

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

Case Officer: **Alan Corcoran**

1126/APP/2023/3671

Date Application Valid:	19.01.2024	Statutory / Agreed Determination Deadline:	30.01.2026
Application Type:	Full	Ward:	Heathrow Villages

Applicant: **R Heathrow Ariel Opco Ltd**

Site Address: **Ariel Hotel, 118 Bath Road, Hayes, UB3 5AJ**

Proposal: **Reconfiguration, alteration, and extension of existing hotel (providing additional hotel rooms) (Use Class C1), together with erection of a new apart-hotel building (Use Class C1) on car park land to the north.**

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 £88,533.
- ii. A Carbon Offset sum based on an Updated Energy Strategy (to be submitted to discharge the Updated Energy Strategy condition), with the offset calculation based on £95 per tonne of CO₂ over a 30-year period.
- iii. An Employment/Construction 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 Healthy Streets/Active Travel Zone contribution of £112,700.
- 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 preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That, if the Legal Agreement has not been finalised within six 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 Paragraphs 56-58 of the National Planning Policy Framework (2024), Policy DF1 of The London

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Plan (2021), Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020), and the Planning Obligations Supplementary Planning Document (2014).'

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 0.8 hectare application site is located 170 metres north of Heathrow Airport, at the junction of Bath Road and High Street Harlington. It contains a 1960's four-storey circular hotel building and associated car park. The existing hotel has 186 guest rooms.
- 1.2 The application proposes to intensify the existing hotel use (Use Class C1). The proposed development comprises a two-storey upward extension and alterations to the existing Ariel Hotel to create an additional 113 rooms, increasing the total from 186 to 299 guest rooms. To accommodate the increase in guests, the ground floor area adjacent to the courtyard (currently occupied by a games room, reception, and plant room) would be extended and reconfigured to provide additional seating space for the hotel's ancillary restaurant. 459 sq. m. of outdoor amenity space would be located centrally on the restaurant's roof at first-floor level. The hotel's gross external floor area would increase from 7,540 sq. m. to 11,070 sq. m. – an increase of 3,530 sq. m. The application also proposes the construction of a four-storey building along the north of the Site to contain 99 apart-hotel units (Use Class C1), following the demolition of single-storey garages and the removal of hotel car parking. This building would have a gross external floor area of 4,730 sq. m. The car park would be reduced by 63 spaces – from 118 to 55 – to facilitate the development. Additional soft landscaping (approximately 540 sq. m.) would be introduced around the proposed apart-hotel and site's perimeter, as well as green roofs (approximately 1,720 sq. m.) on the extended hotel and apart-hotel.
- 1.3 Given the application site's planning history and existing hotel use, and following a review of the submitted Sequential Assessment, the principle of intensifying the hotel use (Use Class C1) and constructing an apart-hotel (Use Class C1) on this site is acceptable. The buildings' height, scale, and mass would be comparable to the surrounding context, and it would not unduly impact residential amenity. The proposal represents a contextually appropriate development that aligns with Local Plan and London Plan policy objectives to optimise land near significant transport nodes and support tourism infrastructure. There are no objections from the Council's Urban Design Officer, Landscape Officer, Policy Officer, or Highways Officer. While located on potentially contaminated land, the Council's Land Contamination Officer has no concerns subject to a recommended condition. Noting the Air Quality Management Area (AQMA) and Air Quality Focus Areas, which the site is within, the Council's Air Quality Officer has no objections subject to an air quality mitigation contribution of £88,533 (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

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England's Greater London Archaeological Advisory Service (GLAAS) has no objection subject to conditions.

- 1.4 The Council received one objection from the Harlington Conservation Area Advisory Panel and one individual objection from a resident, which raised concerns regarding the proposed scale and design, impact on neighbouring residential amenity, car parking, and disruption to residents during construction works. These concerns are discussed within this assessment, and it is considered that the matters would not warrant a recommendation for refusal.
- 1.5 The proposal is acceptable and would be consistent with the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.
- 1.6 The planning application is therefore recommended for approval subject to the condition as set out in the appendix and Section 106 Heads of Terms detailed in the 'Summary of Recommendation' section of this report.

2 The Site and Locality

- 2.1 The 0.8 hectare application site is located 170m north of Heathrow Airport, at the junction of Bath Road and High Street Harlington. It contains a 1960's four-storey circular hotel building and associated car park. The existing hotel has 186 rooms. There are several single-storey garages on-site along the northern boundary.
- 2.2 The site is within Potentially Contaminated Land, an Air Quality Management Area (AQMA), an Air Quality Focus Areas (A4 Corridor Focus Area and Harlington Focus Area), and an Archaeological Priority Zone (Heathrow). It is within Flood Zone 1 – the lowest probability of flooding. It is not within a Critical Drainage Area, though it is subject to a small area (approximately 115 sq. m.) of Surface Water Flooding towards the centre of the site. The application site does not contain any Listed Buildings and it is not located within a Conservation Area or Area of Special Local Character.
- 2.3 The site has two existing vehicular accesses. One vehicular access is off the A437 High Street Harlington (to the northwest of the Site) and the second is to the south off Bath Road. The site has good access to public transport, with a Public Transport Accessibility Level (PTAL) of 4, on a scale of 0 to 6b, where 6b is the highest. There are 118 surface car parking spaces on the site surrounding the hotel.
- 2.4 There is a six-storey hotel to the east of the site. To the south of the site, on the opposite side of Bath Road, are three-storey commercial properties and Heathrow Airport. Three and four-storey residential blocks neighbour the site on the opposite side of Marlborough Crescent to the north. To the west, on the opposite side of High Street Harlington, is a four-storey office building.

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Figure 1: Location Plan (application site edged red)

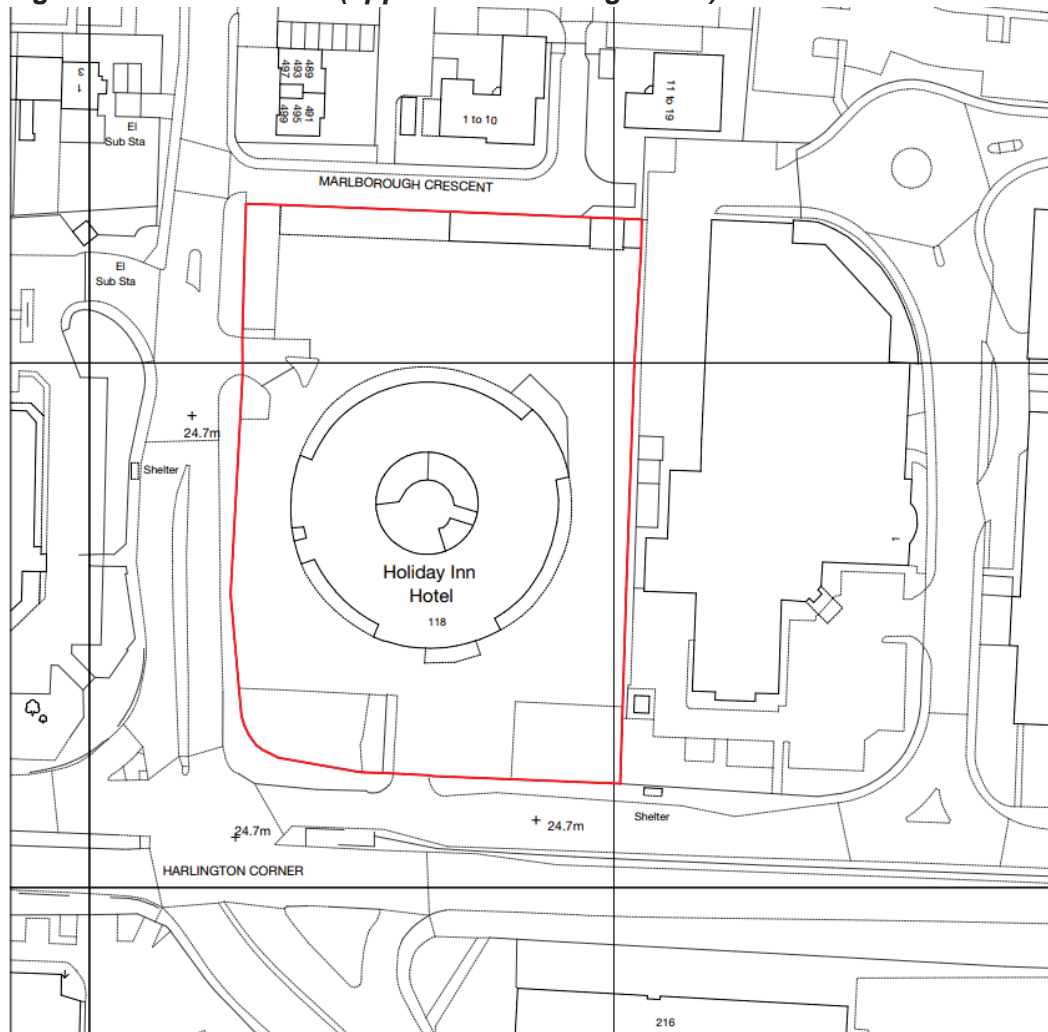


Figure 2: Aerial View of the Application Site

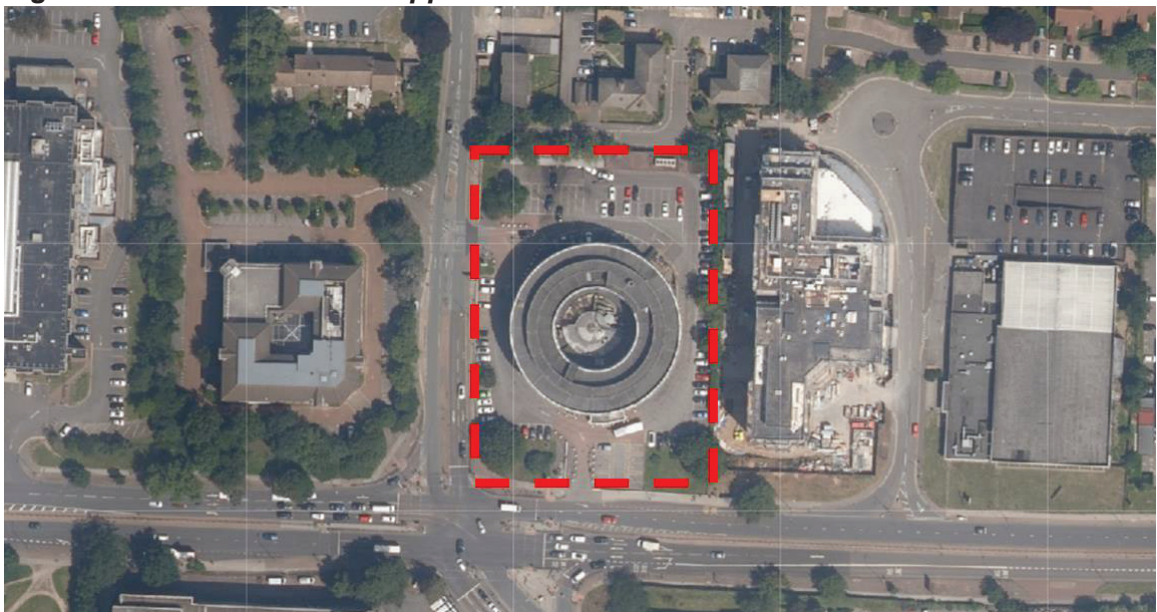


Figure 3: Aerial View of the Application Site



Figure 4: Street View Image of the Application site facing north



Figure 5: Street View Image of the Application site facing northwest



Figure 6: Street View Image of the Application site facing northeast



Figure 7: View From the Site (Facing East), Including On-Site Garages (to be Demolished) and Neighbouring Hotel



3 Proposal

- 3.1 The Applicant proposes to reconfigure, alter, and extend the existing hotel and construct a new apart-hotel building along the north of the site.
- 3.2 The proposal comprises an additional 113 hotel rooms within a two-storey upward extension to the existing hotel. This extension would increase the hotel's capacity from 186 guest rooms to 299. The hotel's facades would be updated and entirely reclad with new aluminium cladding and composite windows to match the proposed apart hotel to the north. The hotel would increase in height from four storeys (approximately 14 metres) to six storeys (approximately 20 metres), retaining its distinct circular, centric ring layout. To accommodate more guests,

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the ground floor area adjacent to the internal courtyard (currently occupied by a games room, reception, and plant room) would be extended and reconfigured to provide additional seating space for the hotel's ancillary restaurant. 459 sq. m. of outdoor amenity space would be located centrally on the restaurant's roof at first-floor level. The hotel's gross external floor area would increase from 7,540 sq. m. to 11,070 sq. m, an increase of 3,530 sq. m. The extended hotel would have a 764 sq. m. green roof with photovoltaic panels.

- 3.3 The proposal also includes the construction of 99 apart-hotel units across a standalone four-storey building that would be located to the north of the existing hotel. The apart-hotel would be constructed following the demolition of the existing single-storey garages and the removal of surface-level hotel car parking spaces. The apart hotel would measure approximately 70 metres wide and 17.5 metres deep and have a height of approximately 13 metres (four storeys). It would have a gross external floor area of 4,730 sq. m. The apart hotel would have a 956 sq. m. green roof with photovoltaic panels.
- 3.4 The site's two existing vehicular accesses would be retained. The High Street access would facilitate two-way movements into and out of the site, while the Bath Road access would facilitate inbound movements only. The car park would be reduced by 63 spaces – from 118 to 55 – to facilitate the proposed development, and additional soft landscaping would be introduced.

Figure 8: Proposed Plan and Landscape Plan (please note – larger version of plan can be found in the Committee Plan Pack)

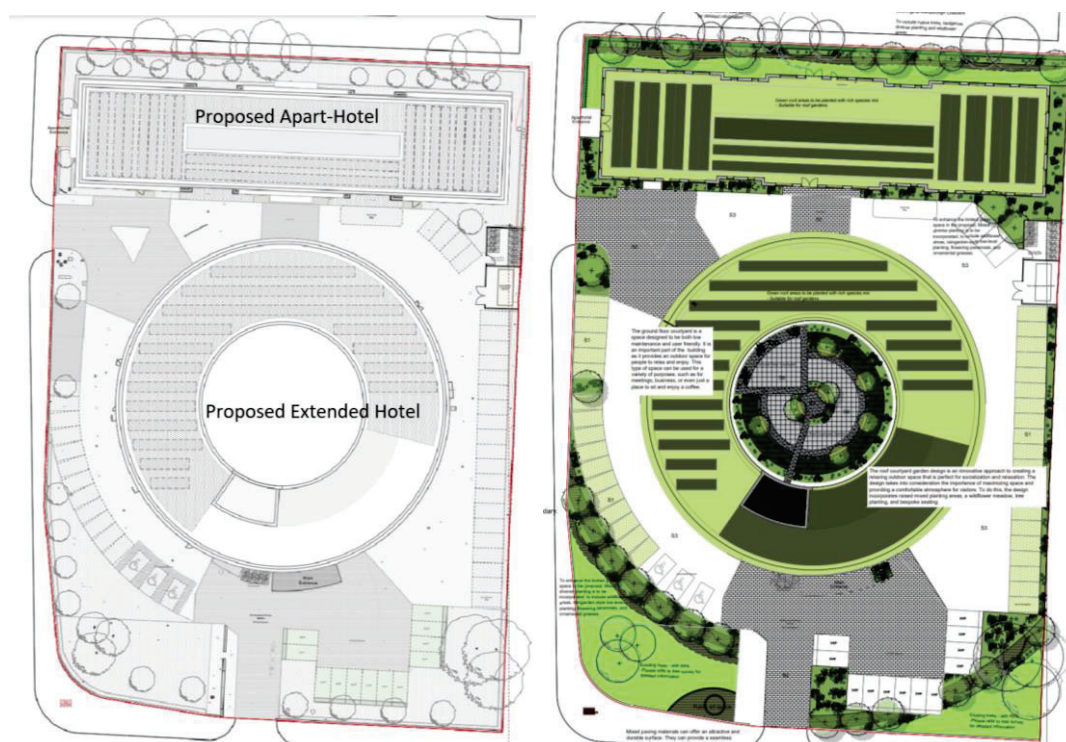


Figure 9: Proposed Hotel South Elevation Facing Bath Road



Figure 10: Proposed Apart-Hotel North Elevation Facing Marlborough Crescent



Figure 11: Proposed Apart-Hotel West Elevation Facing High Street Harlington



4 Relevant Planning History

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

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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 114 neighbouring properties and the Harlington Village Residents Association on 30-01-2024. The Council also advertised the application with a site notice and press notice on 15-02-2024. The consultation expired on 07-03-2024. Following the submission of revised drawings a re-consultation was undertaken on 15-12-2025 and expired 31-12-2025.
- 6.2 The Council received one objection from the Harlington Conservation Area Advisory Panel and one individual objection from a resident in response to the public consultation. The consultee responses 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 Harlington Conservation Area Advisory Panel and one individual objection from a resident.	i) The proposed scale and design	Discussed at paragraphs 7.11 to 7.15 of this report.
	ii) impact on neighbouring residential amenity	Discussed at paragraphs 7.16 to 7.29 of this report.
	iii) car parking	Discussed at paragraphs 7.30 to 7.35 of this report.
	iv) disruption to residents during construction	Discussed at paragraph 7.45 of this report.

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

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	with GLAAS' recommendations.
Transport for London (TfL): No objection.	Noted
Metropolitan Police Design Out Crime: No comments received.	A condition has been recommended regarding 'Secured by Design' accreditation.
National Air Traffic Services: No objection.	Noted
Heathrow Airport: No objection subject to conditions regarding Bird Hazard Management Plan and PV panel glare assessment. Informative recommended regarding the Bird Hazard Management Plan, cranes, landscaping, and lighting.	Conditions and informatives have been recommended in line with Heathrow Airport's recommendation.
Thames Water Utilities: No objection subject to recommended informative regarding wastewater assets.	An informative has been recommended in line with the Thames Water Utilities' recommendations.
London Fire Brigade: No comments.	Noted.
<u>Internal Consultee Comments</u>	
Urban Design and Landscape Officer No objection subject to a condition regarding external materials.	A condition has been recommended in line with the Urban Design Officer's request.
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.	These requests are recommended Heads of Terms to be secured in the S106 Agreement.
Access Officer Recommendations received regarding disabled person car parking provision and 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 a Car Parking Design and Management Plan and a Construction Logistics Plan as well as a Section 106 Agreement contribution of £112,700 towards Healthy Streets/Active Travel Zone improvements.	Condition have been recommended in line with the Highways Officer's recommendations and a Section 106 clause is included in the recommended Heads of Terms.
Air Quality Officer No objection subject to an Air Quality Mitigation contribution of £88,533 secured by a Section 106 Agreement and conditions regarding a low emission strategy (LES) and reducing emissions from demolition and construction.	A S106 financial contribution is included in the recommended Heads of Terms and conditions have been recommended in line with the Air Quality Officer's recommendations, except for LES, as the travel plan and electric vehicle charging spaces are covered by separate conditions.
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 conditions requiring a revised Energy Strategy and 'be seen' energy monitoring, and a carbon offset contribution based on the updated Energy Strategy secured by a S106 Agreement.	A S106 carbon offset contribution clause is included in the recommended Heads of Terms. Condition have been recommended in line with the Environmental Specialist (Energy and Biodiversity).
Flood Risk and Drainage Consultant	Conditions have been recommended to

Additional Surface Water Runoff details requested, and a Detailed Drainage Design condition recommended.	ensure the detailed design aligns with the Drainage Consultant's recommendations.
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7 Planning Assessment

Principle of Development

- 7.1 The principle of a hotel use on this site has been established by the long-standing use of the site as a hotel since the 1960s.
- 7.2 This application seeks to create a further 113 hotel guest rooms (Use Class C1) – increasing capacity from 186 to 299 guest rooms – by constructing a two-storey upward extension to the Ariel Hotel. The application also proposes the construction of a four-storey building to contain 99 apart-hotel units (Use Class C1) along the north of the site to replace car parking and single-storey garages.
- 7.3 The Applicant submitted a Sequential Assessment to demonstrate why it is an appropriate hotel location, despite not being in a Town Centre or Hotel Growth Location.
- 7.4 The application states that the additional hotel rooms and apart-hotel units would be managed by the existing hotel provider.
- 7.5 The submitted Sequential Assessment concludes that ‘An extensive search was taken within the relevant catchment area for potential sites that could host the proposed development. It has been identified that no sites located within a town centre or edge of centre location would be suitable, available, and viable for the proposed hotel scheme, despite allowing for flexibility with the type and size of scheme.’
- 7.6 Although the proposal is not within a Town Centre location, the proposed additional hotel rooms and apart-hotel units (Use Class C1) would be within an existing hotel site and would be adjacent to a neighbouring hotel and to Heathrow Airport.
- 7.7 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 the demonstrated limited availability of land for hotels in relevant Town Centres is considered in relation to the strategic need for serviced visitor accommodation, as outlined in The London Plan (2021) and its associated evidence base, it is apparent that the need for serviced visitor accommodation cannot be met solely on Town Centre and Edge-of-Centre sites. A refusal of the application on this basis is therefore not justified or recommended.

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- 7.8 The proposal would help to meet the demand for visitor accommodation linked to Heathrow Airport, intensifying the use of an established hotel with good public transport links. The principle of development is acceptable in this instance.
- 7.9 Given that there are no specific internal living standards set within the development plan for visitor accommodation, a condition restricting occupation to no more than 90 days within a calendar year is to be attached to the decision notice. This is essential for an apart-hotel and / or hotel development to ensure the accommodation operates as genuinely short-term, visitor accommodation rather than functioning as de facto permanent residential units. Such a control helps maintain compliance with planning policies that distinguish commercial hospitality uses from residential use. Additionally, the restriction supports proper management of guest turnover, reinforces the business model's alignment with tourism objectives, and provides the local authority with a clear, enforceable mechanism to prevent misuse of the premises.
- 7.10 The proposal complies with the aims of Policy E10 of The London Plan, Policy E2 of the Hillingdon Local Plan Part 1, and Policy DME 5 of the Hillingdon Local Plan Part 2.

Design/Impact on the Character and Appearance of the Area

- 7.11 The proposed design has evolved through the pre-application and application process and responds positively to officer's inputs. With regards to the existing hotel extension, it is clear from the site photos that the existing building is of some architectural merit but needs refurbishment works both internally and externally in order to enhance its visitor accommodation offering. The proposal comprises the extension of the existing hotel in the form of a two storey upward extension and the refurbishment of the existing external façade with a more modern cladding in terms of specification, but the appearance would be more akin to the design of original building which dates to the 1960's. The proposal also brings forward enhancements to the existing courtyard which is located within the centre of the circular shaped building. In terms of scale, bulk, massing, the upward extension is modest and would not appear over dominant. The proposed façade treatments are a vast improvement in both sustainability and appearance. The soft landscaping enhancements to the central courtyard are also welcomed.
- 7.12 Turning to the new apart-hotel building, this would be located to the northern end of the car park. Further north there are a cluster of residential blocks of apartments ranging from 3 to 4 stories in height. To the east lies the rear elevation of the Courtyard by Marriot Hotel which extends up to 6 stories in height. The proposed new building would be set away from the northern boundary and would extend up to 4 stories in height. The height of the new building is comparable with the residential blocks to the north and although the building would extend almost the entire width of the site articulation has been proposed to the most prominent elevations (the front and rear) in the form of a modest 3 storey projection around the eastern and western elevations and the centre of both the front and rear façade. This in combination with the use of an alternative façade treatment helps to break up the extent of the façade reducing the visual bulk and massing. The

introduction of a new ground floor entrance from the proposed apart hotel onto High Street, Harlington would contribute to the activation and visual animation of the public realm, particularly along a pedestrian route frequently used by those accessing bus stops on Bath Road. The entrance is a welcome addition. As stated above the height and scale of the proposed apart hotel building and extended hotel building would have due regard to the local context and surrounding developments, including the apartments to the north, hotels to the east, and offices to the west.

- 7.13 Furthermore, by utilising the same materials on both buildings would create a cohesive architectural appearance. The development's design and appearance would be in keeping with the area's character, and the proposed building would sit comfortably within the streetscene.
- 7.14 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.
- 7.15 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

- 7.16 There are homes within a four-storey residential block situated 18.3 metres to the north of the proposed apart-hotel on the opposite side of Marlborough Crescent. There are no concerns regarding direct overlooking or outlook impacts, given the intervening street, the separation distance, building heights, design, and the existing and proposed soft landscaping and boundary treatment. Whilst the separation distance does fall modestly short of the 21 metre separation distance set out within DMHB 11 of the Local Plan, there is generally a more flexible approach taken to this separation distance where the existing and proposed windows are separated by a street.
- 7.17 A daylight and sunlight assessment has been submitted in support of the application. The study has been undertaken in accordance with the Building Research Establishment (BRE) guidance *Site layout planning for daylight and sunlight – A guide to good practice* (Third Edition, 2022). The assessment considers the potential impact of the proposed development at the Ariel Hotel, 118 Bath Road, Harlington, on the daylight and sunlight received by neighbouring properties.
- 7.18 The submitted Daylight and Sunlight Assessment identifies that out of 108 windows assessed, only six—all at ground-floor level at 1–10 Marlborough Crescent—fall marginally below the BRE guidelines for Vertical Sky Component (VSC) and the 0.8 retained daylight ratio threshold. These windows experience VSC values of 23–25% and daylight ratios of 0.77–0.79 times existing. The GLA's independent review (Representation Hearing Report D&P/3067/03) confirms that in an urban environment, VSC values above 20% are “reasonably good,” and

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values in the mid-teens are generally acceptable. All six affected windows retain VSC levels well above 20%, ranging from 23% to 25%.

- 7.19 The BRE Guidance (2022) explicitly states that its numerical criteria are “not mandatory” and should be interpreted flexibly, particularly where site context or urban form necessitates greater massing. The London Plan and Housing SPG reiterate the need for sensitive, non-rigid application of BRE targets in higher-density areas. The assessment notes that the site lies within a highly urbanised location adjacent to Heathrow Airport, where more constrained daylight outcomes are normal and expected.
- 7.20 Of 108 windows tested, only six show any shortfall. BRE Appendix H classifies impacts affecting only a small number of windows, and where shortfalls are “only just outside the guidelines,” as minor adverse—not significant. This is precisely the scenario identified in the assessment.
- 7.21 The NPPF requires Local Planning Authorities to take a flexible approach to daylight/sunlight where strict application would inhibit making efficient use of a site, particularly where housing or accommodation needs must be met. Whilst this application does not propose residential accommodation, there is a demand for visitor accommodation across London which cannot currently be met within Town Centre locations. As such this development would go some way to addressing this demand and the principle of taking a more flexible approach advocated within the NPPF is accepted here. The assessment concludes that, in this planning context, these small shortfalls represent an acceptable consequence of optimising the site to meet a recognised need, which aligns with national policy direction.
- 7.22 Although the reductions are noticeable, the resulting daylight levels (23–25% VSC and 0.77–0.79 retained daylight) remain within the range considered good for urban residential conditions. They do not fall into thresholds associated with poor amenity or unacceptable harm (e.g., VSC below 10%).
- 7.23 The daylight shortfalls identified at six windows represent very minor deviations from BRE guidance, occurring only in a small number of locations and retaining daylight levels that remain good for an urban context. National and London-wide policy explicitly supports flexibility in applying daylight standards where needed to make efficient use of land. Taking these factors together, the assessment robustly demonstrates that these shortfalls constitute a minor and acceptable impact in planning terms.
- 7.24 BRE Guidelines are advisory rather than mandatory. Flexibility regarding sunlight reduction is appropriate and expected in urban areas, such as the location of the proposed development. Section 3.2.10 of the BRE Guidelines states, ‘if the existing building stands unusually close to the common boundary with the new development or has a large balcony or overhang above the window, then a greater reduction in sunlight access may be unavoidable. The guidelines are purely advisory. Planning authorities may wish to use different criteria based on the requirements for sunlight in particular types of developments in particular areas.

Sometimes a larger reduction in sunlight may be necessary if new development is to match the height and proportion of existing buildings nearby.'

- 7.25 All assessed windows would fully meet the recommendations contained within the BRE Guidance in relation to Annual Probable Sunlight Hours (APSH). As such, the impact to these windows regarding access to sunlight is acceptable.
- 7.26 Out of the 108 windows evaluated, six windows at 1-10 Marlborough Crescent would not fully meet the recommendations outlined in the BRE Report. These six windows would experience a slight decrease in daylight, falling below 27 per cent Vertical Sky Component (VSC) and less than 0.8 times the existing level. The proposed level of daylight would exceed 23 per cent VSC at all windows. Furthermore, the proposed level of daylight would be between 0.77 and 0.79 times the existing level of daylight. While this reduction may be noticeable, these deviations from BRE Guidance are minimal and fall within the tolerances specified in the GLA's Hearing Report guidelines for London and urban areas. As such, this slight impact is, on balance, acceptable within the site's context and would not warrant a recommendation for refusal.
- 7.27 The submitted analysis demonstrates that on the 21st of March, whilst there would be a slight reduction in the amount of outdoor amenity space that receives direct sunlight, over at least half of the area would continue to receive direct sunlight. Therefore, the impact on this amenity space would not be significant and is acceptable in the urban context.
- 7.28 Please see relevant sections below regarding noise.
- 7.29 The proposed scheme is supported and would not be overdevelopment or cause undue impacts on residential amenity. It complies with the aims of Policy D3 of The London Plan and Policy DMHB 11 of the Local Plan Part 2.

Highways and Parking

- 7.30 The Applicant submitted a Transport Assessment, a Vehicular Trip Generation Note, a Travel Plan, Interim Construction Management Plan and an Interim Construction Logistics Plan.
- 7.31 The site is located on the A4 Bath Road, Harlington, immediately adjacent to the junction with the A437 High Street Harlington. It is located approximately 2.7km, 5.1km, and 5.4km northeast of Heathrow Terminal 2 and 3, Heathrow Terminal 4, and Heathrow Terminal 5, respectively. The A437 High Street Harlington borders the site to the west, the A4 Bath Road to the south, Marlborough Crescent to the north, and the Courtyard by Marriott London Heathrow Airport Hotel to the east. The site is situated in a location with a Public Transport Accessibility Level (PTAL) of 4, where a score of 0 indicates very poor access to public transport and 6 indicates excellent access.
- 7.32 The Council's Highways Team has been consulted and raised no objection to the proposed development, subject to conditions regarding a Car Parking Design and

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Management Plan and a Construction Logistics Plan, as well as a Section 106 Agreement contribution of £112,700 towards Healthy Streets/Active Travel Zone improvements. Appropriate highways conditions are recommended in this planning assessment and recommendation, and a Section 106 clause is included in the recommended Heads of Terms.

- 7.33 The site's two existing vehicular accesses would be retained. The High Street access would facilitate two-way movements into and out of the site, while the Bath Road access would facilitate inbound movements only. The proposed development would have 55 on-site car parking spaces, a reduction of 63 spaces from the current 118 on-site car parking spaces. Twelve spaces would be fitted with active electric vehicle charge points (EVCPs). Six per cent of all parking provision (three spaces) would be designated as disabled person parking, whilst a further four per cent would be enlarged bays (two spaces). The Applicant proposes twenty secure and covered long-stay cycle spaces for staff and eight short-stay cycle spaces for guests.
- 7.34 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'. The proposed reduction in car parking is supported in this PTAL 4 area, which has good public transport connections. The provision of twelve active EVCPs and twenty-eight cycle parking spaces exceeds the London Plan policy requirements and is therefore acceptable. The proposed blue badge car parking bay and enlarged bay provision comply with The London Plan. Conditions are recommended to ensure their delivery and ongoing availability.
- 7.35 Subject to the recommended conditions and obligations to be secured under the section 106 legal 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

- 7.36 The Site is within an Air Quality Management Area (AQMA) and Air Quality Focus Areas (A4 Corridor Focus Area and Harlington Focus Area).
- 7.37 The Applicant has submitted an Air Quality Assessment with their application.
- 7.38 The proposed development would be air quality neutral, however, it would not be air quality positive. Therefore, further appropriate mitigation is required.
- 7.39 Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant offsetting will be applied. The level of mitigation required associated with the operational phase of the proposed development is calculated using Defra's Damage Cost Toolkit in this instance. Any proposed mitigation measures are evaluated in terms of their likely impact on local

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air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When quantification is not possible, a flat-rate discount is applied. The mitigation required to offset the proposed development's traffic emissions in this instance is £88,533.

7.40 The Council's Air Quality Officer has been consulted and raised no objection subject to an air quality mitigation contribution of £88,533 secured by a section 106 legal agreement and a condition regarding reducing emissions from demolition and construction. This S106 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.

7.41 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

7.42 The Applicant submitted an Environmental Noise Impact Assessment Report for Planning 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. The report concludes that 'adverse effects are unlikely to occur at the proposed development if appropriate mitigation measures are implemented, for which the specified external building fabric has been provided.'

7.43 The closest neighbouring development is a hotel to the east, while a residential block is located on the opposite side of Marlborough Crescent to the north. The proposed apart-hotel and upward hotel extension would not contain a large internal floor area allocated for conference or banqueting purposes. Given the separation distance and nature of the proposed development, it is considered that the proposals would not cause undue noise disturbance to nearby residents or hotel.

7.44 The Council's Noise Pollution Officer has reviewed the submission and raised no objection or concerns about noise and vibration given the transient nature of the hotel and apart-hotel use and context of the proposed development on an existing hotel site adjacent to an airport.

7.45 A Construction Management Plan condition is recommended to mitigate and manage potential noise disturbances.

7.46 The proposal complies with Policies D13 and D14 of The London Plan.

Accessibility

7.47 The supporting Planning Statement states that the proposals include two additional accessible hotel rooms. Lifts and stair cores servicing the existing hotel

floors are to be extended to serve the two proposed additional storeys. The proposed apart-hotel would also contain lifts and stair cores.

- 7.48 Six per cent of all car parking provision (three spaces) would be designated as disabled person parking, whilst a further four per cent would be enlarged bays (two spaces). This level of disabled person car parking is supported and recommended to be secured by condition.
- 7.49 To comply with The London Plan, nine per cent (ten hotel rooms) of the 113 additional proposed Ariel Hotel bedrooms and nine per cent (nine apart-hotel units) of the 99 proposed apart-hotel units must 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 and one apart-hotel unit) must be fitted with a tracked hoist system and have an adjoining door to a standard bedroom. A planning condition is recommended to ensure policy compliance is achieved.
- 7.50 The Council's Accessibility Officer has reviewed the proposal and made recommendations regarding disabled person car parking, enlarged car parking bays, and hotel and apart-hotel room accessibility. Appropriate conditions to secure these requirements are recommended should the application be determined for approval.
- 7.51 Subject to the recommended conditions, the proposed development complies with Policies D5 and D12 of The London Plan.

Urban Greening, Landscaping, and Public Realm

- 7.52 The existing site lacks significant levels of soft landscaping and consists of mostly of hardstanding and buildings.
- 7.53 The Applicant submitted an Arboricultural Impact Assessment and Method Statement, a Tree Protection Plan and a landscape strategy which detailed trees on and close to the Site, the tree species, and their quality and spread, as well as proposed planting and landscaping.
- 7.54 There are five category B trees, ten category C trees, and one category U tree assessed and identified on and immediately around the Site. None of the trees are protected by a Tree Preservation Order or by Conservation Area designations. The submitted Assessment states that no trees would be removed to enable the proposed development and there would be no construction within the Root Protection Areas of retained trees. The proposed landscape strategy proposes the introduction of mixed, diverse planting to include wildflower areas, raingarden-style low-level planting, specimen planting, flowering perennials, and ornamental grasses, as well as new block paving, grasscrete to most of the retained car parking spaces, and new hedges and trees around the proposed apart-hotel and Site's perimeter. The proposed landscape enhancements are supported, and a condition is recommended to ensure the improvements are delivered on-site.

- 7.55 Policy DMEI 1 of the Local Plan Part 2 requires all major development to incorporate living roofs and/or walls. The proposal includes a 764 sq. m. green roof on the apart-hotel and 956 sq. m. of green roof introduced to the roof of the extended hotel.
- 7.56 Subject to conditions, the proposal would comply with Policy G5 of The London Plan and Policy DMHB 14 of the Local Plan Part 2.

Biodiversity

- 7.57 The Applicant submitted a Preliminary Ecological Appraisal and Preliminary Roost Assessment and landscape strategy, which finds that there are no notable habitats on the site and 'negligible' bat roosting suitability as no potential bat roost features were recorded.
- 7.58 As the application was submitted in January 2024, it is not subject to recent Biodiversity Net Gain requirements. Nonetheless, the proposal would see a notable uplift in biodiversity on the site as it is currently predominantly extensive hardstanding and buildings, and the proposed layout would contain soft landscaping and planting features at ground level. The Preliminary Ecological Appraisal proposed enhancements, including additional native planting, pollinator friendly plant species, the installation of two bat boxes, and installation of one bird box. Furthermore, there would be 764 sq. m. of green roof included on the apart-hotel and 956 sq. m. of green roof introduced to the roof of the extended hotel that would contribute to the site's improved biodiversity.
- 7.58 The Council's Environmental Specialist (Energy and Biodiversity) reviewed the submitted biodiversity details and raised no objection regarding the proposed development.
- 7.59 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

- 7.60 The Site is in Flood Zone 1 (lowest flood risk). It is not within a Critical Drainage Area, though it is subject to a small area (approximately 115 sq. m.) of surface water flooding towards the centre of the site. The existing site comprises mostly of hardstanding and buildings. As such, there are minimal natural forms of attenuation within the site boundary.
- 7.61 The Applicant submitted a Flood Risk Assessment and Drainage Strategy. The application states that '*there is insufficient space to incorporate infiltration-based drainage. Therefore, in accordance with the drainage hierarchy, an attenuation-based surface water drainage strategy, with disposal to the existing surface water sewer is proposed.*' Post-development surface water discharge is proposed to be restricted to a rate of 3.5 litres per second. This would provide more than betterment over the existing brownfield situation. On-site attenuation would be

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provided within a cellular attenuation tank measuring eight metres by 17 metres by 0.8 metres deep (108.8m³ storage). Furthermore, the development would introduce approximately 540 sq. m. of new soft landscaping around the proposed building, ensuring a reduction in runoff from the site compared to the existing scenario.

- 7.62 The Council's Flood Risk and Drainage Consultant has reviewed the submission and recommended further details to be submitted to ensure acceptable flood and surface water runoff and drainage mitigation. Appropriate conditions are recommended as part of this planning recommendation.
- 7.63 Subject to the recommended conditions, the proposed development is acceptable regarding 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

- 7.64 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.
- 7.65 Subject to the recommended condition, the proposal complies with Policy SI 5 of The London Plan.

Energy and Sustainability

- 7.66 The Applicant has submitted a Sustainability, Energy and Overheating Statement and a Whole Life Carbon Assessment. They have also submitted a Circular Economy Statement.
- 7.67 Rooftop photovoltaic (PV) panels are proposed to generate renewable electricity on-site. The proposal would also incorporate Air Source Heat Pumps (ASHP) to serve the space heating and cooling demands, and water heating demands of the proposed apart-hotel and the proposed extension to the existing Ariel Hotel.
- 7.68 The application provides a positive approach to carbon reduction and concludes that there would be a cumulative onsite saving of 89.8 per cent from a baseline position. The development consists of modifications to an existing hotel structure and a new apart-hotel building. The submitted assessment is not broken down into parts (existing and new), making it difficult to determine if policy-compliant carbon savings would be achieved. The new build is required to fully meet the requirements of Policy SI2 of The London Plan (i.e. achieving zero carbon with a minimum 15 per cent saving from energy efficiency and a minimum 35 per cent saving on site), whilst flexibility is allowed for in the modifications to the existing building providing a net zero carbon solution is delivered (i.e. the total carbon emissions resulting from the upward extension are offset either through the whole

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of the modification, within the fabric of the current building, a combination of these, or with any shortfall to be secured through a Section 106 contribution to the Council's Carbon Offset Fund. A carbon offset payment, priced at £95 per tonne of CO2 per year (over 30 years) is to be secured via the Section 106 legal agreement following review of a revised Energy Strategy, which is recommended to be secured by condition.

- 7.69 The Council's Environmental Specialist (Energy and Biodiversity) reviewed the submitted details and raised no objection subject to conditions requiring a revised Energy Strategy and 'be seen' energy monitoring, and a carbon offset contribution based on the updated Energy Strategy secured by a S106 Agreement.
- 7.70 Subject to the recommended S106 obligation and 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

- 7.71 The Applicant submitted a Waste Strategy within the Transport Assessment and a Design and Access Statement.
- 7.72 Refuse collections would be accommodated via a loading bay adjacent to the proposed bulk waste storage container located on the north-eastern corner of the site. This would be managed privately and serviced from within the site.
- 7.73 The Council's Waste Services Team has reviewed the submitted documents and raised no objection to the proposed development.
- 7.74 The proposal is therefore deemed to comply with Policy SI 7 of The London Plan and DMHB 11 of the Local Plan Part 2.

Land Contamination

- 7.75 The Site is within a Potentially Contaminated Land area.
- 7.76 The Applicant submitted a Phase 1 Site Investigation and Preliminary Risk Assessment. The Assessment has identified on-site and off-site potential sources of contamination that would require further investigation and recommends that a ground investigation is undertaken to enable preliminary foundation design.
- 7.77 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.
- 7.78 Subject to condition, the proposal is considered to comply with Policies DMEI 11 and DMEI 12 of the Local Plan Part 2.

Fire Safety

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- 7.9 The Applicant submitted a Fire Statement, detailing the key fire safety features of the building. The existing first, second, and third floors of the hotel would remain largely unchanged except for a new evacuation lift and refuge space in each of the stair cores to accord with current building and fire regulations. The apart-hotel would be provided with evacuation lift and refuge space in the stair cores. The London Fire Brigade has been consulted and stated that they 'have no observations to make' regarding the proposed development.
- 7.80 The technical aspects of the materials to be used in any development, in relation to fire safety, are considered under the Building Act (1984) and specifically the Building Regulations, Approved Document B amended version (2022). These require minimum standards for any development, although the standards would vary between residential and commercial uses and in relation to new build and change of use/conversions. The Regulations cover a range of areas including structure and fire safety. Any person or organisation carrying out development can appoint either the Council's Building Control Service or a Private Approved Inspector to act as the Building Control Body (BCB), to ensure the requirements of the Building Regulations are met. The BCB carry out an examination of drawings for the proposed works and make site inspections during construction work to ensure the works are carried out correctly. On completion of work the BCB would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.
- 7.81 The fire strategy will be subject of further review during the detailed design stages to ensure compliance with relevant building design requirement including the relevant Building Regulations and other recommendations set out in BS9991:2015, Fire safety in the design, management and use of residential buildings – Code of practice and BS 9999: 2017, Fire safety in the design, management and use of buildings - Code of practice.
- 7.82 The proposal is considered to comply with the Policy D12 of The London Plan.

Archaeological Impact

- 7.83 The site is within an Archaeological Priority Zone.
- 7.84 Accordingly, the Applicant submitted an Archaeological Heritage Assessment, which concluded that *'significant ground disturbance has occurred within the immediate footprint of the existing building, and potentially to a lesser extent within the car park. It is possible that further archaeological work will be required, this should be confirmed in conjunction with Greater London Archaeological Advisory Service (GLAAS), consideration can be given to conditioning this work on an approved application'*.
- 7.85 The Local Planning Authority consulted Historic England's GLAAS, who 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,

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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.

- 7.86 The requested condition and informative are therefore recommended to be attached should the application be determined for approval.
- 7.87 Subject to condition, the proposal is deemed to comply with the NPPF, Policy HC1 of The London Plan, and Policy DMHB 7 of the Local Plan Part 2.

Odour

- 7.88 The two additional floors proposed to the hotel would not include ancillary kitchen facilities. The apart-hotel unit would include cooking facilities. A planning condition is recommended regarding extraction and odour control to protect amenity.
- 7.89 Subject to condition, the proposal complies with Policy D13 of the London Plan and Policies DMHB 11 of the Local Plan Part 2.

Planning Obligations

- 7.90 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 development schemes, where development has infrastructure needs that are not addressed through CIL, and to ensure that development proposals provide or fund improvements to mitigate site-specific impacts made necessary by the proposal. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.
- 7.91 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 reasonable related in scale and kind to the development
- 7.92 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.

7.93 The proposed Section 106 Heads of Terms are as follows:

- i. Air Quality Mitigation contribution of £88,533.
- ii. A Carbon Offset sum based on an Updated Energy Strategy (to be submitted to discharge the Updated Energy Strategy condition), 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 Healthy Streets/Active Travel Zone contribution of £112,700 within the London Borough of Hillingdon.
- vi. 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.

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- 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) – 3,530 sq. m.
Apart-Hotel (Use Class C1) – 4,730 sq. m.
Total – 8,260 sq. m. (Use Class C1)
- 8.9 The construction of these floor areas results in the following CIL charges:
- Local CIL – £545,090.30
Mayoral CIL – £587,210.91
- 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 (Use Class C1) and Apart-Hotel (Use Class C1) is supported in this instance. The Local Planning Authority has worked with the Applicant to refine the development's design during the application process, securing additional planting, a reduction in hardstanding, and refinement and details regarding the buildings' external materials. The buildings' height, scale, and mass are compatible with the height and scale of surrounding development, while the additional soft landscaping (approximately 540 sq. m.) and recladding of the existing hotel would enhance the site's appearance and contribution to the public realm.
- 9.2 The additional tree, hedge, shrub, and flower planting and 1,720 sq. m. of green roofs would enhance the site's biodiversity. The scheme would not unduly impact neighbouring amenity. There are no objections from the Council's Urban Design Officer, Landscape Officer, Policy Officer, or Highways Officer. 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.

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Noting the Air Quality Management Area (AQMA) and Air Quality Focus Areas, which the Site is within, the Council's Air Quality Officer has no objections subject to an air quality mitigation contribution of £88,533 (contained within the Section 106 Heads of Terms) and planning conditions, which have been recommended.

- 9.3 The proposal is acceptable and would be consistent with the National Planning Policy Framework, The London Plan, and Hillingdon Local Plan.
- 9.4 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@hillingdon.gov.uk.

APPENDICES

Planning Application

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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:

1041-130-Rev-P2
1041-131-Rev-P2
1041-99-Rev-P4
AFA-379-P-001-Rev-SK3
1041-100-Rev-P2
1041-107-Rev-P5
1041-110-Rev-P3
1041-120-Rev-P3
1041-121-Rev-P3
1041-122-Rev-P3
1041-123-Rev-P4
1041-124-Rev-P4
1041-125-Rev-P4
1041-108-Rev-P3 WIP
1041-109-Rev-P4 WIP
1041-101-Rev-P2
1041-102-Rev-P2
1041-103-Rev-P2
1041-104-Rev-P2
1041-105-Rev-P2
1041-106-Rev-P2;

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:

- Transport Assessment-Issue 5, prepared by Cole Easdon, dated October 2024
- Vehicular Trip Generation Note, Technical Note 928501-Issue 2, prepared by Cole Easdon, dated October 2024
- Flood Risk Assessment and Drainage Strategy, Issue 3, prepared by Cole Easdon, dated August 2024
- Planning Statement, prepared by hybrid planning and development, dated May 2024
- Air Quality Assessment-Rev-1, Ref: 23-11004, prepared by Syntegra Consulting, dated 18.09.2023
- Arboricultural Impact Assessment and Method Statement, ref: 23-1584-Report, prepared by Canopy Consultancy, dated September 2023
- Archaeological Heritage Assessment, ref: ABRS Report No 2023-BRHL_v2, prepared by Archaeological Building Recording Services, dated November 2023
- Circular Economy Statement, prepared Iceni Projects, dated December 2023
- Environmental Noise Impact Assessment Report for Planning, Reference 20432.ENIA-RPT.01, prepared by ES Acoustics Ltd, dated 15.09.2023
- Fire Statement-V3, ref: BB-LPFS-16057-BC-03, prepared by BB7, dated 04.12.2023
- Phase 1 Site Investigation & Preliminary Risk Assessment, Report No: 1144.01.02, prepared by Remada Geo Consultants, dated September 2023
- Preliminary Ecological Appraisal and Preliminary Roost Assessment-Issue-2, prepared by arbtech, dated 16.08.2023
- Letter, Pre-Planning Enquiry: Confirmation of Sufficient Capacity, prepared by Thames Water, dated 22.09.2023
- Tree Protection Plan, Ref 23-1584-TPP, prepared by Canopy Consultancy, dated 15.09.2023
- Whole Life Carbon Assessment, prepared by Iceni Projects, dated December 2023
- Daylight, Sunlight, and Overshadowing Assessment-Version 6, Reference H4260-DS-V6, prepared by Hawkins Environmental, dated 18.09.2024
- 1041-999

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 Max number of bedrooms

The development hereby approved is for an extended hotel with a total of 299 bedrooms and apart-hotel with 99 apart-hotel units. 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)

Prior to the installation of any aluminium cladding, detailed facade drawings at an appropriate scale (typically 1:10 or 1:20) shall be submitted to and approved in by the Local Planning Authority. These shall include panel sizes, joint widths, alignment with fenestration or structural gridlines, and fixing methods to ensure a high-quality external appearance consistent with the approved elevations. The development shall be carried out in accordance with the approved details prior to the first use of the additional two hotel floors or any part of the apart-hotel.

REASON

To ensure that the development presents a cohesive and satisfactory appearance in accordance with Policy D3 of The London Plan (2021) and Policy DMHB 11 of the 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 20 long-stay and eight short-stay cycle parking spaces shall be installed in accordance with the approved plans and shall be made available for use. The 28 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, three disabled person car parking spaces, designed to meet the requirements of BS8300-1: 2018, and two enlarged spaces shall be provided in accordance with the approved plans and made available for use. The three disabled person parking spaces and two enlarged 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

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 12 car parking spaces. The active electric vehicle charging infrastructure shall thereafter be permanently retained on site, maintained, and be kept available for use.

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 Design and Management

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

REASON

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

12. 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).

13. NONSC Planting

(i) Prior to the commencement of landscaping works, details of soil depth volume shall be submitted to and approved 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 Green Roofs shall be fully implemented in accordance with drawing number references AFA-379-P-001-Rev-SK3, 1041-110-Rev-P3, and 1041-106-Rev-P2 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 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).

14. 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 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.
- 3.b Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased within five years of development commencing.

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).

15. NONSC Surface Water Runoff

Prior to commencement of groundworks (excluding site investigations and demolition), a detailed surface water drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The submitted strategy shall demonstrate that the half-drain time of the attenuation tank is less than 24 hours through increasing the storage or increasing the runoff rate up to a maximum of 1.1 litres per second (greenfield runoff rate for the 1 in 100 year event).

The development shall be carried out and maintained in full accordance with the approved details for the lifetime of the development.

REASON

To ensure that surface water runoff is managed in a sustainable and efficient manner to minimise the risk of surface water flooding and provide acceptable drainage performance in accordance with 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).

16. NONSC Detailed Drainage Design

Prior to commencement of groundworks (excluding site investigations and demolition), the applicant shall submit a final detailed drainage design, including:

- (i) water butts
- (ii) the greenfield, existing, and proposed runoff volumes
- (iii) details of how the soft landscaping surrounding the apart-hotel is to be drained (if draining into the proposed drainage system, then this shall be included the calculations)
- (iv) an exceedance flow route drawing, maintenance tasks and frequencies for the proposed green roofs
- (v) the contact details of the individual/company responsible for drainage maintenance

The development shall be carried out in accordance with the approved details and thereafter

maintained and retained as such for the life 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).

17. 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 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).

18. 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).

19. 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 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).

20. NONSC **Be Seen Energy Monitoring**

Prior to the first use/occupation of the development hereby approved, a 'Be Seen' Plan for the recording and 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).

21. 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).

22. 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).

23. 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 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 and apart-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).

24. NONSC Accessibility

Upon first use of the development hereby approved, nine per cent (ten hotel rooms) of the 113 additional hotel bedrooms and nine per cent (nine apart-hotel units) of the 99 apart-hotel units 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 and one apart-hotel unit) shall be fitted with a tracked hoist system and have an adjoining door to a standard bedroom. The fully accessible wheelchair user rooms and the additional tracked hoist system rooms shall be retained as such for the lifetime of the development.

REASON

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

Hillingdon SPD.

25. NONSC Fire Evacuation Lift

The development hereby approved shall include a minimum of one fire evacuation lift in the apart-hotel, designed to meet the technical standards detailed in BS EN 81-76, BS 9991 and/or BS 9999, which shall be operational upon first use of the apart-hotel and maintained and retained for the life of the development.

REASON

To ensure the development can accommodate robust emergency evacuation procedures, including measures for those requiring step-free egress in accordance with Policies D5 and D12 of The London Plan (2021).

26. 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).

27. 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 the residential 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).

28. COM20 Air extraction system noise and odour

Prior to first use of the apart-hotel 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 apart-hotel cooking facilities and thereafter shall permanently be retained.

REASON

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

29. NONSC Bird Hazard Management Plan

Prior to the commencement of development, a Bird Hazard Management Plan (BHMP) shall be submitted to and approved by the Local Planning Authority. The Plan shall include details of management of any flat/shallow pitched/green roofs on buildings within the Site which may be attractive to nesting, roosting, and 'loafing' birds. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the buildings. No subsequent alterations to the Plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

To limit the site's potential to attract and support populations of bird species that may cause detriment to aviation safety and the operation of Heathrow Airport in accordance with the requirements of Policy DMAV 1 of the Local Plan Part 2 (2020).

30. NONSC PV Panel Glare

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

REASON

To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport in accordance with the requirements of Policies DMAV 1 and DMAV 2 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.

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.

4.

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:
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).

5.

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances, it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

6.

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety>).

7.

The development is close to the aerodrome and the approach to the runway. We draw attention to the need to carefully design lighting proposals. This is further explained in Advice Note 2, 'Lighting' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-2-Lighting-2016.pdf>). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

8.

The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.

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
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
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 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
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 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
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport

Appendix 2: Relevant Planning History

1126/AD/79/0755 Forte Posthouse Hotel Bath Road Harlington

Erection of office block (Outline application).

Decision: 18-06-1979 Withdrawn

1126/ADV/1999/3132 Posthouse Heathrow Bath Road Harlington

INSTALLATION OF VARIOUS INTERNALLY/ EXTERNALLY ILLUMINATED WALL MOUNTED, POST MOUNTED AND FASCIA PANEL SIGNS AND FLOODLIT FREESTANDING MONOLITH SIGN

Decision: 21-01-2000 Approved

1126/ADV/2001/65 Posthouse Heathrow Bath Road Harlington

DISPLAY OF INTERNALLY ILLUMINATED SIGNS

Decision: 27-07-2001 Approved

1126/ADV/2009/69 Holiday Inn - Heathrow Ariel 118 Bath Road Harlington Middlesex

Installation of 2 internally illuminated post signs, 2 internally illuminated logo signs and 1 internally illuminated canopy sign with associated external lighting

Decision: 30-11-2009 Approved

1126/AE/80/1221 Forte Posthouse Hotel Bath Road Harlington

Erection of 150,000 sq. ft. of offices (Outline application).

Decision: 15-04-1982 Withdrawn

1126/AH/83/9142 Forte Posthouse Hotel Bath Road Harlington

Installation of internally illuminated signs.

Decision: 21-05-1984 Approved

1126/AJ/86/3012 Forte Posthouse Hotel Bath Road Harlington

Installation of candles on roof of hotel & decoration of building as a birthday cake for 2 months only.

Decision: 25-02-1986 Approved

1126/AK/88/0685 Forte Posthouse Hotel Bath Road Harlington

Single-storey extension in internal garden for use as restaurant

Decision: 17-05-1988 Approved

1126/AN/88/2618 Forte Posthouse Hotel Bath Road Harlington

Alterations to elevations & entrance fronts to existing hotel

Decision: 16-01-1989 Approved

1126/AP/88/2322 Forte Posthouse Hotel Bath Road Harlington

Erection of 2 temporary portakabins in car park for a period of 6 months

Decision: 13-01-1989 Approve Limited
Time

1126/APP/2000/398 Posthouse Hotel Bath Road Harlington

USE OF OFFICE/INFORMATION DESK WITHIN THE POSTHOUSE, DRIVERS' REST ROOM/ GARAGE AND PARKING SPACES WITHIN HOTEL CAR PARK IN CONNECTION WITH A CHAUFFEUR DRIVEN AND SELF DRIVE CAR HIRE BUSINESS (APPLICATION FOR A CERTIFICATE OF LAWFULNESS FOR AN EXISTING USE OR OPERATION OR ACTIVITY)

Decision: 12-07-2000 Approved

1126/APP/2006/1063 Holiday Inn - Heathrow Ariel 118 Bath Road Harlington Middlesex

INSTALLATION OF AIR CONDITIONING CONDENSER UNITS AT GROUND FLOOR LEVEL.

Decision: 31-05-2006 Approved

1126/APP/2007/2469 Holiday Inn Heathrow Bath Road Harlington

INSTALLATION OF GLAZED ACCESS DOOR ON THE SOUTH ELEVATION LEADING TO TERRACE AREA.

Decision: 04-10-2007 Approved

1126/APP/2008/1326 Holiday Inn Heathrow Bath Road Harlington

Details in compliance with condition 3 (tree protection) and 4 (boundary treatment) of planning permission ref.1126/APP/2007/2469 dated 04/10/2007: Installation of glazed access door within glazed façade on the south elevation.

Decision: 30-07-2008 Approved

1126/APP/2024/2406 Ariel Hotel 118 Bath Road Heathrow

Creation of 12x Electric Vehicle Parking Spaces including associated infrastructure (charger

pillars, one feeder pillar, two power banks, one substation, lamp posts and bollards).

Decision: 12-11-2024 Withdrawn

1126/APP/2025/1181 Ariel Hotel 118 Bath Road Heathrow

Provision of 12no. electric vehicle charging parking spaces and associated infrastructure comprising of 7no. charger pillars, 1no. feeder pillar, 2no. power banks, 1no. substation, lamp posts and bollards.

Decision: 10-10-2025 Approved

1126/AS/89/2462 Ariel Hotel Bath Road Harlington

Installation of three satellite dishes on roof of hotel

Decision: 09-05-1990 Withdrawn

1126/AW/91/0738 Ariel Hotel Bath Road Harlington

Installation of automatic car park barriers with ticket machines onto the A4 Bath Road and Harlington High Street access points

Decision: 15-11-1991 Refused

1126/AX/92/3512 Forte Posthouse Hotel Bath Road Harlington

Installation of internally illuminated signs and lettering (retrospective application)

Decision: 13-05-1992 Refused **Appeal:** 08-09-1992 Dismissed

1126/AY/92/3549 Forte Posthouse Hotel Bath Road Harlington

Installation of internally illuminated individual letters/logo

Decision: 17-07-1992 Approved

1126/AZ/92/3595 Forte Posthouse Hotel Bath Road Harlington

Two double sided illuminated signs each mounted in a free-standing brick wall at the hotel entrances

Decision: 09-12-1992 Approved

1126/BC/98/1385 Forte Posthouse Hotel Bath Road Harlington

Alterations to the appearance of the main entrance, erection of a roof over external courtyard to form an extension to the restaurant

Decision: 23-09-1998 Approved

1126/PRE/2002/121 Ariel Hotel Bath Road Harlington

TP PRE CORRES NOTICE OF INSTALLATION OF TELECOMMUNICATION
APPARATUS

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.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM11	(2012) Sustainable Waste Management

Part 2 Policies:

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
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
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