

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

Case Officer: **Emilie Bateman**

35805/APP/2025/2756

Date Application Valid:	29.10.25	Statutory / Agreed Determination Deadline:	10.04.26
Application Type:	Reserved Matters	Ward:	Hayes

Applicant: **Mr Sant Punni**

Site Address: **1 and 1A Bath Road**
Proposal: **Reserved Matters relating to Landscaping of outline planning permission ref: 35805/APP/2020/3289 dated 01-11-2022 for (Outline planning application for the demolition of existing buildings and erection of a six storey 237-bedroom hotel (Use Class C1) (landscaping reserved for subsequent approval).).**

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

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



Summary of Recommendation:

GRANT planning permission subject to the conditions set out in Appendix 1.

1 Executive Summary

- 1.1 The application seeks approval of the reserved matter of landscaping pursuant to outline planning permission ref. 35805/APP/2020/3289 dated 01 November 2022, which granted consent for the demolition of existing buildings and erection of a six-storey 237-bedroom hotel (Use Class C1).
- 1.2 The principle of development, including the scale, layout, height, access and parking provision, was established at outline stage and is not subject to reconsideration. This application is therefore limited to the detailed landscaping proposals.
- 1.3 The submitted scheme provides a comprehensive landscaping strategy comprising semi-natural vegetation, woodland-style and native planting, wildflower meadow areas, groundcover planting, landscaped terraces, living green walls and biosolar roof coverage. Revisions have been made during the course of the application to address highways and accessibility comments, including amendments to cycle parking, the provision of an active electric vehicle charging point within an accessible bay and confirmation of step-free access via gently graded routes.
- 1.4 The Urban Greening Factor score of 0.38 exceeds the London Plan target of 0.3 for commercial development. The proposals would preserve the setting of the nearby Cranford Park Conservation Area and enhance the designated Nature Conservation Site associated with the River Crane. The Council's Design Officer has confirmed that the submitted landscape details satisfactorily address the reserved matter.
- 1.5 The landscaping would not result in harm to neighbouring amenity, highway safety or the Green Belt. The proposal is therefore considered to comply with the Development Plan and approval of the reserved matter of landscaping is recommended, subject to the conditions set out in Appendix 1. The conditions attached to the outline planning permission continue to apply to the development.

2 The Site and Locality

- 2.1 The application site is located at 1 and 1A Bath Road, Hillingdon, within an established commercial and airport-related corridor to the north of Heathrow Airport.

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- 2.2 The site occupies a prominent position on the southern side of Bath Road and was formerly occupied by existing commercial buildings which are to be demolished in accordance with the outline planning permission. The site is irregular in shape and extends southwards to the River Crane, which forms the southern boundary.
- 2.3 The surrounding area is characterised predominantly by large-scale hotel, commercial and airport-related uses fronting Bath Road. Immediately adjacent the site is KFC and Starbucks drive thru' s and associated parking (previously The White Hart PH). To the east and west are further commercial premises and hotel developments. The River Crane corridor provides a linear green feature to the south, introducing a softer landscape character at the rear of the site in contrast to the more urban Bath Road frontage.
- 2.4 The site lies within Flood Zones 2 and 3 associated with the River Crane. However, flood risk matters, drainage strategy and site levels were addressed at outline stage and are not subject to reconsideration under this Reserved Matters application.
- 2.5 The application site is located approximately 60 metres to the south of the Cranford Park Conservation Area and is designated as part of a Nature Conservation Site of Metropolitan or Borough Grade I Importance, with the southern section of the site being designated as part of the Green Belt. The site has a Public Transport Accessibility Level (PTAL) rating of 2. The central part of the site is also subject to potentially contaminated land.

Figure 1: Location Plan (application site edged red)

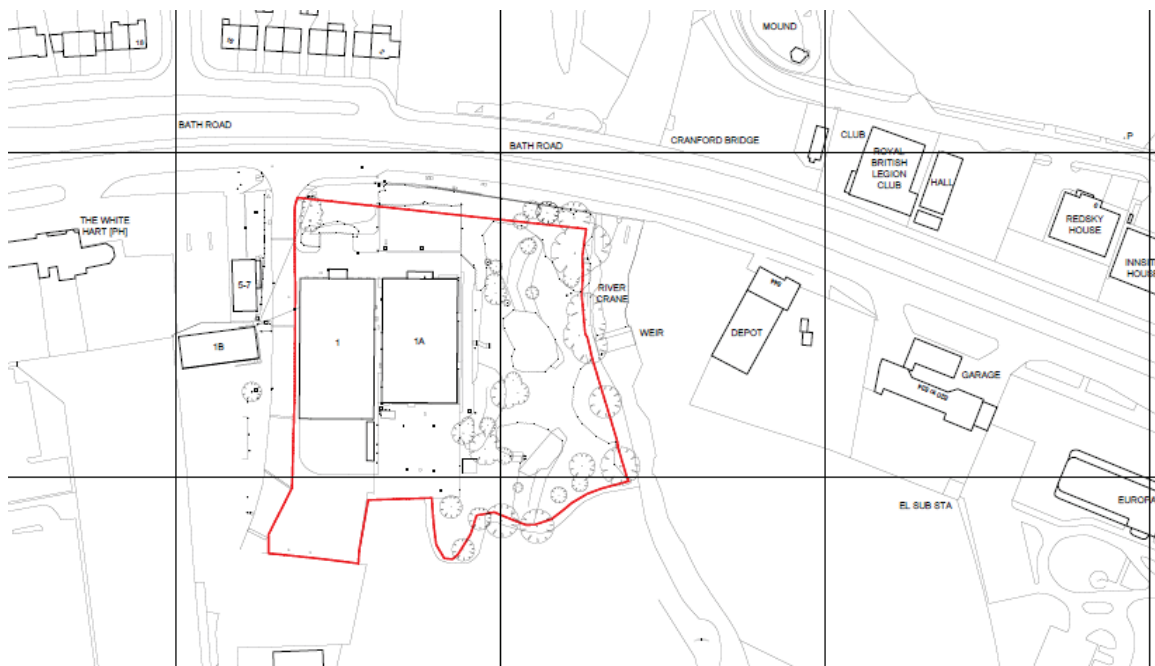


Figure 2: Street View Image of the Application Site



3 Proposal

- 3.1 This application seeks approval of the reserved matter of Landscaping pursuant to outline planning permission ref. 35805/APP/2020/3289, dated 1st of November 2022.
- 3.2 The outline permission granted consent for Outline planning application for the demolition of existing buildings and erection of a six storey 237-bedroom hotel (Use Class C1) (landscaping reserved for subsequent approval).
- 3.3 All matters other than landscaping were approved at outline stage. The principle of the hotel development, together with its design, scale, layout, access arrangements, parking provision and overall massing, have therefore already been established and are not for reconsideration as part of this application.
- 3.4 Following consultation, revisions have been submitted to address comments raised by the Highway and Access Officers. These include amendments to the cycle parking layout to improve accessibility and usability, the provision of an active electric vehicle charging point within an accessible parking bay, and confirmation of step-free access across the site via gently graded routes. These revisions are considered to satisfactorily address the concerns raised.
- 3.5 The application was received on the 29th October 2025 within the required time frame. The Reserved Matters submission relates solely to the detailed landscaping strategy for the site. The associated condition attached to the

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outline permission (Condition 2 - 35805/APP/2020/3289, dated 1st of November 2022) states:

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission (hereinafter called the "reserved matters"). Approval of the details shall be obtained from the Local Planning Authority in writing before any development is commenced: -

(a) Landscaping

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended)

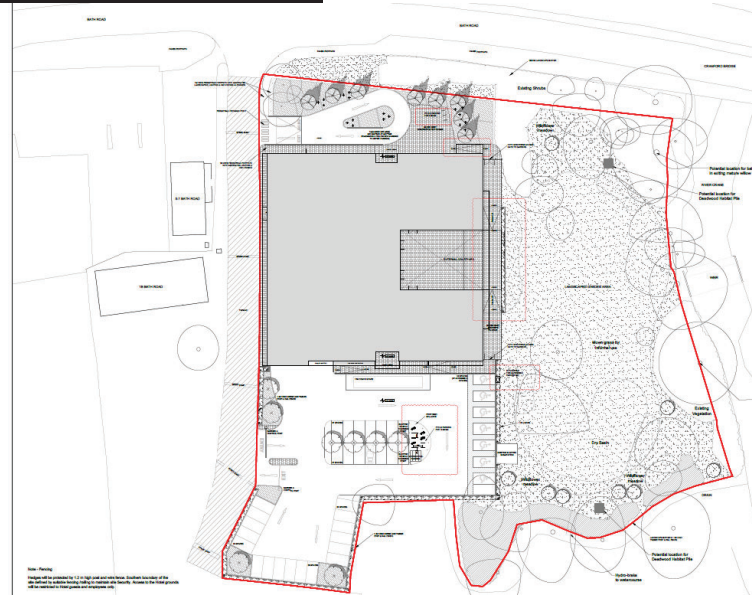
3.6 The submitted details comprise:

- A Landscape Masterplan showing proposed soft and hard landscaping;
- Details of tree planting, hedgerows, wildflower meadow and native planting;
- Living green wall sections and elevations;
- Terrace planting proposals at upper levels;
- An Urban Greening Factor calculation;
- A planting schedule and landscape management details.

3.7 The assessment of this application is therefore confined to whether the submitted landscaping details are acceptable and compliant with the approved outline permission and relevant planning policy.

3.7 **Figure 3: Proposed Plan** (please note – larger version of plan can be found in the Committee Plan Pack)

Landscape Master Plan



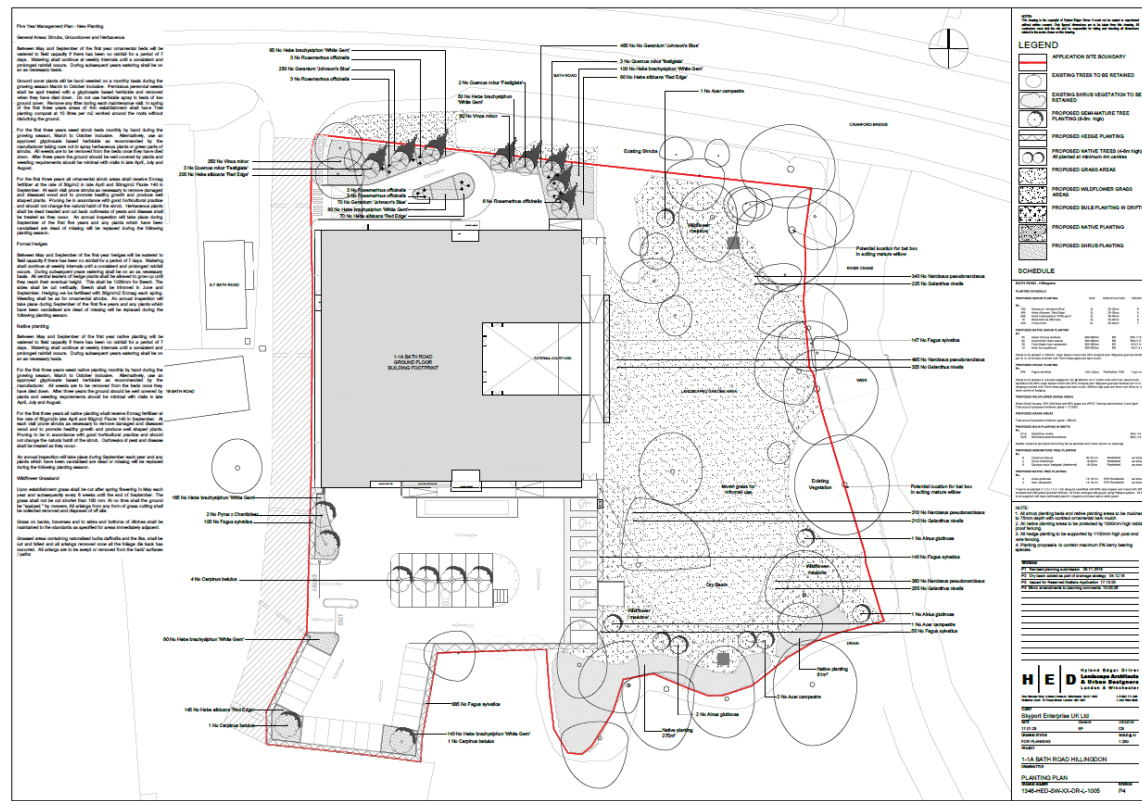
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Urban Green Factor Plan



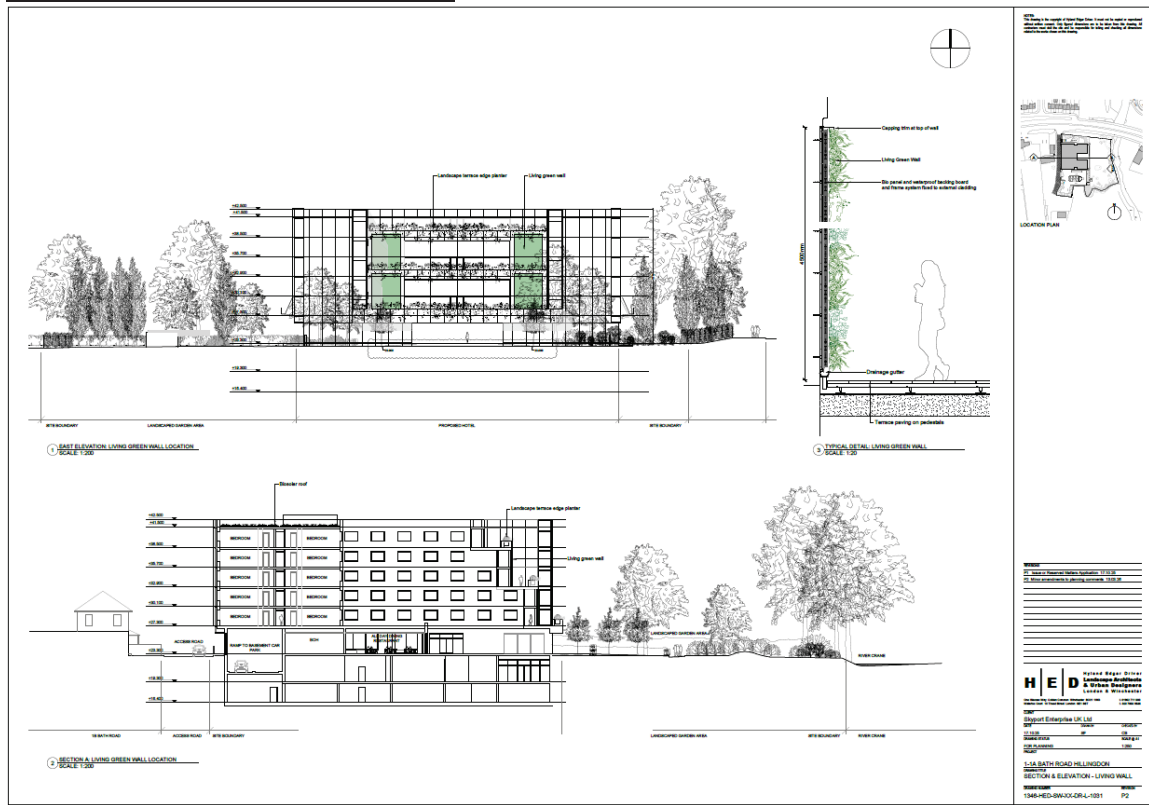
Proposed Planting Plan



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Proposed Elevations (Please note that the scale and design of hotel is not subject of the current reserved matters)



4 Relevant Planning History

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

5 Planning Policy

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

6 Consultations and Representations

6.1 Neighbour notification letters were issued on 14th November 2025, with comments invited until 5th December 2025. The application was advertised in the local press on 26th November 2025. A site notice was displayed on 3rd March 2026 and expired on 24th March 2026.

6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2

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(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
1 letter of objection was received from 1 households.	I. Increased traffic and congestion;	Discussed at paragraphs 7.31 of this report.
	II. Overcrowding and pressure on local services	This is not a material planning consideration.
	III. Insufficient parking	Discussed at paragraph 7.31 of this report.
	IV. Loss of natural light and privacy	Discussed at paragraph 7.25 of this report.
	V. Environmental impact and loss of green space	Discussed at paragraph 7.10 and 7.19 of this report.
	VI. Impact on the character of the area	Discussed at paragraphs 7.6-7.9 of this report.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Internal Consultees	
Urban Design and Landscaping:	
The submitted landscape details are accepted to satisfy the landscape reserved matters.	Noted
Access Officer:	
Confirmation is required regarding the gradient of the short ramp between the taxi drop-off and external courtyard. In addition, at least one accessible parking space should be provided with an active electric vehicle charging point, prioritised for Blue Badge holders. These matters can be addressed via	The comments have been noted. In response, revised plans have been submitted confirming that step-free access is provided via a

<p>condition or amended details.</p>	<p>gently graded route with a gradient of 1:15, which is considered acceptable in accessibility terms. The plans also demonstrate that an active electric vehicle charging point is now provided within an accessible parking bay, prioritised for Blue Badge users. These revisions are considered to address the concerns raised and no objection is therefore raised in accessibility terms.</p>
<p>Highways:</p> <p>The Highway Authority raised concerns regarding the layout of the cycle parking, noting that the proposed aisle width of 0.7m fell below the London Cycle Design Standards requirement of 1.1m and was therefore contrary to London Plan Policy T5. It was also noted that whilst the number of disabled parking bays exceeded policy requirements, none were provided with active electric vehicle charging points, contrary to Policy T6.5 and local standards. In addition, clarification was sought on the gradient of the route between the taxi drop-off and the external courtyard, which was required to comply with a maximum gradient of 1:12. On this basis, the Highway Authority raised an objection but confirmed that this could be reviewed subject to the submission of amended plans.</p>	<p>In response, revised plans have been submitted which address the concerns raised. The cycle parking layout has been amended to provide a minimum 1 metre clearance between stands and rows, improving usability and addressing the previous shortfall. An active electric vehicle charging point is now incorporated within an accessible parking bay, ensuring compliance with policy requirements. The route between the taxi drop-off and courtyard is now shown as a gently graded step-free</p>

	access with a gradient of 1:15, which is considered acceptable in accessibility terms. These amendments are considered to satisfactorily address the concerns raised, and no objection is therefore raised
Waste Services: No objection.	Noted.
Building Control: No comments other than that a demolition notice will be required for any existing building to be demolished.	Noted.
Contaminated Land (Environmental Protection Team): No objection subject to the imposition of a land contamination condition requiring investigation, remediation (if necessary), verification reporting and confirmation that imported soils are clean and free of contamination	Condition 9 of permission 35805/APP/2020/328 9 secures these requirements and remains relevant.
Statutory Consultees	
Historic England: No requirement for referral to the Greater London Archaeological Advisory Service. No objection.	Noted.
Heathrow Airport Ltd: No objection to the soft landscaping details from a safeguarding perspective, subject to conditions requiring submission and implementation of a Bird Hazard Management Plan for the life of the development and submission of a Glint and Glare Assessment prior to installation of solar panels. In the absence of these conditions, Heathrow would object. Subject to securing the requested conditions, no safeguarding objection remains.	Condition 14 and 15 of permission 35805/APP/2020/328 9 secures these requirements and remains relevant.
Ministry of Defence (MOD):	Noted.

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No objection.	
NATS: No safeguarding objection.	Noted.
Canal & River Trust: The application falls outside the notified area; no consultation response required.	Noted.
London Borough of Hounslow: No objection.	Noted.
Transport for London: No strategic transport issues; no objection.	Noted.
Environment Agency: No objection. Informative advice provided regarding environmental permitting requirements for works within proximity of a main river.	Informative added.

7 Planning Assessment

Principle of Development

- 7.1 The principle of development was established through the grant of outline planning permission ref. 35805/APP/2020/3289 dated 1st of November 2022.
- 7.2 That permission approved the demolition of the existing buildings and the erection of a six-storey 237-bedroom hotel (Use Class C1), with landscaping reserved for subsequent approval. Matters relating to the principle of the hotel use, the scale and height of the building, its layout, access arrangements, parking provision and overall massing were determined and accepted at outline stage.
- 7.3 This application relates solely to the reserved matter of landscaping and does not seek to revisit or amend any element of the approved development beyond the detailed landscaping strategy.
- 7.4 Accordingly, the acceptability of the hotel use and the quantum of development are not matters for reconsideration as part of this application. The assessment is confined to whether the submitted landscaping details are appropriate and compliant with the outline permission and relevant planning policy.

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- 7.5 All other matters were approved at outline stage with outstanding technical details secured by condition and to be addressed through a separate approval of details (discharge of condition) applications, to be submitted and assessed at a later stage. These details to be approved at a later stage include
- Materials
 - Tree protection measures
 - Landscaping
 - Contaminated land measures
 - Low emission details
 - Delivery and servicing plan
 - Construction Management and Logistics Plan
 - Bird Hazzard Management Plan
 - Heathrow Ltd PV Condition
 - Control of lighting & Light Spill;
 - Secure by design
 - Flood resistance and resilience measures
 - Sustainable Water Management
 - Basement Impact Assessment
 - Water Reuse Strategy
 - Car Park Management Plan
 - Chimney and Ventilation system
 - Energy details including energy reporting, District Heat Network
 - PV panels & Air source Heatpump
 - Carbon Lifecycle Assessment
 - Ecological enhancement
 - Fire Statement
 - Archaeological investigation
 - Noise from plant report

Design / Impact on the Character and Appearance of the Area

- 7.6 The Officer's report for the outline planning permission assessed the six-storey, 237-bedroom hotel in detail in terms of height, massing and visual impact. It concluded that, notwithstanding the building marginally meeting the definition of a tall building, the proposed height of approximately 19.2 metres and square footprint would be acceptable within the Bath Road context. The report noted the presence of other large-scale hotel buildings along this corridor and accepted that the development would be viewed in association with these existing taller structures.
- 7.7 Importantly, the outline assessment placed weight on the architectural treatment and incorporation of landscaped terraces and planting along the eastern façade. The use of terracing, glazing and integrated planting was specifically identified as

helping to reduce the perceived bulk of the building and soften its impact on the adjoining Green Belt, Blue Ribbon Network and Nature Conservation Area.

- 7.8 The principle of the building's scale, massing and visual presence has therefore been established. Landscaping was reserved to ensure that the detailed external treatment of the site would deliver the visual softening and environmental integration anticipated at outline stage.
- 7.9 This Reserved Matters application must therefore be assessed against that established position, with particular regard to whether the submitted landscaping proposals reinforce the riverside corridor, soften the building's base and enhance the public realm in accordance with the expectations set out in the outline report (see below).

Trees, Landscaping and Urban Greening

- 7.10 Policy DMHB 14 of the Hillingdon Local Plan: Part Two (2020) requires development to retain and enhance landscape features and to provide high quality soft and hard landscaping. Policies DMEI 1 and DMEI 7 seek biodiversity enhancement and the integration of living roofs and walls, while London Plan Policy G5 requires development proposals to incorporate urban greening as a fundamental design element.
- 7.11 The outline planning permission secured landscaping as a reserved matter to ensure that the approved six-storey hotel would be appropriately integrated within its setting, particularly given its scale and proximity to the River Crane corridor. The submitted Reserved Matters application includes a comprehensive Landscape Masterplan, detailed planting schedules, living green wall specifications and an Urban Greening Factor calculation.
- 7.12 At ground level, the scheme provides a structured and layered landscaping strategy including semi-natural vegetation, woodland-style planting, wildflower meadow areas and native hedgerow planting. Semi-mature and standard trees are proposed within the garden and entrance areas, and groundcover planting is introduced within the car park and drop-off areas to soften hardstanding. The landscaping along the River Crane boundary is of particular importance, providing a softened transition between the built form and the Blue Ribbon Network corridor and reinforcing the ecological character of the watercourse. Ecological enhancements including deadwood habitat piles and provision for bat boxes further contribute to biodiversity gains.
- 7.13 In addition to ground-level planting, the scheme incorporates landscaped terraces and living green walls to the eastern elevation. These elements were anticipated at outline stage as part of the architectural strategy to reduce perceived bulk and soften the visual impact of the building. The submitted details demonstrate a modular living wall system with integrated drainage and planting mixes, ensuring that vertical greening forms a meaningful and permanent feature of the development rather than a superficial addition.

- 7.14 The submitted Urban Greening Factor calculation confirms a score of 0.38. While the outline stage indicated a target of 0.39, the achieved score is only marginally below that figure and continues to exceed the London Plan benchmark of 0.3 for commercial development. The score is delivered through a combination of semi-natural vegetation, extensive biosolar roof coverage, native hedging, living green walls and groundcover planting. Taking into account the constraints of the site and the approved building footprint, the level of urban greening proposed is considered substantial and acceptable.
- 7.15 The Council's Design Officer has confirmed that the submitted landscape details are accepted to satisfy the landscape reserved matters. No objections have been raised in respect of the landscaping proposals.
- 7.16 Whilst mandatory Biodiversity Net Gain requirements post-date the outline consent, the submitted landscaping strategy demonstrates a meaningful enhancement over the existing site condition and aligns with the ecological objectives secured at outline stage. The Reserved Matters proposals therefore support biodiversity improvement and are consistent with Policies DMEI 7 and DMEI 10 of the Hillingdon Local Plan and relevant London Plan policies.
- 7.17 Overall, the landscaping strategy delivers the visual softening, ecological enhancement and urban greening anticipated at outline stage and is considered to comply with Policies DMHB 14, DMEI 1 and DMEI 7 of the Hillingdon Local Plan and Policies D3 and G5 of the London Plan.

Sustainable waste management

- 7.18 The outline planning permission confirmed that bin storage would be provided at ground floor level and would be easily accessible for collection. The Officer's report concluded that the proposed development accorded with part D) of Policy DMHB 11 of the Hillingdon Local Plan: Part Two (2020) in this regard. This Reserved Matters application relates solely to landscaping and does not alter the approved refuse and recycling arrangements.

Ecology

- 7.19 The outline decision confirmed that, subject to a condition securing an Ecological Enhancement Plan, the proposal would be acceptable in ecological terms.
- 7.20 This Reserved Matters application relates solely to landscaping and provides detailed planting proposals that support and reinforce the ecological objectives secured at outline stage. The scheme includes native tree and hedgerow planting, semi-natural vegetation, wildflower meadow areas, deadwood habitat piles and provision for bat boxes, together with living green walls and biosolar roof coverage. These measures contribute to habitat diversification and strengthen the ecological connectivity of the River Crane corridor.
- 7.21 The landscaping proposals are consistent with the ecological enhancement approach anticipated at outline stage and do not give rise to additional ecological

harm. The Reserved Matters submission is therefore considered to accord with the NPPF (2024), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Heritage

- 7.22 The application site is located approximately 60 metres to the south of the Cranford Park Conservation Area and forms part of a Nature Conservation Site of Metropolitan or Borough Grade I Importance associated with the River Crane corridor.
- 7.23 The principle, scale and massing of the approved hotel were assessed at outline stage, where it was concluded that the development would not result in harm to the significance or setting of the Conservation Area. This Reserved Matters application relates solely to landscaping and introduces no additional built form. The proposed soft landscaping, native planting and ecological enhancements would reinforce the green character of the riverside corridor and would not adversely affect the setting of the Cranford Park Conservation Area or the ecological value of the designated Nature Conservation Site.

Impact on the Green Belt

- 7.24 The application site lies outside the designated Green Belt and the principle, scale and siting of the approved hotel were assessed at outline stage, where it was concluded that the development would not result in harm to the openness or purposes of the adjoining Green Belt. This Reserved Matters submission relates solely to landscaping and does not introduce additional built form. The proposed soft landscaping and riverside planting would provide a softened transition between the development and the adjoining green corridor and would not conflict with national or local Green Belt policy.

Residential Amenity

- 7.25 The principle of the six-storey hotel building, including its siting, scale, height and relationship to neighbouring properties, was established at outline stage. Matters relating to massing, bulk, overshadowing and visual impact on adjoining sites are therefore not for reconsideration under this Reserved Matters application.
- 7.26 This submission relates solely to the detailed landscaping proposals. The introduction of additional tree planting, hedgerows, wildflower areas and living green walls would not give rise to any material harm to neighbouring occupiers. The landscaping along the River Crane boundary and within the site would provide visual softening and screening rather than introduce any additional built form or enclosure. The upper-level terrace planting and living green walls are integrated within the approved building envelope and do not extend beyond the established parameters of the outline consent. These elements are not considered to result in overlooking, loss of privacy or increased sense of enclosure.

- 7.27 Given the nature of the application and the scope of the reserved matter, it is concluded that the proposed landscaping would not adversely impact the amenity of neighbouring properties and is therefore compliant with Policy DMHB 11 of the Hillingdon Local Plan

Quality of Accommodation

- 7.28 The Officer's report at outline stage confirmed that there are no adopted planning standards relating to privacy or overlooking between hotel guest bedrooms. The report further concluded that the approved building design would afford adequate daylight and sunlight to each hotel room, with openings provided to ensure suitable outlook for future occupants.
- 7.29 This Reserved Matters application relates solely to landscaping and does not alter the approved building footprint, fenestration, massing or internal layout. The proposals therefore do not affect the previously accepted position in respect of outlook, daylight or privacy. The inclusion of landscaped garden areas, terrace planting and living green walls enhances the visual environment associated with the hotel without giving rise to any adverse amenity impacts.
- 7.30 Accordingly, the quality of accommodation remains acceptable and consistent with the conclusions reached at outline stage.

Highways and Parking

- 7.31 The principle of the hotel development, together with access arrangements, parking provision and servicing strategy, were established under outline planning permission ref. 35805/APP/2020/3289. The outline consent approved 61 car parking spaces, including Blue Badge and electric vehicle charging provision, together with cycle parking, motorcycle parking and coach parking.
- 7.32 This Reserved Matters application relates to landscaping and does not alter the approved access points, internal circulation routes or servicing arrangements. The submitted Landscape Masterplan confirms that the approved vehicular access strategy is retained. The development would provide 61 car parking spaces, including 16 spaces with active electric vehicle charging points and 8 disabled persons parking bays. Whilst the overall parking provision remains broadly consistent with the outline consent, the layout has been refined to increase the number of accessible parking bays, which is supported. Landscaping within parking and drop-off areas comprises tree planting, groundcover and soft boundary treatments, which serve to soften the visual appearance of hardstanding without impacting functionality or capacity.
- 7.33 The Highway Authority initially raised concerns regarding the layout of the cycle parking, the provision of electric vehicle charging infrastructure within accessible parking bays and the gradient of the route between the taxi drop-off and external courtyard. In response, revised plans have been submitted. These demonstrate that the cycle parking layout has been amended to improve accessibility and usability, providing increased clearance between stands and rows. An active

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electric vehicle charging point has been incorporated within an accessible parking bay, ensuring compliance with Policy DMT 6 of the Hillingdon Local Plan. In addition, the route between the taxi drop-off and courtyard is now shown as a gently graded step-free access with a gradient of 1:15, which is considered acceptable in accessibility terms.

- 7.34 In light of the above revisions, the Highway Authority's concerns are considered to have been satisfactorily addressed. The proposals would not prejudice highway safety or the efficient operation of the site. Accordingly, the development remains compliant with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan and relevant London Plan transport policies, and no highway objections are raised in respect of this Reserved Matters submission.

Noise

- 7.35 Noise impacts were fully assessed at outline stage having regard to Policies D13 and D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020). The outline report confirmed that, as the development comprises a hotel rather than residential units, the primary noise consideration related to the protection of neighbouring dwellings from plant and operational noise. It was concluded that details of plant noise control could be secured by planning condition and that it was not necessary to secure additional conditions in respect of noise mitigation for hotel bedrooms.
- 7.36 This Reserved Matters application relates solely to landscaping and does not introduce additional plant, alter servicing arrangements or intensify the approved use. The proposed soft landscaping, tree planting and living green walls would not generate noise and would not prejudice compliance with the previously imposed plant noise condition.
- 7.37 Accordingly, the proposal remains consistent with the conclusions reached at outline stage and is not considered to conflict with Policies D13 and D14 of the London Plan, Policy EM8 of the Hillingdon Local Plan: Part 1 or Policy DMHB 11 of the Hillingdon Local Plan: Part 2.

Air Quality

- 7.38 The site lies within the Hillingdon Air Quality Management Area and the A4 Corridor Air Quality Focus Area. The outline report acknowledged that the development would generate traffic and energy-related emissions and secured mitigation through a Section 106 financial contribution of £130,389 towards local air quality measures, together with conditions requiring a low emission strategy and control of emissions during demolition and construction.
- 7.39 This Reserved Matters application relates solely to landscaping and does not alter the approved use, quantum of development, access arrangements, parking provision or servicing strategy. As such, the level of traffic generation and associated emissions remain as previously assessed and mitigated.

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- 7.40 Furthermore, the proposed landscaping, including extensive tree planting, semi-natural vegetation, biosolar roof coverage and living green walls, has the potential to provide minor air quality benefits through pollutant capture and environmental enhancement.
- 7.41 Accordingly, the Reserved Matters submission does not give rise to additional air quality concerns and remains consistent with the conclusions reached at outline stage and the relevant planning policy framework.

Energy and Carbon Reduction

- 7.42 Energy and carbon reduction were assessed in detail at outline stage having regard to Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020), Policy EM1 of the Hillingdon Local Plan: Part 1 (2012) and Policy SI 2 of the London Plan (2021). The submitted Energy Strategy demonstrated a 42% reduction in CO₂ emissions through energy efficiency measures and renewable technologies including air source heat pumps and photovoltaic panels. In order to meet the net zero-carbon target, a carbon offset payment equivalent to 320 tonnes of CO₂ per year, equating to £912,000 over a 30-year period, was secured via a Section 106 legal agreement. Conditions were also imposed to secure the detailed delivery of the energy saving measures.
- 7.43 This Reserved Matters application relates solely to landscaping and does not alter the approved building fabric, plant strategy, renewable energy provision or overall energy hierarchy approach. The proposed biosolar roof and extensive landscaping are compatible with, and supportive of, the previously approved energy strategy. As such, the Reserved Matters submission does not give rise to any additional concerns in respect of carbon reduction or energy performance and remains consistent with Policies DMEI 2 and SI 2.

Heat Risk Management

- 7.44 Heat risk and overheating were assessed at outline stage having regard to Policy SI 4 of the London Plan (2021). The submitted Energy Strategy confirmed that the development would follow the cooling hierarchy, incorporating design measures to limit solar gain and internal heat build-up. Whilst mechanical cooling is proposed within hotel bedrooms and associated spaces, the glazing specification and G value of 0.4 ensure compliance with Part L requirements, and the calculated area-weighted cooling demand was confirmed to be below the Notional cooling demand. The outline assessment therefore concluded that the proposal accords with Policy SI 4 of the London Plan.
- 7.45 This Reserved Matters application relates solely to landscaping and does not alter the approved building envelope, glazing strategy, orientation, materials or energy strategy. The landscaping proposals, including semi-natural vegetation, biosolar roof coverage, terrace planting and living green walls, positively contribute to urban greening and have the potential to provide additional microclimatic benefits through shading and evaporative cooling. The Reserved Matters submission is

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therefore consistent with the previously accepted heat risk strategy and raises no additional concerns in respect of overheating or urban heat island effects.

Accessibility

- 7.46 Accessibility and inclusive design were fully assessed at outline stage having regard to Policies E10 and D5 of the London Plan (2021) and Policy DME 6 of the Hillingdon Local Plan: Part 2 (2020). The outline report confirmed that the proposed development would provide 25 accessible guest bedrooms, equating to 10.5% of the 237 bedrooms, thereby exceeding the 10% requirement for wheelchair-accessible hotel rooms. The accessible rooms were confirmed to be located along accessible routes and close to lifts, and compliance was secured by planning condition.
- 7.47 This Reserved Matters application relates to landscaping, which has implications for accessibility in terms of external routes, parking and level changes. Following consultation, clarification was sought in respect of the gradient of the route between the taxi drop-off and external courtyard, together with the provision of electric vehicle charging infrastructure within accessible parking bays. In response, revised plans have been submitted confirming that step-free access is provided throughout the site via gently graded routes with a gradient of 1:15, which is considered acceptable in accessibility terms. In addition, an active electric vehicle charging point has been incorporated within an accessible parking bay, ensuring compliance with relevant policy requirements.
- 7.48 Notwithstanding this, this Reserved Matters application relates solely to landscaping and does not alter the approved building layout, lift cores, bedroom distribution or internal circulation strategy.
- 7.49 Accordingly, the development remains compliant with Policies E10 and D5 of the London Plan and Policy DME 6 of the Hillingdon Local Plan, and the Reserved Matters proposals raise no accessibility concerns.

Security

- 7.50 Security and crime prevention were assessed at outline stage having regard to Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020), which requires development to incorporate Secured by Design principles. The outline report concluded that, subject to a planning condition securing Secured by Design accreditation, the proposal would provide appropriate natural surveillance, defensible space, lighting and delineation between public and private areas.
- 7.51 This Reserved Matters application relates solely to landscaping and does not alter the approved building layout, entrance locations, access arrangements or overall site strategy. The submitted landscaping proposals retain clear sightlines to the main entrance and pedestrian routes and do not introduce excessive screening or enclosed areas that would undermine natural surveillance. Boundary treatments and planting along the River Crane corridor are designed to provide soft landscaping while maintaining site security.

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7.52 Accordingly, the Reserved Matters proposals do not conflict with the previously secured Secured by Design requirements and remain compliant with Policy DMHB 15 of the Hillingdon Local Plan.

Flooding and Drainage

7.53 The site lies within Flood Zone 2 adjacent to the River Crane. The outline assessment accepted the submitted Flood Risk Assessment, which confirmed that finished floor levels would be set at least 300mm above the modelled 1 in 100 year flood event including climate change allowance. Conditions were imposed to secure further investigation and detailed surface water and groundwater mitigation measures.

7.54 This Reserved Matters application relates solely to landscaping and does not alter the approved building footprint, finished floor levels, access arrangements or overall drainage strategy. The submitted Landscape Masterplan integrates with the approved sustainable drainage approach and does not propose level changes that would increase flood risk or alter the extent of flooding on the site. The landscaping proposals, including areas of soft planting and permeable treatment, are compatible with the previously secured flood mitigation measures.

7.55 Accordingly, the Reserved Matters submission does not give rise to additional flood risk concerns and remains consistent with the conclusions reached at outline stage and relevant planning policy.

8 Other Matters

Planning Obligations

The outline planning permission ref. 35805/APP/2020/3289 was subject to a Section 106 legal agreement securing obligations relating to employment and construction training, travel planning (including a £20,000 Travel Plan bond), highways improvements (including a £90,000 contribution and a Section 278 agreement), drainage infrastructure and watercourse maintenance, River Crane and Frog's Ditch improvements (£50,000), air quality mitigation (£130,389), carbon offset contributions (£912,000 over a 30-year period) and monitoring fees.

This Reserved Matters application relates solely to landscaping and does not alter the nature, scale or impacts of the approved development. The previously secured Section 106 obligations therefore continue to apply to the development as approved at outline stage, and no additional planning obligations are required as part of this application.

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 The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of new dwellings and is therefore CIL liable if planning permission is granted.

Conclusion

- 9.5 The Reserved Matters submission relates solely to landscaping pursuant to outline planning permission ref. 35805/APP/2020/3289, with the principle, scale, layout and access of the development having been established at outline stage. The proposed landscaping delivers the visual softening and environmental enhancement anticipated within the outline assessment, reinforces the River Crane corridor, exceeds the London Plan Urban Greening Factor target and integrates appropriately with the approved built form. The scheme would preserve the setting of the nearby Cranford Park Conservation Area and would not result in harm to neighbouring amenity or the adjoining Green Belt. The proposal is therefore considered to comply with the relevant policies of the Development Plan and, in the absence of material considerations indicating otherwise, approval of the reserved matter of landscaping is recommended.

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@hillingsdon.gov.uk.

Hillingdon Planning Committee – 21st April 2026

PART 1 – Members, Public & Press

APPENDICES

Planning Application

35805/APP/2025/2756

Appendix 1: Recommended Conditions and Informatives

Conditions

1. RES4 **Accordance with Approved Plans**

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

PL1-050

1346-HED-SW-XX-DR-L-1001 P2

1346-HED-SW-XX-DR-L-1002 P5

1346-HED-SW-XX-DR-L-1005 P4

1346-HED-SW-XX-DR-L-1019 P2

1346-HED-SW-XX-DR-L-1030 P2

1346-HED-SW-XX-DR-L-1031 P1

1346-HED-SW-XX-UGF-L-001 P2

1346-HED-SW-XX-RP-L-9001 P1 (Landscaping Statement)

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 Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

2. NONSC **Urban Greening Factor (UGF) Compliance**

Prior to first occupation of the development, a final Urban Greening Factor (UGF) assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate that the development achieves a minimum UGF score of 0.3 in accordance with London Plan Policy G5. The development shall be carried out and thereafter retained in accordance with the approved landscaping and UGF details.

REASON

To ensure compliance with London Plan Policy G5 and to secure appropriate urban greening.

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. 170 LBH worked applicant in a positive & proactive (Granting)

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

3.

The applicant is reminded of the requirement to comply with all conditions attached to outline planning permission ref. 35805/APP/2020/3289. In particular, this includes (but is not limited to) Condition 5 (Materials), Condition 6 (Landscape Scheme), Condition 7 (Tree Protection), Condition 9 (Contaminated Land), Condition 14 (Bird Hazard Management Plan), Conditions 16 and 17 (Lighting and Light Spill), Condition 19 (Flood Resistance and Resilience Measures), Condition 21 (Sustainable Water Management), Condition 29 (Energy), and Condition 35 (Ecological Enhancement). The level of detail submitted as part of this Reserved Matters application does not discharge these conditions unless expressly confirmed, and separate applications for approval of details pursuant to condition will be required where necessary.

4.

The applicant is reminded that any submission made to discharge Condition 5 (Materials) must include full details of the external materials and their fire safety performance, particularly in respect of any cladding systems, to ensure compliance with relevant fire safety requirements.

5.

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any of the following activities:

- erecting any temporary or permanent structure in, over or under a main river, such as a culvert, outfall, weir, dam, pipe crossing, erosion protection, scaffolding or bridge
- altering, repairing or maintaining any temporary or permanent structure in, over or under a main river, where the work could affect the flow of water in the river or affect any drainage work

- building or altering any permanent or temporary structure designed to contain or divert flood waters from a main river
- dredging, raising or removing any material from a main river, including when you are intending to improve flow in the river or use the materials removed
- diverting or impounding the flow of water or changing the level of water in a main river
- quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- any activity within 8 metres of the bank of a main river, or 16 metres if it is a tidal main river
- any activity within 8 metres of any flood defence structure or culvert on a main river, or 16 metres on a tidal river
- any activity within 16 metres of a sea defence structure
- activities carried out on the floodplain of a main river, more than 8 metres from the river bank, culvert or flood defence structure (or 16 metres if it is a tidal main river), if you do not have planning permission (you do not need permission to build agricultural hay stacks, straw stacks or manure clamps in these places)

For further guidance please visit Flood risk activities: environmental permits - GOV.UK or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan 2021 and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land

DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP D1	(2021) London's form, character and capacity for growth
LPP D10	(2021) Basement development
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E10	(2021) Visitor infrastructure
LPP E11	(2021) Skills and opportunities for all
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP HC1	(2021) Heritage conservation and growth
LPP SD1	(2021) Opportunity Areas

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 T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.4	(2021) Hotel and leisure use parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

Appendix 2: Relevant Planning History

35805/APP/2020/3289 1 & 1a Bath Road Heathrow

Outline planning application for the demolition of existing buildings and erection of a six storey 237-bedroom hotel (Use Class C1) (landscaping reserved for subsequent approval).

Decision: 19-05-2021 Approved

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land

DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 10	High Buildings and Structures
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP D1	(2021) London's form, character and capacity for growth
LPP D10	(2021) Basement development
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design

LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E10	(2021) Visitor infrastructure
LPP E11	(2021) Skills and opportunities for all
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP HC1	(2021) Heritage conservation and growth
LPP SD1	(2021) Opportunity Areas
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 T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.4	(2021) Hotel and leisure use parking
LPP T7	(2021) Deliveries, servicing and construction
LPP DF1	(2021) Delivery of the Plan and Planning Obligations

NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport