Decision: 20-06-2017 Approved

829/APP/2019/1502 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to Condition 13 (Access to Buildings for People with Disabilities) of planning reference 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting).

Decision: 26-06-2019 Approved

829/APP/2019/1503 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to Condition 4 (Sustainable Water Management) of planning reference 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting).

Decision: 01-10-2019 Refused

829/APP/2019/1504 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to Condition 17 (Car Parking Lift) of planning reference 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting).

Decision: 29-07-2019 Withdrawn

829/APP/2019/1505 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to Condition 18 (Non Standard Condition) of planning reference 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting).

Decision: 24-07-2019 Withdrawn

829/APP/2019/1506 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to Condition 5 (Landscaping) of planning reference 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting).

Decision: 28-06-2019 Withdrawn

829/APP/2019/1908 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to Condition 12 (Materials & Fenestration Detailing) of planning reference 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting).

Decision: 09-08-2019 Withdrawn

829/APP/2019/2362 Former Royal British Legion Club Sipson Road West Drayton

Section 96a (Non-material amendment) to planning permission Ref: 829/APP/2016/3167 dated 10-09-18 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting) to seek amendment to ground floor and basement layout in accordance with approved car lift arrangement as per drawing 408-00-SK001D.

Decision: 24-07-2019 Withdrawn

829/APP/2019/753 Former Royal British Legion Club Sipson Road West Drayton

Details pursuant to condition 7 (sound insulation and ventilation scheme) of planning permission reference 829/APP/2016/3167 (Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.)

Decision: 29-04-2019 Approved

829/F/84/0371 British Legion Sipson Road Sipson

Erection of a screen wall and beer store.

Decision: 19-04-1984 Approved

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM5	(2012) Sport and Leisure
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
PT1.CI1	(2012) Community Infrastructure Provision

Part 2 Policies:

NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF8 -24	NPPF8 2024 - Promoting healthy and safe communities
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF14 -24	NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment

DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMAV 1	Safe Operation of Airports
DMAV 2	Heathrow Airport
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 13	Importation of Material
DMEI 14	Air Quality
DMIN 4	Re-use and Recycling of Aggregates
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm

DMHB 13A	Advertisements and Shop Signage
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHD 3	Basement Development
DMEI 4	Development on the Green Belt or Metropolitan Open Land
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
LPP G2	(2021) London's Green Belt
LPP D1	(2021) London's form, character and capacity for growth
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 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 E10	(2021) Visitor infrastructure
LPP E11	(2021) Skills and opportunities for all
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
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 GG6	(2021) Increasing efficiency and resilience
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP GG3	(2021) Creating a healthy city
LPP SI1	(2021) Improving air quality
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
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
LPP DF1	(2021) Delivery of the Plan and Planning Obligations

LPP HC1

(2021) Heritage conservation and growth