



HILLINGDON
LONDON

A

Hillingdon Planning Committee

Date: WEDNESDAY, 11 JUNE
2025

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE

Meeting Details: The public and press are welcome to attend and observe the meeting.

For safety and accessibility, security measures will be conducted, including searches of individuals and their belongings. Attendees must also provide satisfactory proof of identity upon arrival. Refusal to comply with these requirements will result in non-admittance.

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To Councillors on the Committee

Councillor Henry Higgins (Chair)
Councillor Adam Bennett (Vice-Chair)
Councillor Keith Burrows
Councillor Roy Chamdal
Councillor Elizabeth Garellick
Councillor Gursharan Mand
Councillor Jagjit Singh

Published: Tuesday, 03 June 2025

Contact: Ryan Dell
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A brief guide to the Planning Committee meeting

About the Committee



Committee Members and Officers – The Planning Committee is made up of experienced Councillors who meet in public every month to make decisions on key planning applications. Advising them are Council Officers, primarily from the Planning Department, Democratic Services and Legal Services.

Other speakers – If a valid petition is received which refers the planning application to the Committee, the lead petitioner will be invited to attend and speak for up to 5 minutes. If the petition opposes the application, the applicant/agent may also address the meeting for up to 5 minutes also. This ensures both sides have their say. The Chairman may vary speaking times if there are multiple petitions on the same matter. Local Ward Councillors for the area where the application is may also speak for up to 3 minutes.

Broadcasting – the Planning Committee meetings are broadcast live on the Council's YouTube channel: [Hillingdon London](#). This means anyone speaking at the meeting will be filmed and have their statements made public and recorded.

How the meeting works - an agenda, like this one, is prepared for each meeting, which comprises the officer reports on each application with a recommendation, e.g. approval / refusal. The agenda is published on the Council's website a week before the meeting. Matters with valid petitions will normally be taken at the beginning of the meeting. The procedure will be as follows:-

1. The Chairman will introduce the Committee and deal with administrative business at the start of the meeting.
2. The Chairman will then announce the reports on the planning application, usually in the order they are listed on this agenda.
3. The Planning Officer will introduce each report; with a presentation of plans and photographs on the large LED TV screens.
4. If there is a petition(s), the lead petitioner will speak, followed by the agent/applicant followed by any Ward Councillors;
5. The Committee may ask questions of the petition organiser or of the agent/applicant and Ward Councillor;
6. The Committee then discuss the application and may seek clarification from officers;
7. After considering all the information and representations received, the Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

How the Committee makes decisions

1. The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority – under ‘The London Plan’ and Hillingdon’s own planning policies. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer’s report and any representations received.
2. Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the ‘Planning Code of Conduct’, which is part of the Council’s Constitution.
3. When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.
4. If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

Agenda

Chairman's Announcements

- 1 Apologies for absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To receive the minutes of the previous meeting 1 - 4
- 4 Minutes of the AGM 5 - 6
- 5 Matters that have been notified in advance or urgent
- 6 To confirm that the items of business marked Part I will be considered in Public and the items marked Part II will be considered in Private

Planning Committee Report Part 1_Standard Information

Applications with a Petition

7	The Orchard Inn 62963/APP/2024/3371	Ruislip	Construction of a discount food store (Use Class E) with car parking, landscaping works, and other associated works, following the demolition of the existing building. Recommendation: Refusal	15 – 62 106 – 226
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Applications without a Petition

8	42 The Larches 9197/APP/2025/239	Hillingdon East	Demolition of rear outbuilding and erection of a double storey side extension to form a new house with associated bin and cycle stores and separation of rear garden for private amenity space. Recommendation: Approval	63 – 102 227 – 243
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9	12-18 Pield Heath Road & 2 Pield Heath Avenue 76760/APP/2024/2720	Colham & Cowley	Partially retrospective demolition of four dwellings (Nos. 12, 14, and 16 Pield Heath Road and 2 Pield Heath Avenue) and one Bed and Breakfast (No. 18 Pield Heath Road), and the subsequent erection of a part two storey, part three storey (plus basement) care home (Class C2), with car parking, landscaping, and associated works. Recommendation: Approval subject to s106 legal agreement	103 – 164 244 – 261
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Planning Committee Report Part 3_Policy Appendices

Plans for the Hillingdon Planning Committee

205 – 262

Agenda Item 3

Minutes

HILLINGDON PLANNING COMMITTEE

7 May 2025



HILLINGDON
LONDON

Meeting held at Committee Room 5 - Civic Centre

	<p>Committee Members Present: Councillors Henry Higgins (Chair), Adam Bennett (Vice-Chair), Keith Burrows, Elizabeth Garellick, Gursharan Mand and Jagjit Singh</p> <p>LBH Officers Present: Natalie Fairclough – Legal Advisor Anisha Teji – Democratic Services Ed Laughton – Area Planning Service Manager (C&S) Katie Crosbie – Area Planning Service Manager (North) Mike Kemp – Deputy Team Leader Dr Alan Tilly – Transport & Aviation Team Manager</p>
42.	<p>APOLOGIES FOR ABSENCE <i>(Agenda Item 1)</i></p> <p>Apologies for absence were received from Councillor Roy Chamdal.</p>
43.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING <i>(Agenda Item 2)</i></p> <p>Councillor Adam Bennett declared a pecuniary interest in agenda items 8 and 9 as he owned a property on the St Andrews development. He left the room during discussion of agenda items 8 and 9.</p>
44.	<p>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING <i>(Agenda Item 3)</i></p> <p>RESOLVED: That the minutes from the meeting on 9 April 2025 be approved.</p>
45.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT <i>(Agenda Item 4)</i></p> <p>None.</p>
46.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THE ITEMS MARKED PART II WILL BE CONSIDERED IN PRIVATE <i>(Agenda Item 5)</i></p> <p>It was confirmed that all items would be heard in Part I.</p>
47.	<p>155 SWAKELEYS ROAD - 20345/APP/2024/3156 <i>(Agenda Item 6)</i></p> <p>Erection of a part single storey, part two storey rear extension, a first floor side extension, and front porch following demolition of existing porch and conservatory. Conversion of roof space into habitable use to include a rear dormer, 1 rear facing roof light and 1 x front facing roof light. Removal of two existing chimneys. Conversion of garage to habitable use including amendments</p>

to fenestration.

Officers introduced the application, took Members through the plans and made a recommendation for approval.

A petitioner in objection of the application addressed the Committee, noting that the new buyers had introduced themselves and stated that the original proposal had been withdrawn. The petitioner raised objections against the volume and density of the new proposal, stating it did not fit with the environment. They opposed the two-storey rear extension, citing its impact on neighbouring properties, light and view. The petitioner also mentioned that the extension on the garage was not in keeping with the environment. Local Ward Councillors had been contacted and they had emphasised the importance of retaining the character of the area and preventing overdevelopment. It was submitted that these developments were spoiling the area, setting a future precedent and not in keeping with the local area.

In response to Member clarification questions, it was noted that the petitioner had not objected to any previous applications.

A representative of the application addressed the Committee, noting that the officers' report addressed many concerns raised in the petition. Denying the application would cause inconsistency, as other homes had undergone similar modifications. The home had been designed for a growing family and local amenities and schools made it appealing for family housing. The Committee was asked to support the application, emphasising its respectful enhancement of the existing home and its natural progression and enhancement of the neighbourhood.

Officers clarified several points raised in the petition and by the applicant. In terms of the light impact assessment, officers explained that the development cleared the 45° line from neighbouring windows, making it acceptable without needing further sun/day light assessments. It was also noted that planning permission had already been granted for the same development in 2021 and there had been no changes in planning policies or site circumstances since then.

Although Members empathised with the concerns raised by the petitioner, it was noted that this application had been approved previously and the Committee had limited options to refuse it. The officers' recommendation was therefore moved, seconded, and when put to a vote, was unanimously agreed.

RESOLVED: That the application be approved as per officer recommendation.

48.

90 LONG LANE - 8905/APP/2024/2478 (Agenda Item 7)

Demolition of the existing detached, single dwelling and the erection of a building consisting of 4 no. three-bed flats and 5 no. two-bedroom flats, with associated parking and amenities.

Officers introduced the application, took Members through the plans and made a recommendation for refusal.

A petitioner objected to the application, citing concerns about privacy, the overwhelming nature of the proposal and its impact on neighbouring properties. The

petitioner noted that the recent submission was larger than the original and compared it to previous applications. Concerns were raised about the impact on trees, the amount of concrete used and the proposal's inconsistency with the local character of the area. Additional issues included light pollution, noise pollution and the impact on the conservation area. The petitioner mentioned multiple windows and patio doors causing privacy issues, the small size of the property for the number of people and cars and a history of criminal activity impacting peace and quiet for local residents.

It was noted that the Chair of the Ickenham Residents Association was unable to attend the meeting, but all the comments submitted in previous letters of objection still stood.

The applicant and architect addressed the Committee and issues raised by the petitioner. It was noted that the proposal now included more family units, including four three-bedroom units. The proposal was initially refused due to the perceived impact on the character of the area and conservation area. After discussions with officers, the bulk and massing of the building were reduced by adjusting the depth, width and projection. This resulted in greater spacing to the boundary and improved views beyond the building. The architectural design followed that of number 88 Long Lane, characterised by its projected gable and spanning the width of the plot while being set over three floors. It was submitted that the development was set within a well-landscaped setting, screened by mature vegetation and oak trees, and was considered a significant improvement to the refusal scheme in 2024. It was emphasised that the proposal would complement the plot and wider context of the locality and conservation area. Although concerns had been raised about the impact on neighbouring properties, it was submitted that a sunlight and daylight report demonstrated no loss of light or amenity to neighbouring properties. The primary windows serving habitable rooms faced either forward or rear of the site, with no concerns identified by officers. The proposed development was smaller than the initial scheme and was considered to have no overbearing impact on neighbouring properties.

Officers advised the Committee that the tree report was deemed acceptable, with a construction management plan required for protection. Overlooking issues were addressed by recommending obscure glazing for the side windows. The proposal's impact on noise and light pollution was considered typical for residential areas. The retention of category A and B trees at the front was highlighted. Concerns about the scale of the building and its impact on outlook and sense of enclosure were noted.

The Committee considered that this was a huge development and accepted the reasons outlined for refusal in the officers' report. The officers' recommendation was moved, seconded, and when put to a vote, was unanimously agreed.

RESOLVED: That the application be refused as per officer recommendation.

49.

ST ANDREWS PARK - 585/APP/2024/1879 (Agenda Item 8)

Hybrid planning application comprising: Outline planning permission (with all matters reserved) for residential development and commercial uses, to be occupied flexibly within Use Classes E(a), E(b), E(c), E(e), E(g)(i), E(g)(ii) and a convenience store (Use Class E(a)); plus car parking, hard and soft landscaping, and all other associated works; Plus, full planning permission for reinstatement of gym use (Use Class E(d)) and change of use to provide a cafe (Use Class E(b)) within the former cinema building; and external alterations; and associated car

	<p>parking, hard and soft landscaping and all other associated works.</p> <p>Officers introduced the application and took Members through the plans and addendum. A recommendation for approval, section 106 and Stage 2 Mayor of London referral was made.</p> <p>The Committee considered these applications together however voted on each item separately.</p> <p>The Committee welcomed the completion of the site and considered the officers' reports to be thorough. The officers' recommendation, was moved, seconded, and when put to a vote, was unanimously agreed.</p> <p>RESOLVED: That the application, section 106 and Stage 2 Mayor of London referral be approved as per officer recommendation.</p>
50.	<p>FORMER CINEMA BUILDING, ST ANDREWS PARK - 85/APP/2024/1799 (Agenda Item 9)</p> <p>Application for Listed Building Consent for internal and external alterations to former cinema building, to enable reinstatement of gym use (Use Class E(d)) and change of use to provide a cafe (Use Class E(b)).</p> <p>Officers introduced the application and took Members through the plans and addendum. A recommendation for approval was made.</p> <p>The Committee considered these applications together however voted on each item separately.</p> <p>The Committee welcomed the completion of the site and considered the officers' reports to be thorough. The importance of protecting and restoring the cinema to a good quality standard before it deteriorated further was emphasised. The officers' recommendation, was moved, seconded, and when put to a vote, was unanimously agreed.</p> <p>RESOLVED: That the application be approved as per officer recommendation.</p>
	<p>The meeting, which commenced at 7.00 pm, closed at 8.00 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Anisha Teji on 01895 277655 or ateji@hillingdon.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

Agenda Item 4

Minutes

HILLINGDON PLANNING COMMITTEE

8 May 2025



HILLINGDON
LONDON

Meeting held at Council Chamber - Civic Centre,
High Street, Uxbridge UB8 1UW

	Committee Members Present: Councillors Henry Higgins (Chair) Adam Bennett (Vice-Chair) Keith Burrows Roy Chamdal Jagjit Singh	
51.	APOLOGIES FOR ABSENCE <i>(Agenda Item 1)</i> Apologies were received from Councillor Mand and Councillor Garelick	Action by
52.	ELECTION OF CHAIR <i>(Agenda Item 2)</i> RESOLVED: That Councillor Henry Higgins be elected as Chair of the Hillingdon Planning Committee for the 2025/26 municipal year.	Action by
53.	ELECTION OF VICE-CHAIR <i>(Agenda Item 3)</i> RESOLVED: That Councillor Adam Bennett be elected as Vice-Chair of the Hillingdon Planning Committee for the 2025/26 municipal year.	Action by
	The meeting, which commenced at 8.50 pm, closed at 9.05 pm.	

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Planning Committee Report Part 1:

Standard Information for
Members - Applicable to All
Applications on the Agenda



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Part 1: Statutory Planning and Human Rights Considerations

1.1 Development Plan

- 1.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990, require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 1.1.2 The development plan for the London Borough of Hillingdon consists of the following documents:
 - [Hillingdon Local Plan Part 1: Strategic Policies \(2012\)](#)
 - [Hillingdon Local Plan Part 2: Development Management Policies \(2020\)](#)
 - [Hillingdon Local Plan Part 2: Site Allocations and Designations \(2020\)](#)
 - [The West London Waste Plan \(2015\)](#)
 - [The London Plan \(2021\)](#)

1.2 Equality Act

- 1.2.1 Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 1.2.2 The requirement to have due regard to the above goals means that Members should consider whether persons with protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, Members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be considered in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all the circumstances.

1.3 Human Rights

1.3.1 The Human Rights Act 1998 incorporates the key articles of the European Convention on Human Rights into domestic law. These include:

- Article 8: Right to respect for private and family life.

Everyone has the right to respect for his private and family life, his home and his correspondence. This right embodies the right to a name, the right to change one's civil status and to acquire a new identity, and protection against telephone tapping, collection of private information by a State's security services and publications infringing privacy. This right also enables Members of a national minority to have a traditional lifestyle.
- Article 1 of the First Protocol: Protection of property.

Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law.
- Article 14: Prohibition of discrimination.

The enjoyment of the rights and freedoms set forth in this Convention shall be secured without discrimination on any ground such as sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth, or other status.

1.3.2 Members must be aware of the rights contained in the Convention (particularly those set out above) when making any planning decisions. However, most Convention rights are not absolute and set out circumstances when an interference with a person's rights is permitted. Any interference with any of the rights contained in the Convention must be sanctioned by law and be aimed at pursuing a legitimate aim and must go no further than is necessary and be proportionate. Members must, therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

1.4 Development in Conservation Areas

1.4.1 Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority, in determining applications affecting conservation areas, to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. This statutory duty needs to be considered alongside relevant heritage policies contained in the National Planning Policy Framework and local plan.

1.5 Development Affecting Listed Buildings

1.5.1 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority, in determining applications affecting a listed building or its setting, to "have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses". This statutory duty needs to be considered alongside relevant heritage policies contained in the National Planning Policy Framework and local plan.

Part 1: Other Relevant Information for Members

2.1 Five Year Housing Land Supply

2.1.1 Land supply is a key part of planning and links plan policies and sites with actual delivery. The need to demonstrate a 5yr rolling supply of sites, known as 5yr housing land supply (5YHLS), is an embedded part of the planning system.

2.1.2 When councils are unable to demonstrate a 5YHLS the National Planning Policy Framework 2023 (NPPF) presumption in favour of sustainable development - the so-called 'tilted balance' - is engaged. NPPF paragraph 11 (d) ii states that in these circumstances the development plan policies most important for determining the application are to be treated as out-of-date. Therefore, where the presumption applies, planning permission should be granted unless:

1. The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
2. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

2.1.3 Hillingdon Council is currently able to demonstrate a 5yr supply of deliverable housing sites. Therefore, the 'tilted balance' is not engaged.

2.2 Planning Appeals / Risk of Costs Award Against the Council

2.2.1 Members should be aware that in the event of an appeal, local planning authorities are at risk of an award of costs if they behave unreasonably with respect to the substance of the matter under appeal. For example, by

unreasonably refusing or failing to determine planning applications, or by unreasonably defending appeals.

- 2.2.2 A further example includes imposing a condition that is not necessary, relevant to planning and to the development, enforceable, nor precise or reasonable in all other respects (and thus does not comply with NPPF guidance on planning conditions and obligations). It should be noted that planning conditions can be appealed.
- 2.2.3 Another example includes failing to substantiate each reason for refusal on appeal. Therefore, should members determine to refuse an application (contrary to officer recommendation for approval) planning reasons for refusal should be provided.

2.3 Use of Planning Conditions

- 2.3.1 Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.
- 2.3.2 Planning conditions should only be imposed where members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

2.4 Planning Obligations

- 2.4.1 Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states that whilst 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. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.
- 2.4.2 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 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.

- 2.4.3 The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely

necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests, the Council would have acted unlawfully and could be subject to a High Court challenge.

2.4.4 Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

2.5 Community Infrastructure Levy (CIL)

2.5.1 The Community Infrastructure Levy (CIL) allows local authorities to raise funds from developers undertaking new building projects in their area. The Community Infrastructure Levy (CIL) is a charge collected from new developments.

2.5.2 The CIL applies to all proposals that add 100 square metres of new floorspace or an extra dwelling. This includes bringing a vacant building back into use. The amount to pay is the increase in floorspace (m²) multiplied by the rate in the CIL charging schedule plus indexation.

2.5.3 The money raised from the Community Infrastructure Levy pays for the infrastructure required to support development. This includes transport schemes, flood defences, schools, health and social care facilities, parks, open spaces and leisure centres.

2.5.4 The London Borough of Hillingdon adopted its [CIL Charging Schedule](#) on 10 July 2014 and it is applied to new developments in the borough since 1 August 2014. The use types that are charged borough CIL is large format retail development (greater than 1,000sqm) outside of designated town centres; offices; hotels; residential dwellinghouses; and industrial storage and distribution.

2.5.5 The Mayor's CIL (MCIL)

The Mayor's CIL applies to all qualifying developments approved on or after 1 April 2012. Hillingdon Council is a CIL collecting authority for the Mayor of London.

2.5.6 The Mayoral CIL 1 (MCIL 1) rate was £35 per sqm plus indexation and is used by the Mayor of London to fund the delivery of Crossrail.

2.5.7 For planning permissions granted from 1 April 2019, the Mayoral CIL 2 (MCIL 2) rate of £60 per square metre plus indexation applies. This rate may also apply to some phased planning permissions granted before then.

2.6 Environmental Impact Assessment

- 2.6.1 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) requires that an Environmental Impact Assessment (EIA) is undertaken, and an Environmental Statement (ES) produced for certain developments.
- 2.6.2 EIA is a procedure which serves to provide information about the likely significant effects of a proposed project to inform the decision-making process and whether the project should be allowed to proceed, and if so on what terms.
- 2.6.3 An overview of the EIA process is provided as part of government's [Planning Practice Guidance](#). An EIA is normally only necessary for a small proportion of projects.
- 2.6.4 An EIA Screening Opinion can be obtained from the council to determine whether a proposed development needs an EIA. Once it has been determined that an EIA is required, an EIA Scoping Opinion can be obtained from the Local Planning Authority to provide advice on the scope and content of the Environmental Statement (ES).

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

Case Officer: **Alan Corcoran**

62963/APP/2024/3371

Date Application Valid:	04.02.2025	Statutory / Agreed Determination Deadline:	17.06.2025
Application Type:	Full	Ward:	Ruislip

Applicant: **Lidl Great Britain Limited**

Site Address: **The Orchard Inn, Ickenham Road, Ruislip**

Proposal: **Construction of a discount food store (Use Class E) with car parking, landscaping works, and other associated works, following the demolition of the existing building.**

Summary of Recommendation: **REFUSE planning permission**

Reason Reported to Committee: **Required under Part 5 of the Planning Scheme of Delegation (20 plus letters of support received)**



Summary of Recommendation:

REFUSE planning permission for the reasons specified in Appendix 1.

1 Executive Summary

- 1.1 The Council has received a petition signed by 1,398 individuals objecting to the proposed development. Furthermore, The Council has received 669 objections, including from the Ruislip Residents' Association, Ickenham Residents' Association, Eastcote Residents' Association, Eastcote Conservation Panel, Councillor Philip Corthorne (Mayor of Hillingdon and Ruislip ward councillor), and Councillor Peter Smallwood OBE (Ruislip ward councillor). In addition, the Council received 35 representations in favour of the proposed development and one comment (See Table 1 for summary of comments).
- 1.2 The Local Planning Authority cannot support the principle of development as the Applicant has submitted insufficient evidence to justify the out-of-centre retail floor space, which should take a town centre first approach; and the loss of the locally listed public house, which is proposed to be demolished.
- 1.3 The proposed development would be an uncharacteristic form of development that would fail to harmonise with the Conservation Area's character and would unduly harm designated heritage assets (Ruislip Conservation Area and the Grade II Listed White Bear Public House) and non-designated heritage assets (locally listed Old Orchard and locally listed Spitfire war memorial). The public benefits of the proposal would not outweigh the harm it would cause to the heritage assets.
- 1.4 The proposed development would not appropriately facilitate trip-making by foot, cycle, or public transport and would include an oversupply of car parking. The Applicant has failed to submit a Parking Management and Design Plan to detail the car park's management. Furthermore, the application has not demonstrated that the proposal would not increase road danger.
- 1.5 The proposed development would inappropriately result in the net loss of biodiversity and an unacceptable loss of trees, and the Applicant has not submitted sufficient details regarding the proposal's Urban Greening Factor and the development's potential impact on onsite roosting bats.
- 1.6 The proposed development would contribute to unacceptable pollutant emissions in the Ruislip Town Centre Air Quality Focus Area. It would not be air quality neutral or air quality positive, and the measures proposed are insufficient to mitigate the total emissions. Furthermore, the Council has not secured an agreement with the Applicant regarding the pre-commencement planning conditions necessary to mitigate the air quality harm that the proposed development would cause. The Applicant has confirmed their agreement to pay

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the air quality mitigation contribution (£987,271) that would have been required had approval been recommended.

- 1.7 The Council's Drainage Consultant advised that the applicant had submitted insufficient flood risk and drainage details. As such, recommended refusal reason no. 7 (refer to Appendix 1) has been included, as the proposal would be considered contrary to Policies SI12 and SI13 of The London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), and Policies DME1 9 and DME1 10 of the Hillingdon Local Plan: Part 2 (2020). It should be noted that the applicant has subsequently submitted additional flood-risk/drainage information, which is under consideration by the Council's consultant and an update on this matter will be provided in the Addendum Report/at the Committee meeting.
- 1.8 The proposal is unacceptable and would be inconsistent with the National Planning Policy Framework, The London Plan, and the Hillingdon Local Plan.
- 1.9 The planning application is therefore recommended for refusal.

2 The Site and Locality

- 2.1 The 0.65-hectare application Site (The Orchard, Ickenham Road, Ruislip) is located to the north of the five-arm roundabout ('Fiveways Roundabout') comprising Ickenham Road western arm, Ickenham Road eastern arms, Sharps Lane, Kingsend, and Wood Lane. The Site is also positioned towards the south of Church Avenue and adjoins two residential properties – 87 Sharps Lane and 1 Church Avenue.
- 2.2 The Site contains a two-storey building that used to operate as The Orchard Pub. The Applicant states that the pub closed in December 2023. The building has been extended to the rear with a two-storey modern addition (application reference 62963/APP/2007/3884, approved on 17-10-08) used as a Premier Inn Hotel. In April 2025, Hillingdon Council approved The Orchard Pub's addition to the Local List. Therefore, it is a locally listed building.
- 2.3 The front garden (southeast of the Site), which served as a pub garden, accommodates the Orchard Spitfire War Memorial (temporarily removed for maintenance). The War Memorial is a one-third-scale model of a Spitfire plane with a stone plinth commemorating the Polish Airmen. The Spitfire model in front of The Orchard is locally listed. The setting of the Spitfire within a spacious garden covering approximately 1,275 sq. m. is a key part of the social value given to this war memorial. It allows people to sit and contemplate the significance of the memorial in a generous green garden setting.
- 2.4 The Site lies within the Ruislip Village Conservation Area, which is characterised by three distinct sub-areas. The Site is within 'area three', which is defined as a 'Garden Suburb' with an architectural style that includes decorative timber framing, bold gables, brick detailing around windows, and large roofscapes of clay roof tiles within open and green verdant settings. The Site is prominent

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because of its position north of a Fiveways Roundabout and is a visual focal point from public vantage points along the streetscape.

- 2.5 Vehicular access to the Site is from Ickenham Road near its junction with Church Avenue towards the north-east of the Site. The Site access leads to an existing car park.
- 2.6 The Site is outside the Ruislip District Centre Town Centre (within approximately 350 metres) and has a Public Transport Accessibility Level (PTAL) of 3 and 4, which is considered good.
- 2.7 There are no trees protected explicitly by Tree Preservation Orders (TPO) within the Site. However, given that the Site is within a Conservation Area, trees with a diameter of 75 millimetres and greater are protected. The Site contains 27 individual trees and eight tree groups. Three trees or tree groups are Category B, 25 are Category C, and seven are Category U.
- 2.8 The Site is within Flood Zone 1 and, therefore, has a low risk of flooding. The Site also lies within an Air Quality Focus Area and is located on Potentially Contaminated Land. It is also within the Airport Safeguarding Zone of the Royal Air Force Northolt base.
- 2.9 Area Tree Preservation Order (TPO 217) immediately adjoins the site's northeast corner. There are two statutory Listed buildings within 100 metres of the Site - The White Bear Public House (Grade II Listed) and the Orchard Cottage, 65 Kingsend (Grade II Listed). Fiveways is a locally listed building on the opposite side of Ickenham Road from the Site. An Air Quality Management Area is approximately 500 metres southwest of the Site.

Figure 1: Location Plan (application site edged red)



Figure 2: Aerial View of the Application Site



Figures 3: Street View Images of the Application Property



South (front) elevation of the locally listed 'The Orchard Inn'

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Locally listed Spitfire War Memorial



East elevation of the Premier Inn

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North (rear) elevation of The Orchard



West elevation of the Premier Inn

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3 Proposal

3.1 The application seeks planning permission to construct a discount food store (Use Class E) with car parking, landscaping works, and other associated works, following the demolition of the existing building.

3.2 The proposal would be a single-storey building positioned towards the west of the site. It would have a width of approximately 62 metres and depth of approximately 34 metres. The building's depth would step to approximately 29 metres and then 10 metres towards the north of the Site. The building would have a Gross Internal Area (GIA) of 1,825 sq. m., of which 1,212 sq. m. would be sales area (or 'net sales area'). Approximately 970 sq. m. would be dedicated to convenience retail, and 242 sq. m. would be used for comparison retail. The remaining floorspace would comprise 353 sq. m. of ancillary warehouse floorspace and 260 sq. m. of ancillary space, consisting of an accessible customer toilet, an in-store bakery, staff welfare facilities, ancillary office space and storage/utility space. It would have a pitched roof with a ridge height of approximately 10.5 metres and an eaves height of approximately 6.5 metres. These heights vary across the Site as the ground slopes from the south of the Site downward to the north of the Site. The external walls would be mostly in painted render with small sections of bricks along the facade.

3.3 Vehicular access to the Site would remain on Ickenham Road, though it would be modified and repositioned further south. Pedestrian access to the Site is proposed via the Site's southern boundary. The proposed development would include 72 car parking spaces, comprising:

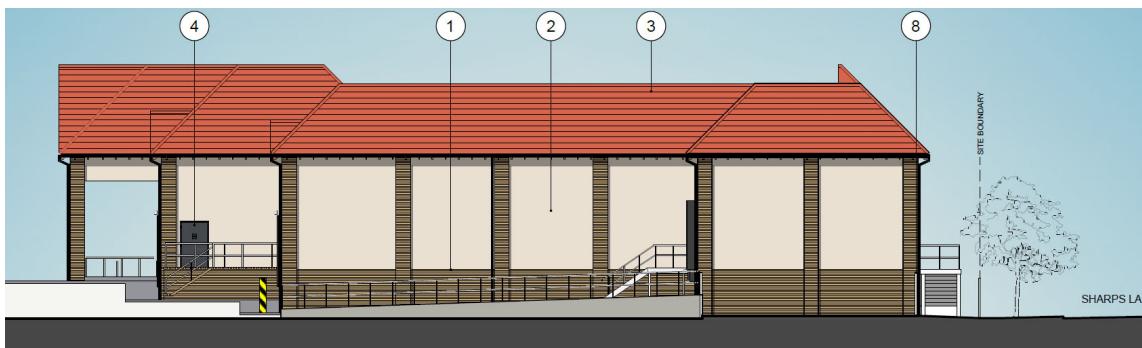
- Forty-six 'standard' parking spaces
- Four accessible parking bays
- Three enlarged bays
- Three parent & child spaces
- Two 'rapid' electric vehicle charging bays
- Fourteen 'passive' electric vehicle bays

3.4 Twelve Sheffield bicycle stands are proposed beneath a canopy along the south-eastern elevation, to provide 24 short-stay spaces. A further 12 long-stay cycles are proposed next to the short-stay cycle bays.

3.5 The Applicant's Arboricultural Impact Assessment states that 17 trees and tree groups would be removed to facilitate the proposed development. Of these, one is a Category B tree (T8), while the remainder are Category C trees.

3.6 The locally listed Spitfire Memorial would be relocated towards the south of the site within a landscaped area, including benches and heritage information boards.

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



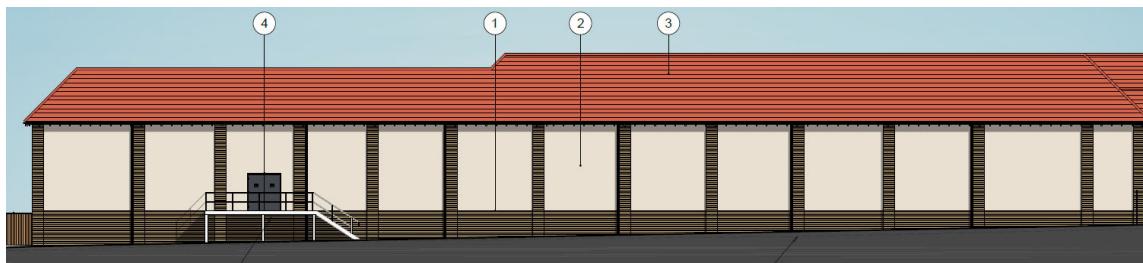
Proposed North Elevation

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Proposed East Elevation



Proposed West Elevation



Proposed South Elevation

4 Relevant Planning History

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

5 Planning Policy

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

6 Consultations and Representations

6.1 The Council consulted surrounding properties by letters dated 27-02-25. The Council also advertised the application with a site notice dated 09-03-25 and press notice dated 05-03-25. The consultation period expired on 31-03-25.

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6.2 The Council has received a petition signed by 1,398 individuals objecting to the proposed development. Furthermore, The Council has received 669 objections, including from the Ruislip Residents' Association, Ickenham Residents' Association, Eastcote Residents' Association, Eastcote Conservation Panel, Councillor Philip Corthorne (Mayor of Hillingdon and Ruislip ward councillor), and Councillor Peter Smallwood OBE (Ruislip ward councillor). In addition, the Council received 35 representations in favour of the proposed development and one comment.

6.3 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
The Ruislip Residents' Association (objection)	(1) Unsympathetic design. (2) Traffic congestion. (3) Road safety. (4) Sufficient supply of supermarkets already in the area.	Noted. Material planning considerations discussed in relevant section of assessment below.
The Ickenham Residents' Association (objection)	(1) Insufficient parking spaces. (2) Road safety. (3) Traffic congestion.	Noted. Material planning considerations discussed in relevant section of assessment below.
The Eastcote Residents' Association (objection)	(1) Road safety. (2) Traffic congestion.	Noted. Material planning considerations discussed in relevant section of assessment below.
The Eastcote Conservation Panel (objection)	(1) Road safety. (2) Traffic congestion.	Noted. Material planning considerations discussed in relevant section of assessment below.
Councillor Philip Corthorne (Mayor of Hillingdon and Ruislip ward councillor) (objection)	(1) Harm to Conservation Area. (2) Detrimental to locally listed war memorial. (3) Traffic congestion. (4) Road/pedestrian safety. (5) Parking overspill.	Noted. Material planning considerations discussed in relevant section of assessment below.

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	(6) Air quality.	
Councillor Peter Smallwood OBE (Ruislip ward councillor) (objection)	(1) Traffic impact. (2) Highway safety. (3) Impact on the Conservation Area. (4) Design.	Noted. Material planning considerations discussed in relevant section of assessment below.
Remaining 663 objections	(1) Harm to heritage assets. (2) Harm to outlook. (3) Loss of trees/planting. (3) Harm to landscaping. (4) Loss of biodiversity. (5) Traffic congestion. (6) Road safety. (7) Retail impact. (8) Insufficient drainage. (9) Design. (10) Noise. (11) Air pollution. (12) Loss of pub. (13) Sufficient supply of supermarkets already in the area. (14) Light pollution. (15) Harm the town centre.	Noted. Material planning considerations discussed in relevant section of assessment below.
One individual neutral letter has been received.	(1) Better than the alternative of the Site remaining vacant but raised concerns regarding the car park and highway safety.	Noted. Material planning considerations discussed in relevant section of assessment below.
35 representations in favour of the proposed development (support)	(1) Better than a vacant building. (2) Need for additional supermarkets in the area. (3) Employment opportunities. (4) Locals could walk instead of driving to the shop. (5) Shopping choice. (6) Design.	Noted. Material planning considerations discussed in relevant section of assessment below.

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	(7) Prefer over a housing development.	
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<u>External Consultee Comments</u>	
Greater London Archaeological Advisory Service: No objection subject to a pre-commencement written scheme of historic building investigation. This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition, please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with Paragraph 218 of the NPPF.	The applicant has confirmed their agreement to the proposed pre-commencement condition to secure a Written Scheme of Investigation.
Historic England: Historic England has concerns regarding the application on heritage grounds.	A heritage impact refusal reason has been recommended.
<u>Internal Consultee Comments</u>	
The LPA's Retail Impact Consultant (Nexus): Inadequate information submitted to justify the out-of-centre retail floorspace, contrary to Chapter 7 of the NPPF (2024), Policy E5 of the Local Plan Part 1 (2012) and Policy DMTC 1 of the Local Plan Part 2 (2020).	A refusal reason has been recommended in line with the Retail Impact Consultant's recommendations.
LBH Conservation Officer:	

Objection raised due to the harm that would be caused to designated and non-designated heritage assets that would not be outweighed by public benefits.	A refusal reason has been recommended in line with the Conservation Officer's recommendations.
LBH Landscape and Urban Design Officer: Objection raised. The site benefits from mature boundary tree and shrub planting that adds to the verdant character of the Conservation Area. The landscape proposals enlarge the hardstanding area to allow large vehicles to manoeuvre, necessitating the removal of trees and reducing and harming the site's green edge character. The scale and massing of the building is considered incongruous to the townscape and detrimental to the area's character.	A refusal reason has been recommended in line with the Landscape and Urban Design Officer's recommendations.
LBH Trees Officer: Objection due to inappropriate replacement tree planting and inconsistent reporting regarding trees.	A refusal reason has been recommended in line with the Tree Officer's recommendations.
LBH Economic Development Officer: No objection subject to an Employment/Construction Training Scheme and post-construction local employment scheme secured in accordance with the Council's Planning Obligations SPD.	The Applicant has agreed to this Section 106 obligation that would have been recommended for inclusion in a Section 106 agreement had planning approval been recommended.
LBH Accessibility Officer: No objection.	Noted.
LBH Refuse and Recycling Officer: No objection.	Noted.

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<p>LBH Planning Policy Officer:</p> <p>Insufficient information submitted to justify the loss of the public house, contrary to Policy HC7 of the London Plan (2021).</p>	<p>A refusal reason has been recommended in line with the Planning Policy Officer's assessment.</p>
<p>LBH Highways Officer:</p> <p>Objection as the proposed development would not appropriately facilitate trip-making by foot, cycle, or public transport and would include an oversupply of car parking. The Applicant has failed to submit a Parking Management and Design Plan to detail the car park's management. The application has not demonstrated that the proposal would not increase road danger. Therefore, the proposed development is contrary to Chapter 9 of the NPPF (2024) and Policies T1, T4, T6, and T6.3 of The London Plan (2021).</p>	<p>A refusal reason has been recommended in line with the Highways Officer's recommendations.</p>
<p>LBH Air Quality Officer:</p> <p>No objection subject to an Air Quality Mitigation contribution of £987,271 secured by a Section 106 Agreement and pre-commencement conditions regarding a low emission strategy (LES), air quality dust management plan, and reducing emissions from demolition and construction.</p>	<p>Whilst the Applicant has agreed to pay the Section 106 financial contribution (had planning approval been recommended), they have not agreed to the recommended pre-commencement conditions. Accordingly, an air quality refusal reason is recommended.</p>
<p>LBH Noise Pollution Officer:</p> <p>No objection subject to a noise impact condition and informative.</p>	<p>Conditions and an informative would have been recommended in line with the Noise Officer's recommendations had approval been recommended.</p>

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<p>LBH Environmental Health Officer (Land Contamination):</p> <p>No objection subject to a condition regarding land contamination.</p>	<p>Conditions and an informative would have been recommended in line with the Land Contamination Officer's recommendations had approval been recommended.</p>
<p>LBH Environmental Specialist (Energy and Biodiversity):</p> <p>Objection due the net loss of onsite biodiversity. No objection regarding energy and sustainability subject to a zero-carbon energy condition and Section 106 obligations regarding 'Be Seen' post-construction energy monitoring and the Carbon Offset sum based on an Updated Energy Strategy.</p>	<p>A refusal reason has been recommended in line with the Environmental Specialist's recommendations. The Applicant has agreed the two energy-related Section 106 obligations that would have been recommended had planning approval been recommended.</p>
<p>The LPA's Flood Risk and Drainage Consultants (Metis):</p> <p>The Consultant raised concerns regarding several application shortcomings on 06 March 2025 which Planning Officers shared with the Applicant. The Applicant subsequently submitted revisions. The Consultant reviewed these revisions and still raised the following remarks on 12 May 2025:</p> <p>'We recommend that the following information is provided before approval of the application:</p>	<p>It should be noted that the applicant has subsequently submitted additional flood-risk/drainage information, which is under consideration by the Council's consultant and an update on this matter will be provided in the Addendum Report/at</p>

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<p>- The applicant should provide an area summary within the calculations which should demonstrate use of the full site area.</p> <p>The following items can be addressed at Discharge of Condition stage:</p> <ul style="list-style-type: none"> - The applicant has not provided the greenfield, proposed or existing run off volumes for the 1 in 100 year 6-hour storm event. - The applicant should provide the existing run off rates for the site.' 	the Committee meeting.
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7 Planning Assessment

Principle of Development

Out-of-Centre Retail

7.1 The application Site is outside of a defined 'town centre' in the Hillingdon hierarchy, with the nearest centre being Ruislip District Centre, approximately 350 metres east of the Site. The route between the application Site and the Ruislip District Centre, via Ickenham Road, is largely characterised by residential uses. There are footpaths on either side of the road, although there is no intervisibility between the application Site and the uses within the defined centre boundary.

7.2 As such, the Applicant has submitted a Sequential Site Assessment within the Planning and Retail Statement. With regards to the area of search for alternatives, there are two factors to consider: (a) the overall area of the search; and (b) the defined 'town centres', including the areas around them, that should be included in the assessment.

7.3 Regarding the overall area of the search, the submission suggests that a five-minute drive-time catchment is appropriate, and this has been used to guide the Applicant's search area. Officers recognise that a five-minute drive-time is regularly used as an indicative catchment by food store operators such as Lidl and ALDI across the country for proposals in urban environments. However, this drive-time area is only indicative and, in the Council's retail consultant's opinion (agreed by Officers), it should always be supported by empirical evidence in relation to the specific area around the proposed development. In this instance, the Applicant has not provided up to date shopping patterns information for the Ruislip and wider Hillingdon area and, therefore, the catchment area details for the nearby district centre, and nearby competing food stores, has not been established by the Applicant. Consequently, it cannot be confirmed that the list of centres at Paragraph 7.11 of the Applicant's submitted Planning and Retail Statement is the full and appropriate extent of centres to be examined. In addition, given that the Applicant has incorrectly classified the application site as

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an edge-of-centre site, rather than out-of-centre site, then the area of the search in relation to defined 'town centres' must be widened, to include those out-of-centre locations which are more accessible and better connected to defined centres than the application Site.

7.4 Regarding the flexibility which the Applicant has adopted for its assessment of alternative locations, this can be found at Paragraphs 7.15-7.18 of the Applicant's Planning and Retail Statement. Paragraph 7.17 is particularly relevant, providing a range of parameters associated with 'suitability'. Officers consider that many of the parameters put forward by the Applicant are reasonable and, in principle, demonstrate flexibility with regards to the size of alternative sites and the need for adequate parking and servicing arrangements. Regarding the format of store and car parking areas (points (v) and (vii) at Paragraph 7.17 of the Planning and Retail Statement), whilst Officers would agree that the sales area of the proposal should be on a single level, there are circumstances where parking provision associated with food stores may be provided at a different level. This type of flexibility is particularly prevalent in London, given the scarcity and value of land. There are instances of food stores, such as those operated by Lidl, which have parking and sales areas on different levels. An example of this is the Lidl in Epsom. Consequently, this should be considered when assessing sequentially preferable alternative locations.

7.5 The final area of the Applicant's Sequential Site Assessment is the assessment of alternative specific locations. This is limited to one paragraph – Paragraph 7.20 of the Planning and Retail Statement – which simply states that the alternatives which have been considered are too small or not available. Officers consider that such an assessment is insufficient for the purposes of demonstrating compliance with the sequential test. Paragraph 7.20 suggests that the Applicant has considered alternatives, but Officers highlight that:

- (a) The Applicant's Planning and Retail Statement has not provided the identity of those alternatives; and
- (b) It has also not clarified the specific reasons for dismissing those individual alternatives.

7.6 Therefore, the Applicant's Planning and Retail Statement has failed to provide sufficient information to demonstrate that the proposed development complies with the sequential test. The key areas where the submitted information is deficient are:

- (a) Information to confirm the area or search for alternative sites and premises;
- (b) The level of detail which has been submitted in relation to the Applicant's assessment of alternative sites and premises; and
- (c) An inconsistent definition of the application Site and exclusion of some sites/areas from the assessment of alternatives.

7.7 The Applicant and the Local Planning Authority must duly consider the likely impact of the proposal on the health of, and investment within, nearby defined

‘town centres’ given the Site’s location and the scale of the proposed retail floorspace.

7.8 Paragraph 8.3 of the Applicant’s Planning and Retail Statement indicates the Applicant has surveyed three defined ‘town centres’ in relation to their health. These three centres (Ruislip District Centre, Ruislip Manor Minor Centre, and Ickenham Local Centre) are some of the closest centres for inclusion within the impact assessment. Based upon the scope of information within the submission, the Applicant has not demonstrated that these are the only centres to be examined. Policy E5 of the Local Plan Part 1 (2012) indicates that ‘local parades’ should be protected and enhanced. It is, therefore, necessary for the Applicant to confirm which parades are within the proposal’s catchment. Secondly, the Applicant has not yet properly defined the proposal’s catchment area in relation to existing shopping patterns. Consequently, the Local Planning Authority cannot yet confirm that the three defined ‘town centres’ listed are the only centres to be included in the Applicant’s impact assessment.

7.9 Furthermore, the information that the Applicant provided for the three defined centres in Appendix 4 of their Planning and Retail Statement makes no reference to the role, function, and catchment area of the centres, with regards to convenience and comparison goods shopping, and leisure uses (such as food/beverage uses). This is a further reason why it is necessary to include up to date shopping and leisure patterns information in the Applicant’s supporting information.

7.10 The Council’s retail consultant has undertaken a review of the Applicant’s financial impact assessment, contained within Section 9 and Appendix 5 of the Planning and Retail Statement and has reached the conclusion that it does not provide a robust assessment in relation to the following areas:

- (a) Shopping patterns information;
- (b) Forecasting the pre-impact turnover of existing stores and centres; and
- (c) The use of an ‘available expenditure’ assessment to support the case for the proposed store.

7.11 As noted, the application is not informed by a survey of shopping patterns. Not only is the lack of such information problematic for the scope of the sequential site assessment process and the assessment of ‘town centre’ health, but it is also a key deficiency in relation to the assessment of the likely financial impact of the proposed retail store. In particular, up-to-date evidence based data on shopping patterns is required to:

- (a) Assess the overall catchment of the proposed food store;
- (b) Consider the likely pattern of trade draw to the proposed store on different parts of the surrounding area;
- (c) Calculate the current turnover of existing retail stores and centres in the surrounding area; and
- (d) Inform the assessment of the likely pattern of trade diversion to the proposal from existing facilities.

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7.12 To provide a robust baseline for the financial impact assessment, it is essential to understand current shopping patterns, to define the catchment areas of existing stores and centres in the wider area and calculate the current convenience and comparison goods turnover of existing stores and centres. The absence of a survey of household shopping patterns (or similar/comparable data) is a significant constraint. The absence of local shopping pattern data means the Applicant's Planning and Retail Statement has estimated pre-impact store/centre turnover levels based upon national average grocery store performance. This general approach, and the level of detail provided within the Planning and Retail Statement, has several shortcomings:

(1) The Applicant's assessment of the performance of individual main food stores (i.e. those operated by national multiple retailers) is based on national performance levels and takes no account of local performance. Therefore, this has the potential to provide misleading pre-impact turnover levels.

(2) Whilst the notes to Table 6 at Appendix 5 of the Applicant's Planning and Retail Statement indicate that the turnover for individually named retailers has been calculated using Global Data research, there is no indication as to what sales density information has been adopted for other (unnamed) convenience and comparison goods retail floorspace in the local area.

(3) The Applicant has not provided any information regarding the net sales floorspace data used to estimate pre-impact turnover levels in Table 6 at Appendix 5.

7.13 In light of the above, Officers do not accept this part of the financial impact assessment.

7.14 The assessment of a 'need' for a proposal, in either quantitative or qualitative terms, is not a planning policy test for retail proposals located outside of defined 'town centres'. However, Paragraphs 9.24 to 9.26 of the submitted Planning and Retail Statement provide an assessment of the total level of available (convenience and comparison goods) expenditure within the five-minute drive time area and compare these levels to the turnover of the proposed food store.

7.15 Aside from the potential that the five-minute drive-time area is not a representative area for the catchment of the proposal and/or convenience goods retailing in Ruislip, the Applicant's assessment in Tables 9.5 to 9.7 of the Planning and Retail Statement does not provide a robust justification for the proposed food store as the benchmark turnovers of existing stores and centres in the five-minute drive-time are excluded from the assessment. Therefore, it cannot be concluded there is 'capacity' to accommodate the proposed additional floorspace. Secondly, no allowance has been made of whether it is realistic to allow all of the expenditure generated by residents of the five-minute area to be genuinely available to stores in this area. Overall, Planning Officers do not consider that the Applicant's assessment of available expenditure can be relied upon to demonstrate support for the proposed retail floorspace.

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7.16 It is common practice for an assessment of financial impact to incorporate the likely pattern of trade draw to a retail proposal. The use of trade draw information and forecasts would show the likely market penetration rate of a proposal across different parts of the catchment/study area and would, in turn, be useful for the assessment of trade diversion. The Applicant has not submitted trade draw information, primarily due to their decision to rely upon a single catchment zone (the five-minute drive-time). This is a further deficiency in the Applicant's financial impact assessment, which is reinforced by the lack of shopping patterns data to inform the trade diversion assessment.

7.17 Paragraph 9.42 of the Applicant's Planning and Retail Statement provides the extent of the Applicant's assessment of the 'impact on investment' policy test. It is indicated that there are not any existing, committed, and planned public or private sector investments which would be impacted by the proposed retail study. The Applicant has not adequately addressed 'existing investment'. To properly assess the potential impact on the attitudes and actions of existing investors, further information in relation to the wider impact of the proposal (as outlined above) is required.

7.18 In conclusion, the Applicant has submitted insufficient supporting information to robustly justify the acceptability of the proposed out-of-centre retail floorspace. As such, the proposal is contrary to Chapter 7 of the National Planning Policy Framework (2024), Policy SD7 of the London Plan (2021), Policy E5 of the Local Plan Part 1 (2012) and Policy DMTC 1 of the Local Plan Part 2 (2020) and the principle of development is not supported.

Loss of Public House

7.19 The 'Orchard Pub' closed in December 2023. Notwithstanding, the proposal to demolish it and change its use would result in the loss of a public house with heritage, cultural, economic, and social value. Therefore, the Applicant is required to submit robust marketing evidence to demonstrate that there is no prospect of the Site being used as a pub in the foreseeable future.

7.20 The submission states that marketing started in April 2024, just eight months prior to the Applicant's submission of this planning application. The submitted planning statement continues, 'At the time of writing the report, there has been no firm offer or interest from any community uses or pub operators. The marketing campaign will be ongoing during the application process, and once the marketing is complete, a full marketing report will adjoin a the [sic] planning application.' Since the application's submission, the Local Planning Authority has not received a full marketing report. Given the limited and insufficient active marketing timeframe and details, the submitted evidence is inadequate in demonstrating that there is no realistic prospect of the building being used as a pub in the foreseeable future.

7.21 In the absence of robust and acceptable marketing evidence to justify the loss of the public house, the proposed change of use is contrary to Policy HC7 of The London Plan (2021) and, as such, is not supported.

Loss of the Hotel (Use Class C1):

7.22 Whilst the existing Premier Inn Hotel remains in operation at the rear of the Site, Officers accept the principle of a change of use that involves the loss of this visitor accommodation (Use Class C1) in this instance given the hotel's location outside of a designated Town Centre, Hotel Growth Location, or Opportunity Area.

7.23 As such, the development would not conflict with Policy E10 of The London Plan (2021), and the loss of the hotel is acceptable.

Heritage / Design / Impact on the Character and Appearance of the Area

7.24 The Site is the Old Orchard, a former hotel, bar, and dance hall located within the Ruislip Village Conservation Area. The locally listed Old Orchard is modest, and the architectural style of the mock timber framing respects and responds to the historic character of the area. It is a focal building within the Ruislip Conservation Area. The Site is of historical significance due to its links with the Polish airmen and support staff who served in the RAF in the Second World War, in particular during the Battle of Britain, and used the building as a space for relaxation and to create a sense of community. The Site also contains the locally listed sculpture within a war memorial garden at the front (south) of the Site.

7.25 Other notable nearby heritage assets are Fiveways, a nearby locally listed house; the Grade II Listed building of the White Bear Public House, an 18th-century two-storey building, which is noted within the list description as being of interest in part due to its landmark status; Grade II Listed Orchard Cottage (65 Kingsend); and Grade II Listed Laurel Cottage, Primrose Cottage, Tudor Cottage on Wood Lane.

7.26 Historically, the Grade II Listed White Bear Public House would have been located within a hamlet at the edge of Ruislip with the Grade II Listed Orchard Cottage (65 Kingsend) and Grade II Listed Laurel Cottage, Primrose Cottage, Tudor Cottage on Wood Lane, in rural Middlesex. Following the expansion of London in the Metroland era, it became the focus of the Fiveways roundabout. Opposite this was the other landmark of the locally listed Old Orchard. The view across from the White Bear towards the Orchard retains a sizable green space, which reflects the more historic rural scene.

7.27 The submitted Heritage Assessment (prepared by Border Archaeology, dated June 2024 and updated February 2025) states that the proposal would have a Moderate to Large impact on the locally listed Old Orchard, Grade II Listed White Bear Public House, locally listed Fiveways, the locally listed Spitfire and War Memorial, and on the Ruislip Village Conservation Area. It further states that it

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would have a neutral impact on the Grade II Listed Orchard Cottage and Grade II Listed Laurel, Primrose and Tudor Cottage.

7.28 The proposed building would be a large, uniform, single-storey retail unit with an increased footprint from the existing pub and hotel. Although the proposed building would be single storey, it would be approximately 10.5 metres tall. This is broadly the same height as the tallest element of the existing structure. The proposed retail unit would deliver a continuous uniform building mass directly along the site boundary with limited boundary greening. This would be a stark contrast to the varied massing of the existing building. The replacement building would include some architectural elements common to the surrounding townscape, such as the roof form and roof material with gables. However, below the roof, the proposed architecture is bland, with large expanses of render, advertising, and brick detailing. The combination of the building's proposed scale, mass, and uniform blank elevations that lack the articulation, variation, texture, and human scale of surrounding developments would be incongruous and detrimental to the Conservation Area's character.

7.29 The position of the existing building delivers an entrance and building frontage that faces the Fiveways junction focal point. The position of the existing locally listed Orchard is set broadly central to the Site, providing a green setting to the building, which is a key characteristic of the Conservation Area. The proposed building would be located close to the Site's western boundary with a large car park to the rear of the building. This proposed building location within the Site would reduce the frontage garden setting and would necessitate the removal of the mature boundary tree and shrub planting along the western boundary. This approach would harm the character of the Conservation Area.

7.30 Officers agree with the Applicant's Heritage Assessment that the proposal would have a negligible impact on the Grade II Listed Orchard Cottage and Grade II Listed Laurel, Primrose, and Tudor Cottage due to the location of other later developments, which broadly block direct views between the heritage assets and the proposed building.

7.31 The proposed building would be substantial in size and of lesser architectural quality when compared to the existing development. It would also reduce the green space towards the Site's frontage. This would have a detrimental impact on the setting of the Grade II Listed White Bear Public House. This harm would be less than substantial due to the impact on the setting and the impact only being within part of the setting. However, given the impact on the principal elevation and view and due to the scale, mass, and prominence of the proposed structure, it would diminish the setting of the public house, and this harm would be at a moderate level.

7.32 The proposal would result in complete loss of the locally listed Old Orchard, a visually important gateway building to the Conservation Area. There would be a loss of green space, harming the setting of the locally listed war memorial. This would cause less than substantial harm at a high level to the Conservation Area.

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7.33 Paragraph 215 of the National Planning Policy Framework (NPPF) states that 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'

7.34 The submitted Heritage Assessment's conclusion suggests that there would be heritage gain through the recording of the Old Orchard, the construction of a memorial garden for the relocated Spitfire memorial, and provision of appropriate information boards onsite. Paragraph 10.31 of the Applicant's Planning Statement states that 'the proposal would provide a public benefit by preserving the long-term use of the site with a viable occupier, increase consumer choice for the local residents and provide a memorial garden to enhance the setting of the locally listed Spitfire memorial. Cumulatively, these public benefits outweigh the harm to the Conservation Area and nearby heritage assets'. Paragraph 10.17 of the Planning Statement states the proposal would provide forty new employment opportunities.

7.35 The recording of the Old Orchard would not outweigh the harms noted above due to its very limited nature. Further, Paragraph 218 of the NPPF states, 'However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.' The current location of the locally listed war memorial is within a larger garden than what the Applicant proposes, and it relates to the locally listed building that the Applicant proposes to demolish. As such, the proposed change would not be a heritage gain or public benefit. Officers acknowledge the construction and use of a Lidl on the Site would increase consumer choice for local residents; would be a use for the Site; and it would offer employment. Notwithstanding the Applicant's stated public benefits, Officers highlight, as previously detailed, that the Applicant has not submitted sufficient marketing evidence to justify the loss of the Public House. Without robust justification the loss is to the detriment of heritage, economic, social, and cultural value of the local community, nor has the Applicant submitted sufficient evidence to demonstrate that the proposed out-of-town centre retail floor space would not be a disbenefit to the town centre's vitality and viability. As such, the cumulative harm to designated heritage assets is not outweighed by the Applicant's stated public benefits. The proposal is, therefore, contrary to policy.

7.36 The proposals would impact three non-designated heritage assets. Paragraph 216 of the NPPF states that 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

7.37 The proposal would cause substantial harm to the locally listed Old Orchard due to the asset's destruction.

7.38 The locally listed war memorial would lose its context with the loss of the Old Orchard. As such, it would be more difficult to understand why it was located at

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the Site and the armed forces it commemorates. In addition, it would be relocated within the Site. The garden space it currently occupies would be substantially reduced and, with the proposed layout changes, it would appear more challenging to allow commemorative events to take place on the Site. The harm to the significance of the locally listed war memorial would be substantial.

7.39 There would be further harm to the setting of the locally listed Fiveways. This significant building dates from the 20th century. It is two storeys in height with a hipped tiled roof and is in use as flats. It is a prominent building on the adjacent junction and due to its proximity and visual interrelationship with the Old Orchard would be detrimentally impacted by the proposed change in appearance and character of the area. This impact would be less than substantial and at a moderate level.

7.40 The harm to these non-designated heritage assets is not justified by the proposal's stated public benefits. The proposal is, therefore, contrary to policy.

7.41 Cumulatively, the proposal would unduly harm designated and non-designated heritage assets and have an unacceptable design. It would not comply with the NPPF (2024), Policies HC1, HC7 and D3 of The London Plan (2021), Policies BE1 and HE1 of the Local Plan Part 1 (2012), and Policies DMHB 1, DMHB 2, DMHB 2, DMHB 3, Policy DMHB 4, DMHB 9, DMHB 11, and DMHB 12 (2020). Thus, refusal is recommended.

Archaeological Impact

7.42 Historic England's Greater London Archaeological Advisory Service (GLAAS) has been consulted, and they raised no objection subject to a pre-commencement written scheme of historic building investigation (WSI). This pre-commencement condition is necessary to safeguard the archaeological interest in this site. Approval of the WSI before works begin on the Site provides clarity on what investigations are required and their timing in relation to the development programme.

7.43 The applicant has confirmed their agreement to the recommended pre-commencement planning condition (in the event of approval of planning permission) to secure a Written Scheme of Investigation, thus satisfying this requirement.

Residential Amenity

7.44 The proposed building would have a pitched roof with a ridge height of approximately 10.5 metres and an eaves height of approximately 6.5 metres. The proposed building would be set in approximately three metres from the Site's west boundary. It would be approximately 28 metres from residential properties to the west and would be separated by Sharps Lane. The nearest residential property to the south of the proposed building would be approximately 25 metres away and separated by Ickenham Road. The nearest residential property to the east of the proposed building would be approximately 33 metres away and

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separated by Ickenham Road. The closest residential property to the north of the proposed building would be approximately 17 metres away. This property's gable wall faces the Site.

- 7.45 The proposal would not impact the outlook, privacy, daylight, or sunlight of adjacent properties or open spaces, given its proposed height, scale, mass, use, location, and separation distances from nearby residential properties.
- 7.46 Please see the relevant section below regarding noise.
- 7.47 The proposed scheme is acceptable in terms of residential amenity impacts and complies with Policy D3 of The London Plan and Policy DMHB 11 of the Local Plan Part 2.

Highways and Parking

- 7.48 For customers arriving by bicycle, there would be 12 covered Sheffield stands offering secure short-stay parking for 24 bicycles. There would be a further 12 long-stay spaces for staff to use.
- 7.49 The application proposes that the food store would have 72 car parking spaces, including 46 'standard' spaces, four disabled persons bays, three enlarged bays, three parent and child spaces, two 'rapid' electric vehicle charging points, and 14 'passive' electric vehicle charging points.
- 7.50 For customers and servicing, vehicular access to the Site would be provided via a widened Ickenham Road access. The Applicant proposes a pedestrian entrance at the south of the Site, adjacent to the junction.
- 7.51 The Applicant proposes a dedicated delivery bay on the northern elevation of the food store. The delivery vehicles would drive onto the site in forward gear and line up with the delivery bay before reversing into the dock. They would drop off goods directly into the warehouse area and drive away in forward gear.
- 7.52 Many public objections (received in response to the public consultation on the planning application) state that traffic turning right into the Site would lead to queues forming and that the road layout is unsuitable for the anticipated uplift in traffic. The objectors also highlight that the proposal would lead to parking displacement on nearby residential streets and that there are no facilities for staff and customers either walking or cycling to the Site to use. Objectors also raise the negative impact delivery and servicing vehicles would have on residential amenity.
- 7.53 The Council's Highways Team has been consulted, and they object to the proposed development, stating that the proposed development would not appropriately facilitate trip-making by foot, cycle, or public transport and would include an oversupply of car parking. The Applicant has failed to submit a Parking Management and Design Plan to detail the car park's management. The

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application has not demonstrated that the proposal would not increase road danger.

7.54 The Applicant submitted a Transport Assessment (reference 16-2273, T002 Issue No. 2, prepared by Cora IHT, dated January 2025), a Delivery and Service Management Plan (reference 16-2273, T003 Issue No. 1, prepared by Cora IHT, dated January 2025), and a Travel Plan (reference 16-2273, T002 Issue No. 2, prepared by Cora IHT, dated January 2025).

7.55 This submission draws upon the results of traffic surveys undertaken on Friday 17 May 2024, and Saturday 18 May 2024. The Highways Officer queries the validity of these results as traffic surveys undertaken on a Friday are not representative of a typical weekday. This is because people may be on annual leave, taking a long weekend, working from home, or simply leaving work early.

7.56 The Transport Assessment reports that traffic flows to the food store would peak on Saturdays between 12:00 and 13:00. During this period, there would be 200 two-way trips. It is anticipated that people shopping at the store would have previously visited other stores nearby, including Waitrose off Wood Lane and Iceland, Tesco Express, Sainsbury Local, Nisa Local, and Ruislip Food Centre, all situated to the east along Ruislip High Street. The proposal would result in longer trip lengths, more vehicles on the network resulting in congestion, increased road safety risk, traffic noise, and poor air quality. This would be contrary to Policy T1 of The London Plan (2021), which requires that development proposals should facilitate 'the delivery of the Mayor's strategic target of 80 per cent of all trips in London should be made by foot, cycle or public transport by 2041.'

7.57 Council Highways Engineers visited the site during the AM Peak and observed long traffic queues on the Ickenham Road eastern arm westbound and Kingsend westbound. These traffic queues are believed to occur each weekday, however, Tables 5.5 and 5.7 of the submitted Transport Assessment show queue lengths of just one vehicle. There are notable concerns regarding the validity of these outputs.

7.58 The Proposed Site Plan illustrates that access would be in the same position as the existing, though widened. This would necessitate moving the bus stop on the Ickenham Road eastern arm south nearer to the White Bear roundabout. According to the Proposed Site Plan, when there is a bus parked at the relocated bus stop, if there is a delivery vehicle waiting behind, then it would overhang into the Black Bear roundabout; the same would apply if there were more than three cars waiting behind a bus. Cars overhanging onto the roundabout would result in gridlock as vehicles circulating would have their path ahead blocked by queueing traffic.

7.59 The Proposed Site Plan shows the swept path of a delivery vehicle leaving the Site. The vehicle would clip the footway on the northern side of the bellmouth. The Highways Officer requires that vehicular swept paths include 300mm error margins. A delivery driver may overrun the footway in this location, presenting a

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road safety risk to pedestrians and cyclists. This would contradict Policy T4 of The London Plan (2021) which requires that development proposals do not increase road danger.

7.60 The Proposed Site Plan illustrates how delivery vehicles would manoeuvre into the loading/unloading docking bay. This would involve reversing within the customer car park, raising further road safety concerns as the manoeuvring delivery vehicle would share the space with people walking between their parked cars and the food store. This practice should be managed by only allowing deliveries when the store is closed. However, the submitted Delivery and Servicing Management Plan states in Paragraph 3.1.2 that there would be 'no time restrictions for servicing', which raises highway safety concerns.

7.61 Therefore, the proposed development is contrary to Chapter 9 of the NPPF (2024), Policies T1, T2, T4, T6, and T6.3 of The London Plan (2021), and Policies DMT 1, DMT 2, DMT 5, and DMT 6 of the Local Plan Part 2 (2020). Thus, the application is recommended for refusal.

Air Quality

7.62 The proposed development is located within the Ruislip Town Centre Focus Area and approximately 480 metres outside the London Borough of Hillingdon Air Quality Management Area.

7.63 The proposed development is not air quality neutral and therefore the suitable level of damage cost has been calculated as per London Plan Air Quality Neutral Guidance. Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operational phase of the proposed development is calculated using London Plan Air Quality Neutral Guidance in this instance. Any mitigation measures proposed will be evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied.

7.64 The undiscounted level of mitigation required to the proposed development for traffic emissions is £1,161,495. Deductions were applied in line with the proposed mitigation. Flat rate deductions applied are as follow: Travel Plan (15 per cent), Green Sustainable Measures (0 per cent), contribution to long term London Borough Hillingdon strategic long-term strategies (e.g. multimodal shift, contribution to local services) (0 per cent), totalling a reduction of £174,224.

7.65 Therefore, a Section 106 agreement is required to secure the Applicant's payment of a planning contribution of £987,271 to the London Borough of Hillingdon to mitigate the development's harm.

7.66 Further to the necessary Section 106 Agreement, the Council's Air Quality Officer recommended pre-commencement conditions regarding a low emission

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strategy (LES), air quality dust management plan, and reducing emissions from demolition and construction.

- 7.67 Whilst the Applicant has agreed to pay the Section 106 financial contribution (had planning approval been recommended), they have not agreed to the recommended pre-commencement conditions. Accordingly, an air quality refusal reason is recommended.
- 7.68 The proposed development is therefore contrary to Policies SI 1 and GG3 of The London Plan (2021), Policy EM8 of the Local Plan Part 1 (2012), Policy DMEI 14 of the Local Plan Part 2 (2020), and Hillingdon Council's Air Quality Local Action Plan 2019-2024.

Noise

- 7.69 The Applicant submitted a Noise Impact Assessment (Noise Impact Assessment (reference 10890/BL Rev B, prepared by Acoustic Consultants, dated 07-01-2025).
- 7.70 The Council's Noise Pollution Officer was consulted and raised no objection to the proposed development, subject to a condition and an informative restricting noise rating levels emitted from the development to mitigate the noise impact of the proposed development on the existing environment.
- 7.71 If the proposal had been otherwise acceptable, conditions would also have been included restricting the hours of operation and hours of servicing to mitigate potential noise disturbance to adjacent residential occupiers.
- 7.72 Subject to conditions and informative, the proposal could comply with Policies D13 and D14 of The London Plan (2021) DMTC 4 of Part 2 of the Local Plan.

Accessibility

- 7.73 The Council's Accessibility Officer has reviewed the proposal and raised no objection. The proposal would achieve acceptable standards of accessible and inclusive design in accordance with Policy D5 of The London Plan (2021).

Urban Greening, Trees, Landscaping, and Public Realm

- 7.74 The Council's Landscape and Urban Design Officer has been consulted. They object to the proposed development, stating that the site benefits from mature boundary tree and shrub planting that adds to the verdant character of the Conservation Area. The landscape proposals would enlarge the area of hardstanding to allow large vehicles to manoeuvre, necessitating the removal of 19 trees (of 27 existing trees) and the removal of six (of eight) of the tree and shrub groups. The 19 trees proposed for removal involve one category B tree, 13 Category C trees, and five Category U trees. The tree and shrub groups proposed for removal involve four Category C and two Category U groups. Notwithstanding the above details from Appendix 3 of the submitted

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Arboricultural Report and Impact Assessment (prepared by FDA Landscape, dated January 2025), elsewhere in the submitted report it states that 17 trees and tree groups would be removed.

7.75 To mitigate the harm from the extensive tree removal (17 to 19 tree and tree groups), the submitted Planning and Retail Statement (prepared by Rapleys, dated February 2025) states that 'high quality landscaping has been proposed incorporating six new trees, five of which are located within the memorial garden to the south of the site.' However, the submitted detailed Landscape Proposals (drawing reference BEA-24-038-001-Rev-P04) only illustrates four proposed trees planted, with no trees in the memorial garden. The landscape proposals would only replace four to six trees to mitigate the 17 to 19 tree and tree groups removals. The boundary hedging would be broadly replaced, however, the limited space for these hedges cannot replace the existing tree and shrub boundaries and would reduce the Site's green edge character.

7.76 Further, the Council's Tree Officer has been consulted. They, like the Council's Landscape and Urban Design Officer, also object to the proposed development, stating the application's tree details are inconsistent and the proposed tree planting would be inadequate to replace the trees proposed for removal.

7.77 The garden redesign surrounding the locally listed Spitfire War Memorial would be over-contrived and no longer provide a positive area for sitting. Removing the pub, which is associated with the history of the locally listed Spitfire, would further harm the memorial's setting.

7.78 The proposal includes excessive hardstanding and insufficient soft landscaping. The submitted landscape scheme is not supported.

7.79 There is a reference to level changes across the Site to include ramped access, slopes, or ditches. This application does not provide the existing and proposed levels details to understand the implications of the levels fully.

7.80 The submitted Design and Access statement quotes Policy G5 but does not state the details of the proposed Urban Greening Factor. Nor does the submitted detailed landscape proposal drawing (BEA-24-038-001-Rev-P04) refer to the proposed Urban Greening Factor.

7.81 The proposed development would not appropriately contribute to the greening of London and would not provide acceptable levels of high-quality landscaping. The replacement planting would not offset the harm caused by the landscape removal works. The works would degrade the locally listed Spitfire War Memorial. As such, the proposal is contrary to Policies G5, G7, and D8 of The London Plan (2021) and Policy DMHB 14 of the Local Plan Part 2 (2020).

Biodiversity

7.82 The submitted preliminary ecological appraisal identified that 'the building on Site has suitability for roosting bats with lifted tiles and lead flashing providing

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Potential Roosting Features. The grassland and hedgerow within the Site afford foraging resources.' No further assessment of the potential importance of the Site for bats has been presented. Where roosting bats may be present, professional bat surveys and building inspections are required to assess the likely presence of bats and the development's potential implications. This would provide an evidence-based appraisal on whether (1) a Natural England licence would be required and (2) whether the Local Planning Authority considers such a licence is likely to be issued. In this instance, the submission lacks sufficient information to enable the Council to consider the licence implications. The Applicant must submit further details to allow the decision maker to understand the possible implications on bats and reach a reasonable position on impacts and suitable mitigation.

7.83 The Site has some features of value regarding biodiversity, although it is a developed site with a collective value consistent with an urban development. However, the proposed development would result in a net reduction of biodiversity and remove the important biodiversity features. It does not achieve the statutory ten per cent biodiversity net gain requirements onsite. The Applicant has not submitted justification for failing to achieve the net gain requirement onsite, which should be the starting point for addressing biodiversity performance. Furthermore, the effect of the development is to reduce the onsite biodiversity value. It is reasonable to expect a development of this nature, and noting the limited extent of the biodiversity baseline, to achieve a better onsite performance and thereby retain a higher biodiversity value within the borough and London. Furthermore, the BNG assessment has used the incorrect metric (citing Metric v2.0 and referring to Defra 2023). The assessment must be updated using the most recent metric and guidance with a greater degree of BNG performance onsite or robust justification for why the Applicant cannot achieve this.

7.84 The proposed development is contrary to Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), Chapter 15 of the NPPF (2024), Policies GG2, D8, and G6 of The London Plan (2021), and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Flooding and Drainage

7.85 The Site is in Flood Zone 1 (lowest flood risk) and is not within a Critical Drainage Area.

7.86 The Applicant has submitted a Flood Risk Assessment and Water Cycle Study (reference T001 Issue 3, prepared by Cora IHT, dated 10-01-2025).

7.87 The application proposes to manage rainwater via rainwater harvesting and green infrastructure. Infiltration has been justifiably discounted due to the desk study confirming conditions were unsuitable due to a bedrock of London Clay Formation. The sustainable drainage (SuDS) features would not discharge into a watercourse, which is justified because the nearest surface water body to the Site is the Pimms Brook, approximately 665 metres from the Site. SuDS features

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discharge into a surface water sewer. It is not confirmed how many discharge points there would be; however, these would be located on Sharps Lane or Ickenham Road and connect to the existing outfalls. Flow would be restricted by a Hydrobrake Flow Control device. The Site would not impact local groundwater flood risk and is not located within a fluvial flood zone.

7.88 The Council's flood risk and drainage consultant raised concerns regarding several application shortcomings on 06 March 2025 which Planning Officers shared with the Applicant. The Applicant subsequently submitted revisions. The Consultant reviewed these revisions and still raised the following remarks on 12 May 2025:

'We recommend that the following information is provided before approval of the application:

- The applicant should provide an area summary within the calculations which should demonstrate use of the full site area.

The following items can be addressed at Discharge of Condition stage:

- The applicant has not provided the greenfield, proposed or existing run off volumes for the 1 in 100-year 6-hour storm event.
- The applicant should provide the existing run off rates for the site.'

7.89 At the time of writing this report, it is therefore concluded that the application has failed to demonstrate there would not be unacceptable flood-risk/drainage implications arising from the proposal. A reason for refusal is therefore included in Appendix 1 relating to the failure to comply with Policies SI12 and SI13 of The London Plan (2021), Policy EM6 of the Local Plan Part 1 (2012), and Policies DMEI 9 and DMEI 10 of the Local Plan Part 2 (2020). However, Members are advised to note that the applicant has submitted additional flood-risk/drainage information, which is currently under consideration by the Council's flood-risk/drainage consultant and an update on this matter will be provided in the Addendum Report/at the Committee meeting.

Water Efficiency

7.90 To ensure the development would minimise the use of mains water, a compliance planning condition would have been recommended (in the event of a positive recommendation) to ensure the development would 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.

7.91 Subject to condition, the proposal could comply with Policy SI5 of The London Plan (2021).

Energy and Sustainability

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7.92 The Applicant submitted an Energy Usage and Sustainability Statement (reference 24-4571, Revision B, prepared by C. Naylor & S. Ogden, dated 27.05.2025).

7.93 The Council's Energy Officer has reviewed the proposal and has no objections. Notwithstanding, they highlighted that the submitted energy assessment is not in accordance with the Greater London Authority guidance, and it does not demonstrate the minimum requirements for savings from efficiency measures within the fabric of the building. They noted that the roof design includes a significant quantity of photovoltaic panels, which would provide optimum performance for approximately 15 years. The requirement for energy efficiency measures within the fabric of the building is to reduce the need for energy in the first place. The general approach adopted in the submitted energy assessment is broadly acceptable, although further effort should be directed to increasing the efficiency of the fabric, and the energy assessment must be updated to reflect the Energy Assessment guidance of the Greater London Authority.

7.94 Despite not having an entirely appropriate energy assessment, it is reasonable to accept that the zero-carbon target set by Policy SI 2 of The London Plan (2021) can be reached onsite, or through a combination of on and offsite solutions with the latter through a contribution to the Council's carbon offset fund. A further condition could secure details regarding the future connection to a District Heating Network. The Applicant has agreed to the 'Be Seen' post-construction energy monitoring Section 106 obligation and the Carbon Offset sum based on an Updated Energy Strategy Section 106 obligation.

7.95 As such, the proposal would comply with Policies SI2, SI3, and SI4 of The London Plan (2021), Policy EM1 of the Local Plan Part 1 (2012), and Policies DMEI 2 and DMEI 3 of the Local Plan Part 2 (2020) subject to a zero-carbon energy condition and a District Heating Network condition, and a Section 106 legal agreement regarding 'Be Seen' post-construction energy monitoring and clause to secure a carbon contribution should this mitigation be necessary following the review of the revised details.

Waste Management

7.96 The submitted Planning Statement states that 'Delivery vehicles are also used to remove waste from the store on their return journey to the Regional Distribution Centre where the waste/recyclable material is sorted and managed centrally. This also helps to reduce vehicle trips and emissions.' The report further states that 'Lidl lead the sector in terms of recycling and waste to landfill reduction by recycling all paper/cardboard and plastic waste produced by the store. This means that over 80 per cent of all waste produced in store is recycled.'

7.97 The Applicant has not annotated bins on drawings or detailed waste capacity within the application. Notwithstanding, The Council's Waste and Recycling Officer has been consulted, and they have not objected to the proposed development.

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7.98 The proposal complies with Policy SI7 of The London Plan and DMHB 11 of the Local Plan Part 2.

Land Contamination

7.99 The Site is within a Potentially Contaminated Land area.

7.100 The Applicant submitted a Phase 1 Contamination Site Investigation & Preliminary Risk Assessment (reference 1246.01.01, prepared by Remada Geoconsultants, dated 21-03-2024 and a Phase 2 Contamination Ground Investigation (reference 1246.02.01, prepared by Remada Geoconsultants, dated 24.04.2024).

7.101 The Council's Land Contamination Officer has been consulted and advised that they have no objection to the proposed development subject to a land contamination condition. This condition includes the submission of a scheme for dealing with unacceptable contamination, which can be submitted post-demolition and site clearance.

7.102 Subject to condition, the proposal could comply with Policies DMEI 11 and DMEI 12 of the Local Plan Part 2 (2020).

Fire Safety

7.103 The Applicant submitted a Planning Fire Safety Strategy (V02, reference 3649.PFSS.03.02.25, prepared by BB7, dated 03.02.2025).

7.104 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. These require minimum standards for any development. 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 third party Registered Building Control Approver (RBCA) 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 conducted in accordance with the Building Regulations. On satisfactory completion of work the BCB would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.

7.105 The fire strategy will be subject of further review during the detailed design stages to ensure compliance with relevant building design requirements including the relevant Building Regulations.

7.106 London Plan Policy D12 requires development proposals to achieve the highest standards of fire safety to ensure the safety of all building users. In summary, for major proposals a Fire Statement prepared by a qualified third party shall detail

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how the building would function in terms of (in summary): construction methods and materials; means of escape and evacuation strategy; features which reduce risk to life such as fire alarms, and their management; access for fire service personnel and equipment; provision of space for fire appliances to gain access; and ensuring that any future modifications to the building would not compromise fire safety/protection measures. The submitted Planning Fire Safety Strategy addresses the matters raised in the London Plan.

7.107 The submitted Planning Fire Safety Strategy complies with Policies D5 and D12 of The London Plan (2021) with regards fire safety.

Digital Connectivity

7.108 If approval had been recommended, a planning condition to ensure sufficient ducting space for full fibre connectivity infrastructure would be provided to achieve compliance with Policy SI6 of The London Plan (2021).

Planning Obligations

7.109 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.

7.110 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

7.111 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.

7.112 Had approval been recommended, the Section 106 Heads of Terms would include the following:

- I. Air Quality Mitigation contribution of £987,271.

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- II. An Employment/Construction Training Scheme and post-construction local employment scheme secured in accordance with the Council's Planning Obligations SPD.
- III. 'Be Seen' post-construction energy monitoring to be carried out in accordance with the GLA 'Be Seen' Energy Monitoring Guidance London Plan Guidance Documents (2021).
- IV. A Carbon Offset sum based on an Updated Energy Strategy to be submitted to discharge condition, with the offset calculation based on £95 per tonne of CO2 over a 30-year period.
- V. A financial contribution of 5 percent of the s106 contributions for the purpose of monitoring the implementation of planning obligations, in accordance with the Council's Planning Obligations SPD.

7.113 It is acknowledged that the applicant has confirmed their acceptance of the above Heads of Terms (excluding V which would be confirmed in the Addendum Report/Committee). Nevertheless, in the absence of a completed S106 legal agreement, it is necessary to include a reason for refusal relating to failure to mitigate the impacts which would arise from the proposed development. Accordingly, refusal reason no. 8 has been included in Appendix 1. In the event of a planning appeal, this reason for refusal could be addressed through negotiation of a satisfactory S106 legal agreement by the parties.

Environmental Impact Assessment

7.114 No EIA Screening Opinion Request was submitted to the Council. However, given the scale, nature, and location of the proposal, Officers are satisfied that an Environmental Statement would not be required as the development impacts would be localised.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

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

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

8.5 In addition to MCIL2, the development represents Chargeable Development under the Hillingdon CIL, which came into effect on 1 August 2014. The liability payable is as follows:
- Retail development greater than 1,000 sq. m. outside designated town centres
- £215 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:
Retail (Use Class E) – 1,825 sq. m.

8.8 The construction of these floor areas results in the following CIL charges (subject to indexation):
Local CIL - £392,375
Mayoral CIL - £129,739.25

9 Conclusion / Planning Balance

9.1 The Local Planning Authority cannot support the principle of development as the Applicant has submitted insufficient evidence to justify the out-of-centre retail floor space and the loss of the public house.

9.2 The proposed development would be an uncharacteristic form of development that would fail to harmonise with the Conservation Area's character and would unduly harm designated heritage assets (Ruislip Conservation Area and the Grade II Listed White Bear Public House) and non-designated heritage assets (locally listed Old Orchard and locally listed Spitfire war memorial). The public benefits of the proposal would not outweigh the harm it would cause to the heritage assets.

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9.3 The proposed development would not adequately facilitate walking, cycling, or public transport and would include an oversupply of car parking. The Applicant has failed to submit a Parking Management and Design Plan to detail the car park's management. Furthermore, the application has not demonstrated that the proposal would not increase road danger.

9.4 The proposed development would result in an inappropriate net loss of biodiversity and an unacceptable loss of trees. The Applicant has not submitted sufficient details regarding the proposal's Urban Greening Factor and the development's potential impact on onsite roosting bats.

9.5 The proposed development would contribute to unacceptable pollutant emissions in the Ruislip Town Centre Air Quality Focus Area. It would not be air quality neutral or air quality positive, and the measures proposed are insufficient to mitigate the total emissions. Furthermore, the Council has not secured an agreement with the Applicant regarding the pre-commencement planning conditions necessary to mitigate the air quality harm that the proposed development would cause. The Applicant has confirmed their agreement to pay the air quality mitigation contribution (£987,271) that would have been required had approval been recommended.

9.6 At the time of writing, it has not been satisfactorily demonstrated that the application includes sufficient flood risk and drainage details. Albeit the applicant has recently submitted further information which is currently being assessed by the Council's Flood-Risk and Drainage Consultant. As noted previously, an update on this matter will be provided through the Addendum Report/at the Committee meeting.

9.7 For the reasons explained throughout this report, the proposal conflicts with the Development Plan. The benefits of the proposal (as discussed at paragraphs 7.34 and 7.35 of this report) do not outweigh the significant harms which would arise from the proposal. Moreover, there are no material considerations which indicate that the policies of the Development Plan should not prevail. Accordingly, it is recommended that the planning application be refused.

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

62963/APP/2024/3371

Appendix 1: Recommended Reason(s) for Refusal and Informatives

Reasons for Refusal

1. NON2 Non Standard reason for refusal - Design and Heritage

The proposed development, by reason of the demolition of a locally listed building and the replacement building's design, scale, and prominence, and proposed landscaping, including the removal of Conservation Area trees, would result in an uncharacteristic form of development that would fail to harmonise with the local character of the Conservation Area and harm designated and non-designated heritage assets whereby the public benefits would not outweigh the harm. The proposed development would have a detrimental impact on the area's character, appearance, and visual amenities. It is, thus, contrary to Chapters 12 and 16 of the National Planning Policy Framework (2024), Policies D3, HC1 and HC7 of the London Plan (2021), Policies HE1 and BE1 of the Hillingdon Local Plan: Part 1 (2012), and Policies DMHB 1, DMHB 2, DMHB 3, DMHB 4, DMHB 9, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

2. NON2 Non Standard reason for refusal - Retail Impact

The Applicant has not submitted sufficient evidence to justify the out-of-town centre location of retail floor space and has failed to demonstrate that the proposal would not have an unacceptable harmful impact upon the vitality and viability of town centres and local parades. The proposed development is, thus, contrary to Chapter 7 of the National Planning Policy Framework (2024), Policy SD7 of the London Plan (2021), Policy E5 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMTC 1 of the Hillingdon Local Plan: Part 2 (2020).

3. NON2 Non Standard reason for refusal - Loss of Public House

The planning application has failed to demonstrate through the submission of authoritative marketing evidence that there is no realistic prospect of the locally listed building (the Old Orchard Public House) being brought back into use as a public house in the foreseeable future. Therefore, the principle of the loss of the public house is unacceptable, contrary to Policy HC7 of the London Plan (2021).

4. NON2 Non Standard reason for refusal - Highways

The proposed development would not adequately facilitate walking, cycling, or public transport and would include an oversupply of car parking. The Applicant has failed to submit a Parking Management and Design Plan to detail the car park's management, and the application has not demonstrated that the proposal would not increase road danger. Therefore, the proposed development contradicts Chapter 9 of the National Planning Policy Framework (2024) and Policies T1, T4, T6, and T6.3 of The London Plan (2021), Policies DMT 1, DMT 2, DMT 5, and DMT 6 of the Hillingdon Local Plan: Part 2 (2020).

5. NON2 Non Standard reason for refusal - Biodiversity

The proposed development would result in an inappropriate net loss of biodiversity and an unacceptable loss of trees. The Applicant has not submitted sufficient details regarding the proposal's Urban Greening Factor and the development's potential impact on onsite roosting bats. The proposal is, therefore, contrary to Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), Chapter 15 of the National Planning Policy Framework (2024), Policies GG2, D8, G5, G6, and G7 of The London Plan (2021), and Policies DMEI 7, DMHB 12, and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

6. NON2 Non Standard reason for refusal - Air Quality

The proposed development would contribute to unacceptable pollutant emissions in the Ruislip Town Centre Focus Area. The proposed development would not be air quality neutral or air quality positive, and the measures proposed are insufficient to mitigate the total emissions. The Applicant has not agreed to the recommended pre-commencement air quality planning conditions. As such, the development is contrary to Paragraphs 187 and 199 of the National Planning Policy Framework (2024), Policy SI 1 of The London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), and the London Borough of Hillingdon Air Quality Local Action Plan 2019-2024.

7. NON2 Non Standard reason for refusal - Flood Risk/Drainage

The Applicant has submitted insufficient flood risk and drainage details to ensure that surface water is managed appropriately to mitigate risk of flooding, contrary to Policies SI12 and SI13 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).

8. NON2 Non Standard reason for refusal - Planning Obligations

In the absence of a Section 106 Agreement, the Applicant has failed to mitigate the impacts posed by the proposed development (in respect of Air Quality, Employment, Energy Monitoring and Carbon Offsetting and Obligation Monitoring). The scheme therefore conflicts with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policies DMCI 7, DMEI 14 and DMEI 2 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policies DF1 and SI 1, SI 2 of the London Plan (2021); and paragraphs 56-58, 187 and 199 of the National Planning Policy Framework (2024).

Informatics

Appendix 2: Relevant Planning History

62963/ADV/2010/26 The Orchard Ickenham Road Ruislip

Installation of 1 externally illuminated fascia sign, 1 non-illuminated carpark sign, 1 externally illuminated entrance sign, and 1 internally illuminated 'lollipop' sign.

Decision: 16-06-2010 Split Decision
(P)

62963/ADV/2010/5 The Orchard Ickenham Road Ruislip

Signage relating to new Premier Inn hotel located on existing Whitbread site.

Decision: 26-04-2010 No Further
Action(P)

62963/ADV/2015/65 The Orchard Ickenham Road Ruislip

Installation of 3 x externally illuminated fascia signs, 4 x externally illuminated stand alone signs and 1 x internally illuminated menu light box

Decision: 18-02-2016 Approved

62963/APP/2007/1056 The Orchard Ickenham Road Ruislip

ERECTION OF A TWO STOREY REAR EXTENSION TO PROVIDE 13 BEDROOMS AND CONVERSION OF FIRST FLOOR TO PROVIDE 10 BEDROOMS TO CREATE A 23-BEDROOM HOTEL WITH RESTAURANT AT GROUND LEVEL (INCLUDING ALTERATION TO EXISTING FAÇADE) (AMENDED ELEVATIONAL DRAWINGS RECEIVED)

Decision: 20-12-2007 Withdrawn

62963/APP/2007/3884 The Orchard Ickenham Road Ruislip

ERECTION OF A TWO STOREY REAR EXTENSION TO PROVIDE 14 BEDROOMS AND CONVERSION OF FIRST FLOOR TO PROVIDE 10 BEDROOMS TO CREATE A 24-BEDROOM HOTEL WITH RESTAURANT AT GROUND LEVEL (INCLUDING ALTERATION TO EXISTING FAÇADE).

Decision: 17-10-2008 Approved

62963/APP/2009/973 The Orchard Ickenham Road Ruislip

Details in compliance with conditions 2 (Materials), 3 (Treatment of Window Areas), 5 (Survey Plan), 7 (Tree Protection), 8 (Landscaping Scheme), 10 (Landscape Maintenance), 15 (Access to Buildings), 16 (Surface Water Disposal) and 17 (Sight Lines) of planning

permission ref: 62963/APP/2007/3884 dated 17/10/2008 (Erection of a two storey rear extension to provide 14 bedrooms and conversion of first floor to provide 10 bedrooms to create a 24-bedroom hotel with restaurant at ground level (including alteration to existing facade).

Decision: 06-10-2009 Approved

62963/APP/2010/894 The Orchard Ickenham Road Ruislip

Details in compliance with conditions 11 (air extraction), and 13 (external lighting) of planning permission 62963/APP/2007/3884 dated 21/2/07:- new 24 bedroom hotel with restaurant

Decision: 27-05-2010 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.E5	(2012) Town and Local Centres
PT1.HE1	(2012) Heritage
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

EM6	(2012) Flood Risk Management
DME 5	Hotels and Visitor Accommodation
DMEI 3	Decentralised Energy
DMEI 14	Air Quality
DMHB 1	Heritage Assets
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 9	War Memorials
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement

DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP HC1	(2021) Heritage conservation and growth
LPP D1	(2021) London's form, character and capacity for growth
LPP D14	(2021) Noise
LPP D4	(2021) Delivering good design
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP E9	(2021) Retail, markets and hot food takeaways

LPP E10	(2021) Visitor infrastructure
LPP HC7	(2021) Protecting public houses
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 D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP E11	(2021) Skills and opportunities for all
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP SI1	(2021) Improving air quality
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T7	(2021) Deliveries, servicing and construction
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.3	(2021) Retail parking
LPP T6.5	(2021) Non-residential disabled persons parking
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres

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
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment

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

Case Officer: Rhian Thomas	9197/APP/2025/239
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Date Application Valid:	31-01-25	Statutory / Agreed Determination Deadline:	20-06-25
Application Type:	Full	Ward:	Hillingdon East

Applicant: **Mr Ravinder Shoor**

Site Address: **42 The Larches, Hillingdon**

Proposal: **Demolition of rear outbuilding and erection of a double storey side extension to form a new house with associated bin and cycle stores and separation of rear garden for private amenity space.**

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

Reason Reported to Committee: **Required under Part 2 of the Planning Scheme of Delegation (Member call-in request)**



Summary of Recommendation:

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

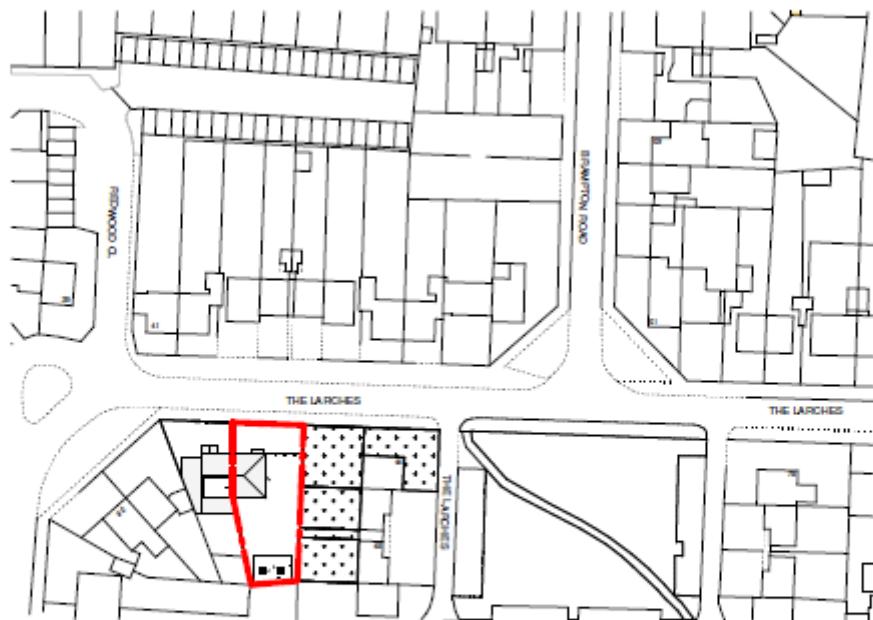
1 Executive Summary

- 1.1 The application seeks planning permission for the demolition of rear outbuilding and erection of a double storey side extension to form a new house, with associated bin and cycle stores and the separation of the rear garden for the creation of private amenity space.
- 1.2 During the process of the application, a Cllr called in the application due to the potential impact to the neighbouring properties No's 44 and 46 The Larches, requiring the determination of the application at Planning Committee. The main issues which shall be addressed within this Committee Report relate to the impact to neighbouring properties in terms of loss of daylight & sunlight and loss of outlook.
- 1.3 It is recommended that planning permission is granted subject to conditions (see Appendix 1) as it is considered that the development would not have a significant detrimental impact on the amenities of neighbouring properties, the character and appearance of the area or on the highway network.
- 1.4 The Committee Report seeks to provide a comprehensive assessment of the full application and supporting documentation. All material planning considerations have been considered.

2 The Site and Locality

- 2.1 The application site comprises a two-storey semi-detached property and its garden located on the southern side of The Larches, Hillingdon. Within the rear garden of the property is a large single storey outbuilding. To the front of the property is an area of soft landscaping and a vehicle crossover to provide off street parking for assumed one vehicle. The site has a PTAL ranking of 1b.
- 2.2 The surrounding area is residential in character comprising a mix of property types. To the east of the site are bungalow properties and to the north of the site are two storey terraces.

Figure 1: Location Plan (application site edged red)



1 LOCATION PLAN

1 : 1250

Figure 2: Street View Images of the Application Property



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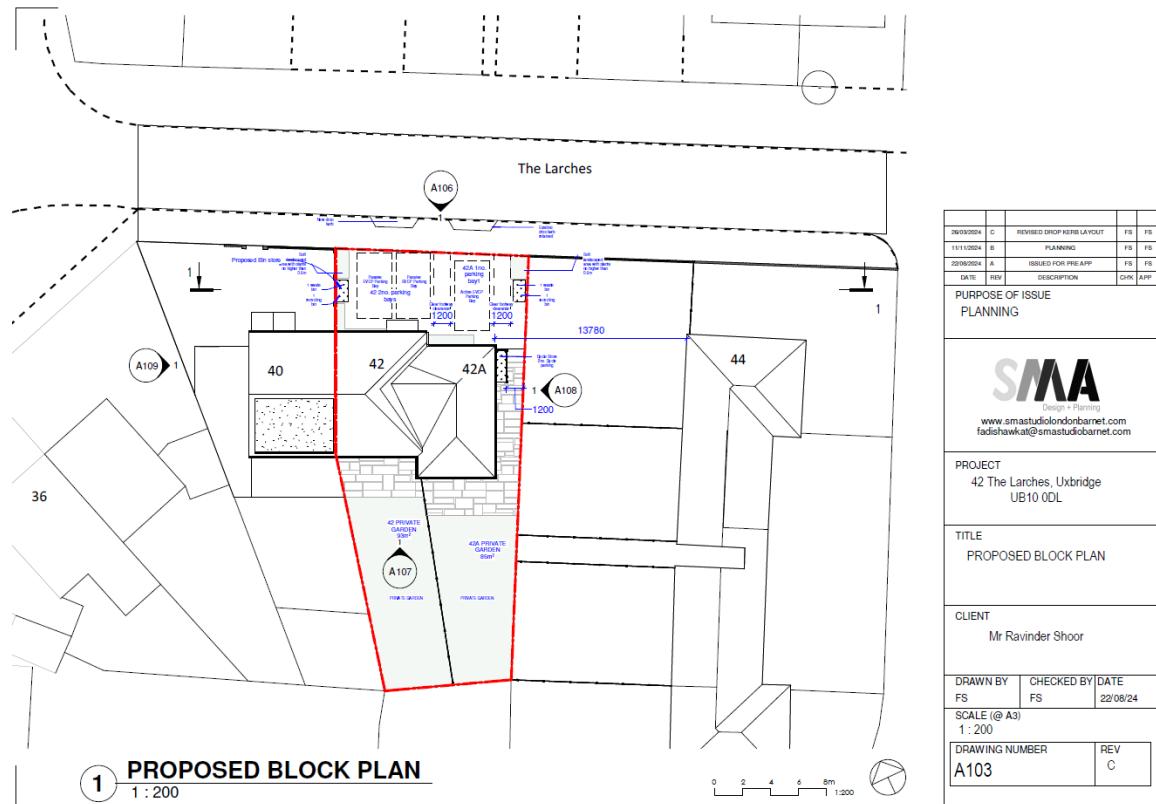
PART 1 – Members, Public & Press

3 Proposal

3.1 Planning permission is sought for the 'Demolition of rear outbuilding and erection of a double storey side extension to form a new house with associated bin and cycle stores and separation of rear garden for private amenity space.'

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

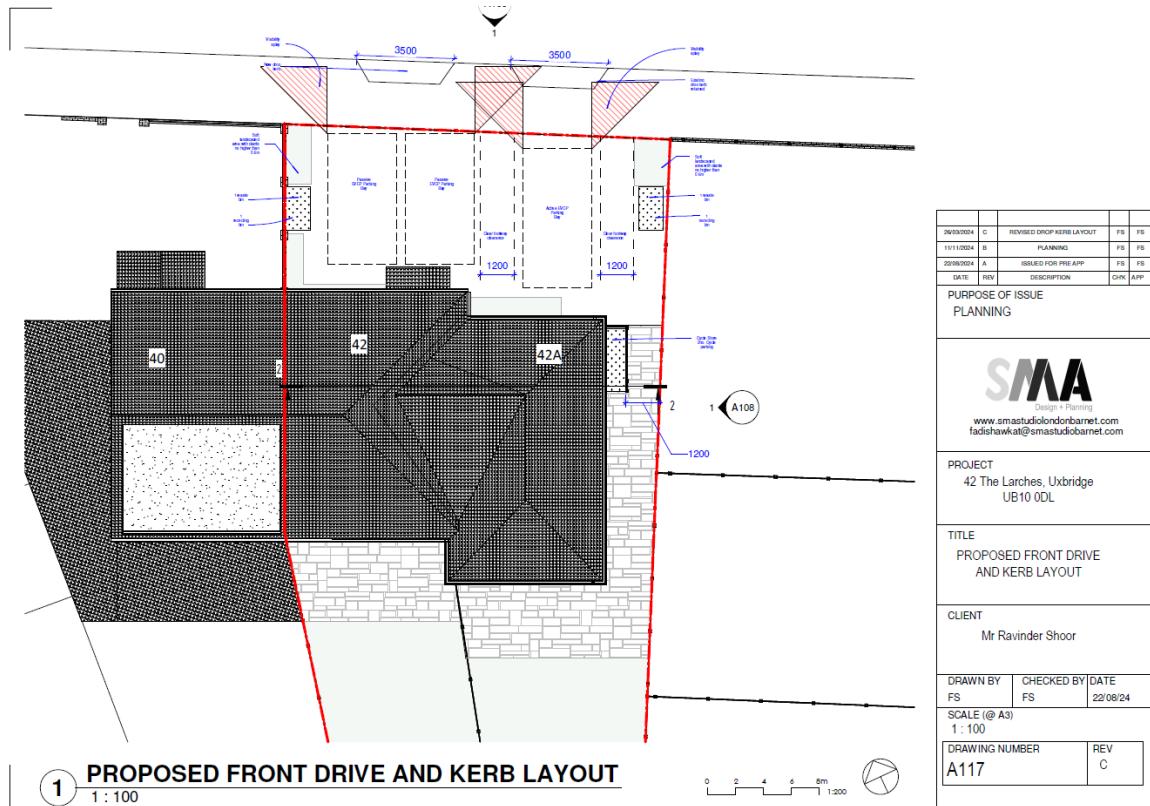
Proposed Block Plan



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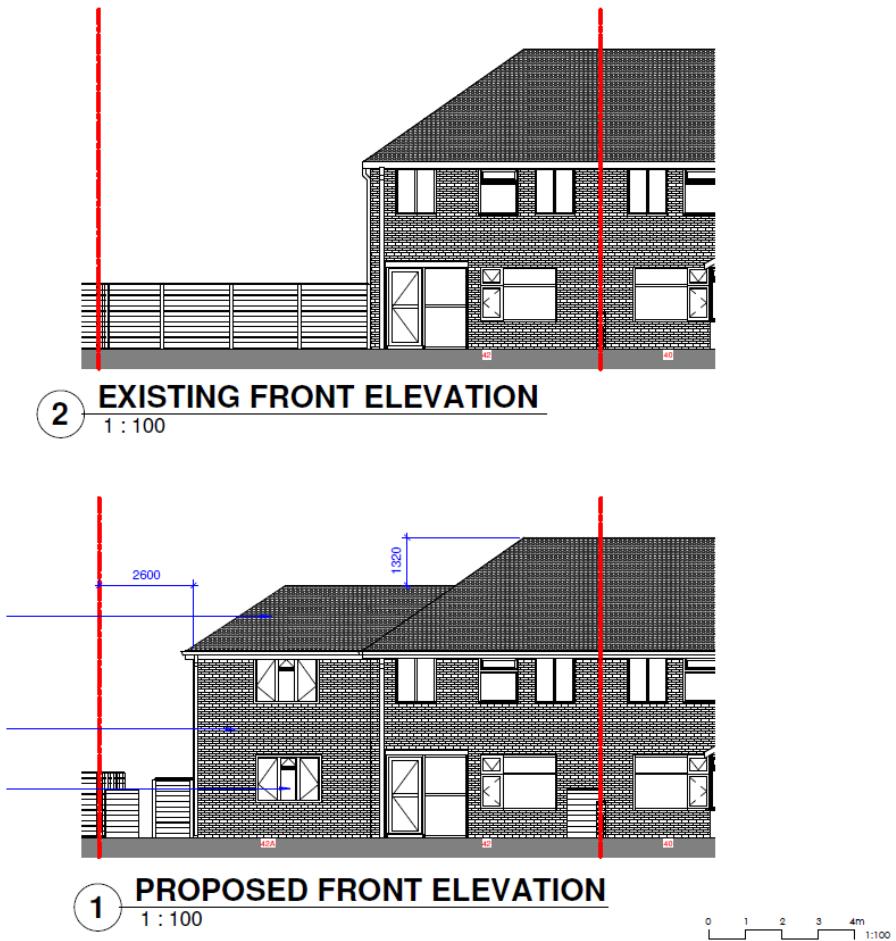
Proposed Front Drive and Kerb Layout



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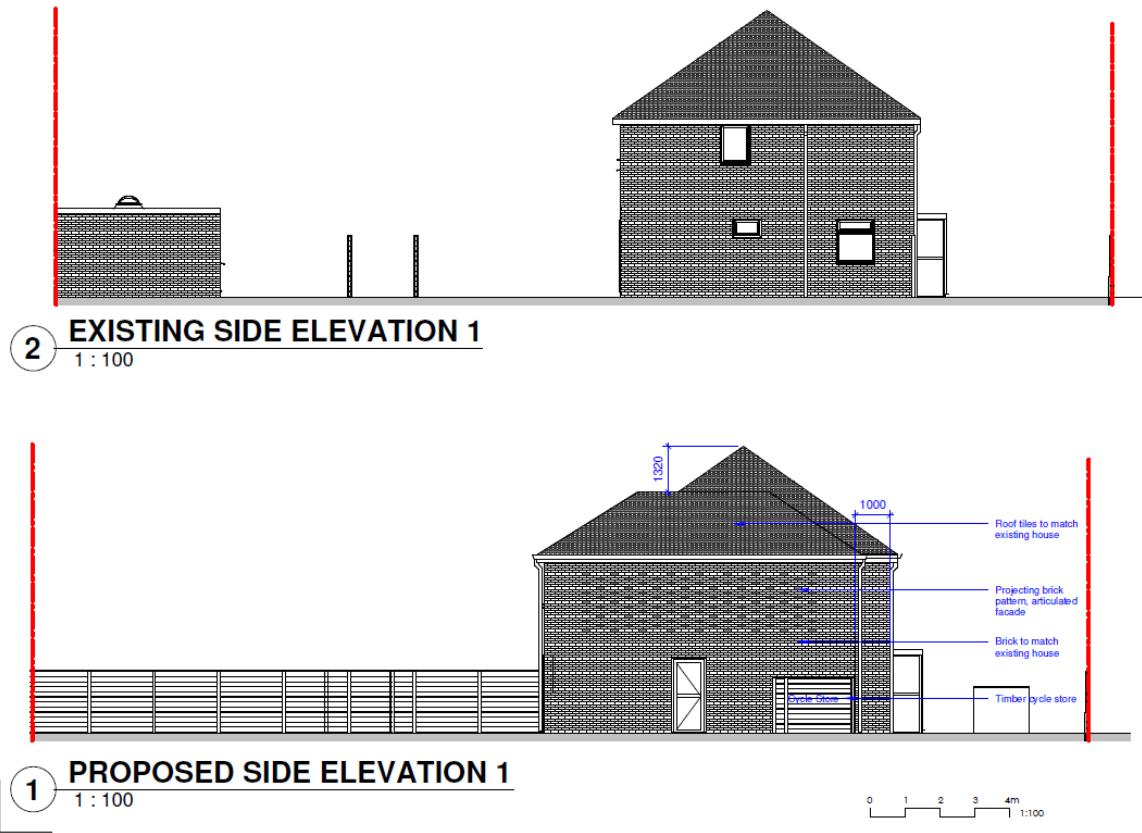
Proposed Front Elevation



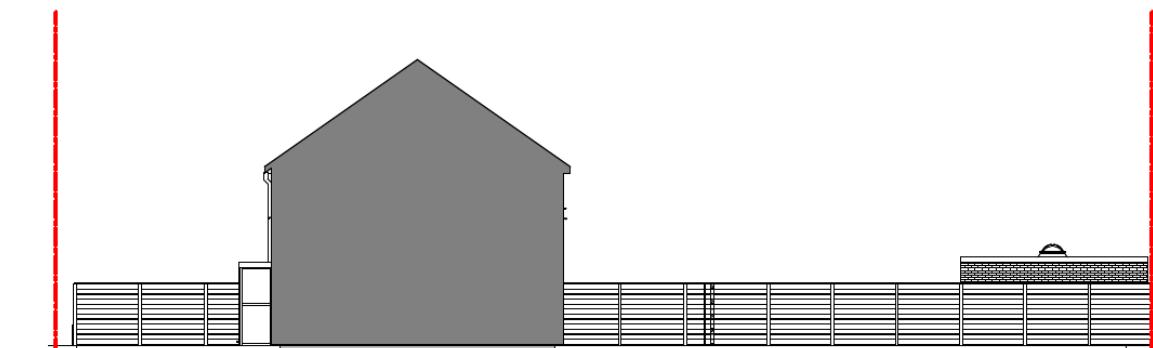
Hillingdon Planning Committee – 11th June 2025

PART 1 – Members, Public & Press

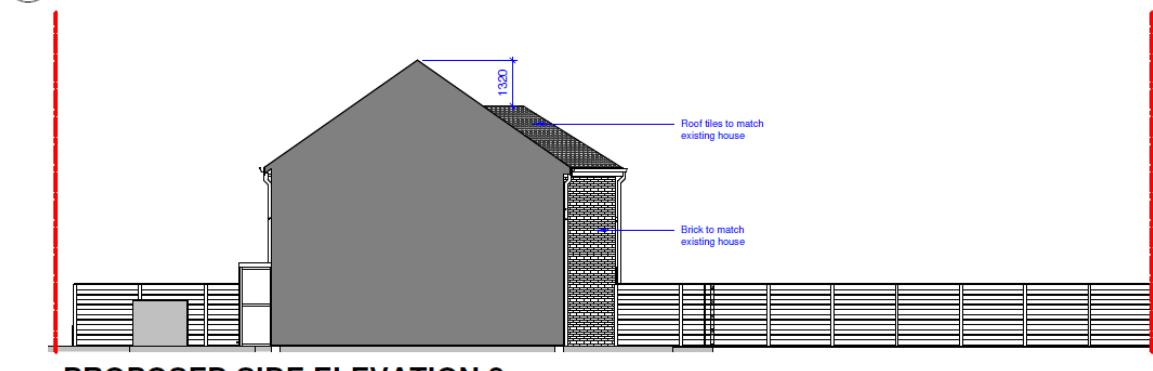
Proposed Side Elevation



Proposed Side Elevation



2 EXISTING SIDE ELEVATION 2
1 : 100

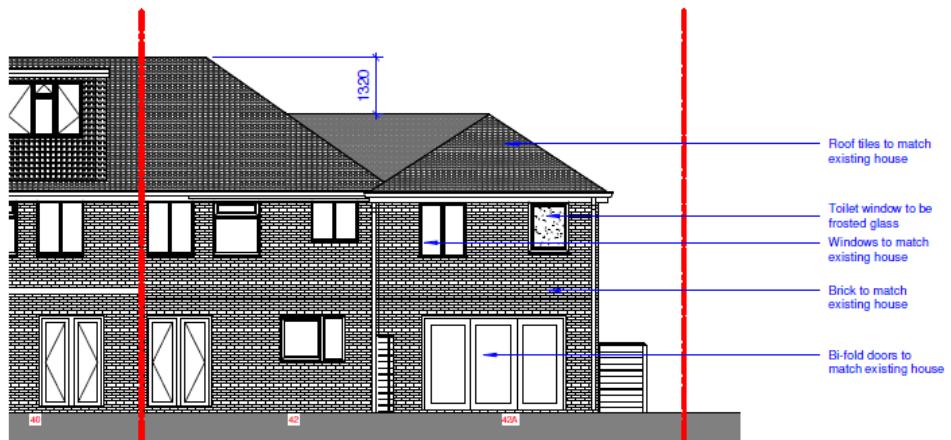


1 PROPOSED SIDE ELEVATION 2
1 : 100

Proposed Rear Elevation



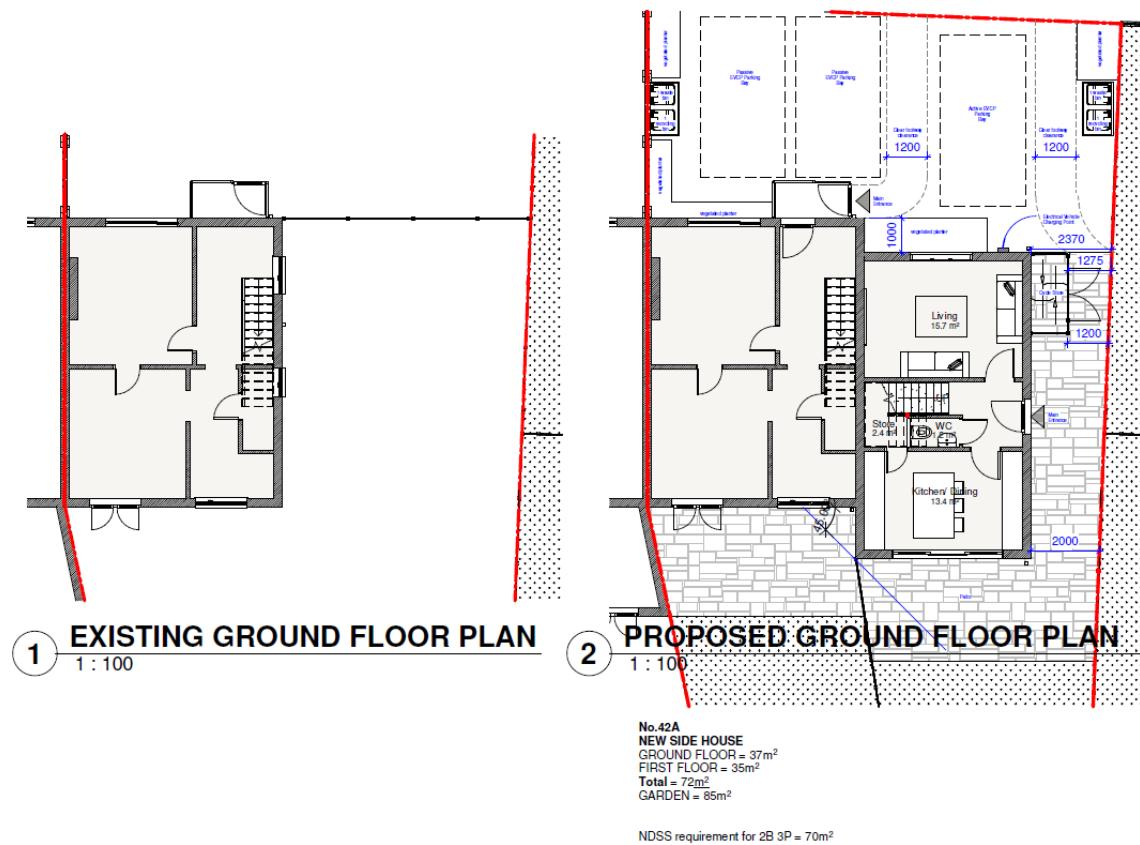
2 EXISTING REAR ELEVATION
1 : 100



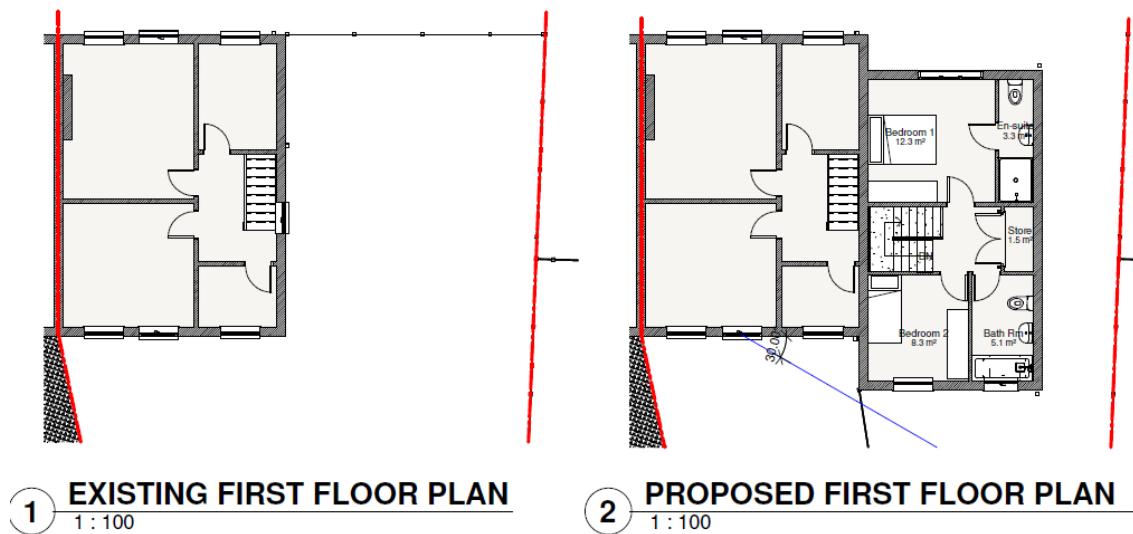
1 PROPOSED REAR ELEVATION
1 : 100

0 1 2 3 4m 1:100

Proposed Ground Floor Plan



Proposed First Floor Plan



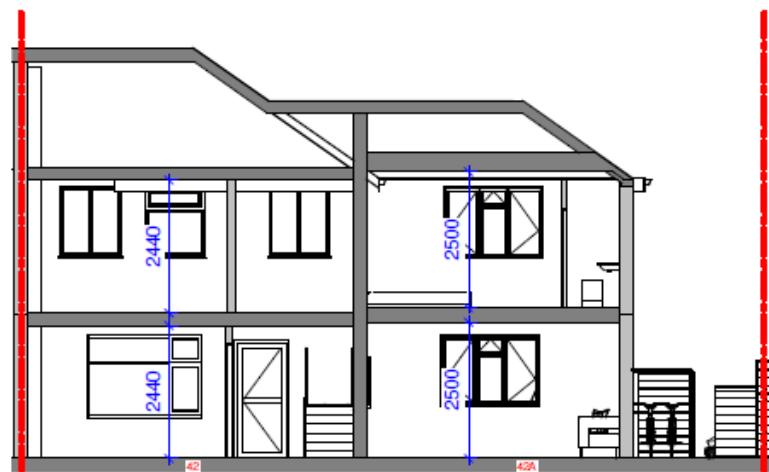
Hillingdon Planning Committee – 11th June 2025

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Proposed Sections

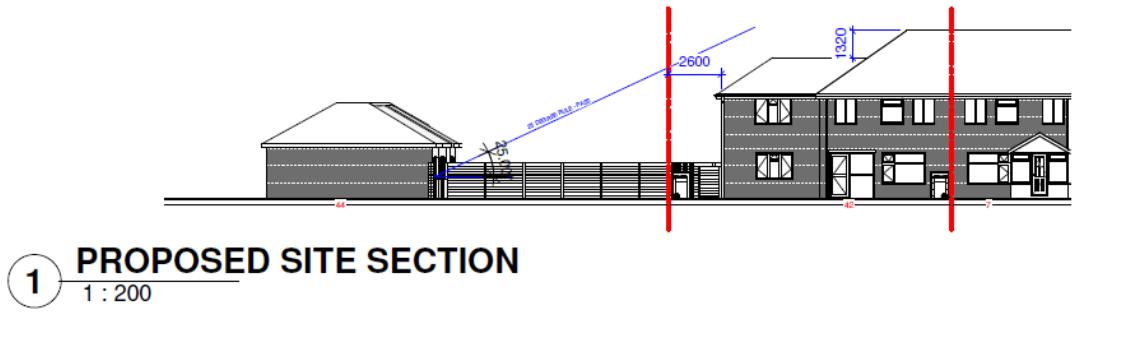


EXISTING SECTION
1 : 100



PROPOSED SECTION
1 : 100

Proposed Site Section



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 13 Neighbouring Properties were consulted on the application by letter dated 18-02-25. The consultation period expired 11-03-25. Two neighbouring representations have been received in addition to a Cllr call in request.

6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response

Hillingdon Planning Committee – 11th June 2025

PART 1 – Members, Public & Press

1 letter of objection from 2 neighbouring properties and a Cllr call in request has been received.	<ol style="list-style-type: none"> 1. Concerns regarding loss of sunlight to neighbouring properties. 	An assessment of the impact to neighbouring properties has been made at paragraphs 7.17 to 7.24 with particular regard to loss of sunlight to neighbouring properties.
	<ol style="list-style-type: none"> 2. Concerns regarding loss of view from neighbouring properties windows and overbearing impact. 	An assessment of the impact to neighbouring properties has been made at paragraphs 7.17 to 7.24 of this report.

Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Access Officer No accessibility concerns are raised subject to the inclusion of conditions relating to step free access and compliance with the technical specifications for an M4(2) dwelling.	The relevant conditions have been added to the decision notice.
Highways Officer The applicant has a revised proposed block plan and revised proposed front drive and kerb layout (drawing no. A103 Rev C and A117 Rev C). The proposal involves the provision of 2 spaces to serve the existing dwelling and 1 new space to serve the proposed dwelling. A new crossover would need to be constructed to access the 2 spaces for the existing dwelling. The parking and cycle provision is adequate and policy compliant. Concerns are raised regarding the proposed visibility splays as they are not illustrated as being taken from within the site boundary which is a requirement to accord with the Councils Domestic Crossover Policy.	The highway officers' comments are noted. A full assessment of the highway impact has been discussed at paragraph 7.31 of this report.

7 Planning Assessment

Principle of Development

Hillingdon Planning Committee – 11th June 2025

PART 1 – Members, Public & Press

7.1 The property is located within an established residential area; however, the London Plan recognises the contribution of gardens (especially back gardens) and suggests a presumption against their loss where it can be locally justified. Local Plan Policy DMH 6 provides a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity.

7.2 The National Planning Policy Framework (2024) has a requirement to encourage the effective use of land and The London Plan Policy H2 states that well designed housing schemes on small sites should be actively supported. The Hillingdon Local Plan details how small-scale sites will make a contribution to housing supply.

7.3 The proposal is for the erection of a new two-bedroom dwelling attached to the side of No.42 The Larches within its garden, to the side of the property. The surrounding area is residential in character and the proposed development would maintain the established pattern of development. Although the development would be sited within the side garden of the existing dwelling, it is not considered that the new dwelling would cause substantial harm to the character and appearance of the surrounding area given its adequate set in from the side boundary, set back from the front elevation and set down from the main ridge. The development would appear more intimate in mass and scale than the existing dwelling and has been designed to appear as a side extension.

7.4 Furthermore, the symmetry of the existing semi-detached pair has been diminished by the extensions to both properties, the conversion of the adjoining properties roof form to habitable use, including the construction of a hip to gable end and rear dormer. The proposal would respect the existing front and rear building lines therefore in the round is appropriate garden land development. The proposal would not result in the loss of the existing single family dwellinghouse and would result in the provision of 1 new dwelling which would contribute to the local housing stock. Although this benefit carries limited weight it is a benefit which weighs in favour of the proposal.

7.5 As such, the development would comply with Policies H2 of the London Plan (2021), Policy DMH 6 of the Local Plan Part 2 (2020) and the NFFP (2024). The principle of development is therefore accepted.

Design / Impact on the Character and Appearance of the Area

7.6 The proposed development involves the demolition of the existing rear outbuilding and the erection of a double storey side extension to No.42 The Larches to form a new two bed dwelling with associated bin and cycle stores and separation of rear garden for private amenity space.

7.7 The existing site comprises a pair of semidetached properties with a spacious gap on the eastern side which is a prominent feature within the street scene. This gap provides a form of separation between the two storey semi-detached properties and the adjacent bungalows on the eastern side.

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7.8 The proposed development follows a pre-application submission, where design changes have been implemented. The proposed new dwelling would be attached to the side of the existing property No.42 and would measure approx. 4.8m in width, 9m in depth, it would be set down from the main ridgeline by 1.3m , set back from the front building line by 1m and set in from the side boundary by a minimum of 2m at its narrowest point extending to 2.3m. The dwelling would be characterised by with a hipped roof to match the existing dwelling and it would extend beyond the rear building line of No.42 by approx. 1.5m at ground and first floor level, incorporating a pitched roof to the rear.

7.9 Whilst it is acknowledged that that existing property and its plot hosts a spacious gap within the street scene which provides a visual separation between the existing semi-detached properties and the adjacent bungalows located east of the site; the proposed development has been designed respectfully with its set down from the main ridgeline, set back from the front elevation and set in from the side boundary. It is considered that the proposed development would appear more of a side extension than a new dwelling from street level.

7.10 The bungalows to the east are orientated differently to the application property. The front elevation of the bungalows faces east with the rear elevation facing west. This results in the rear gardens abutting the side boundary of the application site. Subsequently this creates a large separation distance between the application site boundary and the rear elevations of the bungalows to the east. At present the separation distance between 42 and the rear elevation 44 of 19 metres. This would be reduced to 13.7 metres according to the proposed block plan. A separation distance of 13.7 m between buildings is generous and would certainly prevent the potential terracing affect which DMHB 11 and DMD 1 seek to prevent)

Figure 4: Image of the existing street scene at the application site



7.11 Furthermore, upon visiting site most properties within the street are either two storey semi-detached dwellings or rows of terraced dwellings. The modest row of bungalows to the east are a minority. A lot of the properties are joined by a brick

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wall with an access gate to the side of the properties providing access to front doors on the side of properties and/or rear gardens. The main separation is viewed from the first floor upwards, and this is limited to less than 5 metres. As such the provision of a new dwelling to the side of the property would retain a significant separation distance above that which is seen within the existing street scene. The proposal is therefore not considered to be cramped or contrived and not an overdevelopment of a garden land site.

Figure 5: Image of the example of the average separation distance within the street scene



7.12 Although the proposed dwelling would measure more than half the width of the original property, it would still appear subordinate given its overall design. It is not considered that the infilling of this gap is significantly harmful to the character and appearance of the surrounding area for the above reasons, nor would it appear cramped within the plot given the separation distance from the side boundary.

7.13 The proposed development would include two front elevation windows. One at ground floor level and one at first floor, it would include a side access door with a projecting brick pattern at first floor level to provide an articulated façade. This is a welcomed feature which adds detail to what could be considered a blank wall. As neighbouring properties would look out onto this side wall, it would provide a welcomed design feature. The materials listed on the proposed drawings and within the Design and Access Statement would match the appearance of the existing house and as such would not appear out of character within the street scene and in the event of an approval, a compliance condition will be added.

7.14 As described above, the design of the scheme is not considered to be harmful to the character and appearance and visual amenities of the area, and as such the proposed development complies with Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies and Policies DMH 6, DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020), as well as relevant design guidance contained within the London Plan (2021) and NPPF (2024).

Heritage

7.15 The site is not located within a designated area and as such this section is not applicable to the assessment of this application.

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Impact on the Green Belt

7.16 The site is not located within the Green Belt and as such this section is not applicable to the assessment of this application.

Residential Amenity

7.17 Number 40 The Larches is located west of the application site and forms the other half of the semi-detached properties. Given the proposed dwelling is separated from this neighbour it is not considered there would be any harmful impact in terms of loss of light, overshadowing, loss of outlook, nor would it be overbearing.

7.18 The proposed development would be attached to the side wall of No.42 The Larches. The proposed dwelling would extend approx. 1.5m deeper than the rear building wall of this neighbour at both ground and first floor level. The proposed floor plans indicate that the development would not extend into the 45-degree line of sight from the closest neighbouring habitable room windows which indicates there would be no significant loss of light or overshadowing to this neighbouring property; this has been confirmed by the submitted Daylight and Sunlight Assessment which concludes that there would be no harm to this neighbour in terms of loss of light and level of sunlight received. It is not considered that the development would be overbearing either.

7.19 Numbers 44, 46, 48 The Larches are located east of the application site and are bungalow properties. The proposed development would be sited approx. 13.7m away from the rear building line of these properties. These dwelling include habitable rear facing rooms which would face the side wall of this new development.

7.20 Although it is only the 21m separation distance between habitable room windows which is referenced within the Local Plan, there is a general rule applied to the relationship of existing and proposed residential buildings whereby a 15-metre separation distance should be adequate to allow for daylight, sunlight and outlook to be safeguarded. The proposed development would fall marginally short of the 15 metres. The application has been accompanied by a Daylight and Sunlight Assessment which concludes that the scheme is compliant with BRE guidance in relation to sunlight impacts and the development would not cause adverse harm on the neighbouring residents in terms of daylight. The report has assessed the impact to all the neighbouring properties including numbers 40-48 The Larches.

7.21 The Vertical Sky Component is measured at the centre of a window and should be no less than 27%, or if reduces to below this, should be no less than 0.8 times the former value. The window should receive at least 25% of available annual sunlight hours and more than 5% during the winter months (September 21st to March 21st), or, where this is not the case, 80% of its former value. The report indicates that all tested windows meet the Vertical Sky Component guidance. The report also shows that the assessed windows retain in excess of 25% of available annual sunlight hours and 5% of hours during the winter months. The goes on to demonstrate that there would be no impact to the amount of sunlight the assessed

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properties gardens receive. The report indicates that properties No's 40-48 would retain 100% of their existing garden sunlight that already receives 2 hours.

- 7.22 The scheme is therefore compliant with BRE guidance in relation to sunlight impacts.
- 7.23 There would be a ground floor side access door which would face these neighbouring properties; however, this would mainly face the boundary treatment and would not cause any loss of privacy or overlooking given its ground floor position. There are side facing windows in the direction of these neighbours and as such there would be no harmful impact. As indicated on the submitted drawings, the upper floor side elevation of the dwelling would include projecting brick to add articulation to this façade, which prevents these neighbouring properties looking out onto a blank wall. It is not considered that the development would be significantly overbearing for the above reasons.
- 7.24 As such, the proposed development would have an acceptable impact on the neighbouring properties amenities complying with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan, Part 2 (2020).

Quality of Residential Accommodation (Internal and External)

Internal

- 7.25 The proposed dwelling would be considered a 2 bed, 3-person unit and would have approx. 78sqm of GIA over two floors. Policy D6 of the London Plan requires a property of this size to have at least 70sqm of GIA and as such the development meets this standard. All habitable rooms would have an adequate source of light and outlook and as such would also comply with Policy D6 of the London Plan (2021). The proposed section drawing indicates that the dwelling would have a floor to ceiling height of 2.5m on both floors again meeting the standards.
- 7.26 As such, it is considered that future occupiers would have a good standard of living accommodation complying with Policy D6 of the London Plan (2021) and Policy DMHB 18 of the Hillingdon Local Plan, Part 2 (2020).

External

- 7.27 The proposed development would involve the demolition of the existing rear outbuilding structure and the separation of the regard garden to provide private gardens for both the retained and proposed dwellings. The retained property would have approx. 89sqm of rear garden and the new dwelling would have approx. 81sqm which would comply with this standard.
- 7.28 As such, the development would comply with Policy DMHB 18 of the Hillingdon Local Plan, Part 2 (2020).

Highways and Parking

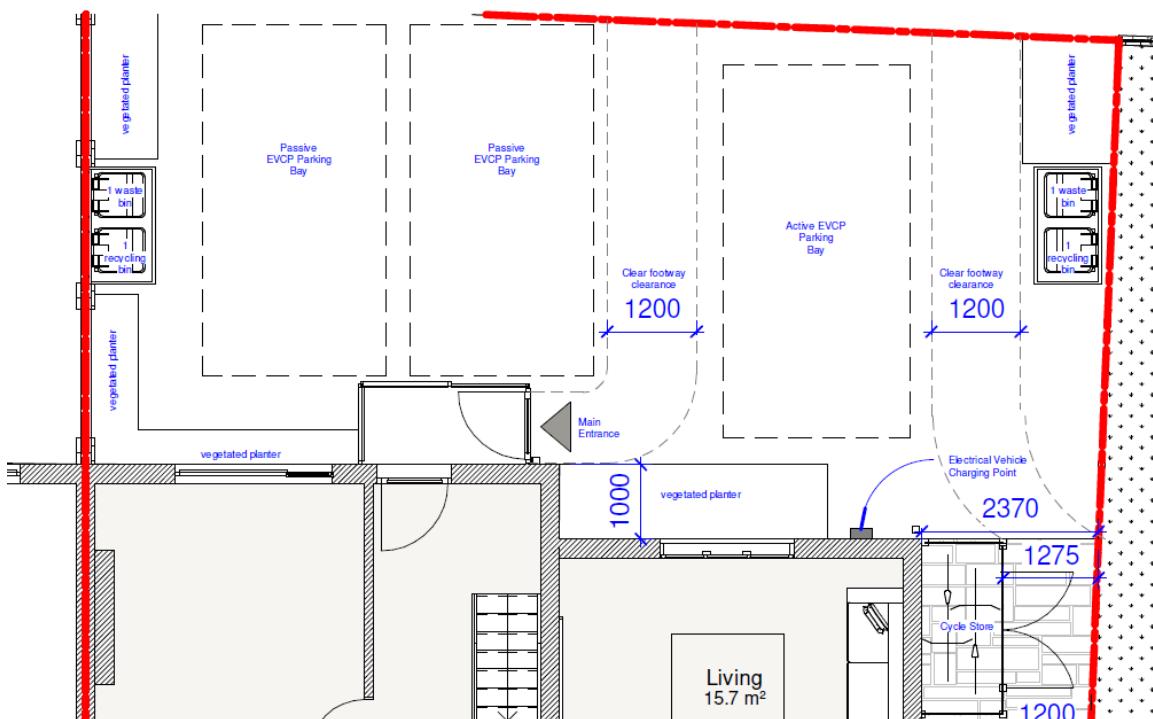
- 7.29 The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards allows dwellings in Outer London PTAL ranking of 1b to have a maximum 1.5no.

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spaces each, therefore the development should provide a maximum of 3no. car parking spaces. The proposal would include the provision of one new vehicle crossover to provide vehicular access to the new and retained dwelling. 3 parking spaces have been shown, 2 for the retained dwelling and 1 for the new dwelling. The applicant has shown a 1.2m wide pedestrian path leading to both dwelling entrances, the proposed floor plans indicates that the front porch of No.42 would have a new side access door which ensures that there is an unobstructed access for pedestrians (see Figure 6). This is considered an acceptable arrangement.

Figure 6 (Proposed ground floor plan):



7.30 The new dwelling would be served by 1 new car parking space accessed via the existing dropped kerb. The existing dwelling would be served by 2 parking spaces which would require the construction of a new crossover. The proposed new crossover is broadly in compliance with the Councils Domestic Crossover Policy; however, the visibility splays are not indicated as being measured from within the site. The Domestic Crossover Policy requires pedestrian visibility splays of 2.4m by 2.4m to be measured from within the site itself. Having reviewed the submitted drawings and visited the site, it is unlikely that the visibility splays could be provided from within the site as the porch restricts the parking spaces from being moved any further back from the footway.

7.31 Notwithstanding this point the use of visibility splays is to ensure pedestrian safety from vehicles turning in and out of the site. As the site would require a new crossover and the retention of the existing crossover the proposed

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boundary treatment would be limited in terms of width as it would require a substantial proportion of the frontage to remain open. Where there is a need for a boundary treatment to the sides of the properties in order to safeguard the boundaries to the site, this would be limited to 1m in height. Furthermore, the depth of the front gardens is similar and modest across the entire street scene. As such there are a plethora of examples where the car parking provided to the front of the properties would fail to meet the required visibility splays set out within the Domestic Crossover Policy. Based on these factors no highway concerns are raised. An informative is to be added to the decision notice Requiring the vehicle crossover be constructed under a s184 Highways Act (1980) or similar agreement at the applicant's/developer's expense.

- 7.32 The submitted drawing show that one of these spaces would be provided by an active Electric Vehicle Charging Point (EVCP) and the other 2 spaces would have a passive provision which is acceptable. Should the application be approved, a landscape condition will be added to ensure this is provided and maintained throughout the lifetime of the development.
- 7.34 The development would include the provision of one cycle store with space for 2 bicycles for the new dwelling. The store would be located an accessible position with a 1.2m wide path. Should the application be approved, a condition will be secured to provide the details of the cycle storage to ensure it is secure and covered.
- 7.35 Given the sensitivities of the site, a Construction Management Plan will be secured via condition should the application be approved. As such, the development would comply with the Policies DMT 1, DMT 2, DMT 5 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

Noise

- 7.36 The site would be used in an exclusively residential capacity. As such, in terms of the operational phase of the proposed development, no significant issues are raised by the proposal, in respect to noise.

Air Quality

- 7.37 The site is located within an Air Quality Management Area. Given the proposed development is for one new dwelling, it is not considered that the proposal would cause unacceptable levels of dust and disturbance during the construction phase.
- 7.38 The control of dust and construction hours is governed under separate legislation and the relevant informative note has been added to the decision to remind the applicant of this.

Accessibility

- 7.39 The Councils access officer has been consulted on the application and has no concerns regarding accessibility subject to conditions regarding step free access

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and compliance with the technical specifications for an M4(2) dwelling which will be added to the decision should the application be approved.

Trees and Landscaping

7.40 The proposed development would involve the loss of soft landscaping to the front and side of the existing property (mainly grassed areas). Drawings, A103 Rev C and A117 Rev C show the provision of soft landscaping in the form of vegetated planters around the front of both properties which is welcomed. Should the application be recommended for approval, a detailed soft and hard landscaping scheme will be secured via condition to ensure the development integrates well with the surrounding area.

Biodiversity Net gain and Ecology

7.41 During the process of the application, the applicant provided the statutory BNG metric, Preliminary Ecology Appraisal (PEA) and BNG report. The report indicates that there would be a decrease of 0.02 Area-Based Habitat Units from 0.06 to 0.04, achieving a net loss of 35.78% which falls short of the mandatory net gain requirement. This is primarily due to the loss of vegetated garden habitat, which could not be adequately compensated for within the plans for the development.

7.42 As the required units to meet a 10% net gain is under 0.25, should the application be approved, a condition will be secured requiring a BNG net gain plan and justification why 10% cannot be provided on site. If this cannot be achieved on-site, off-site credits must be purchased with confirmation of this.

7.43 The Preliminary Ecological Assessment submitted in support of the application identifies a low habitat value for bat roosting within both buildings (main building and outbuilding) As such, the submitted report recommends that further bat surveys are carried out, this would require 1 survey visit by 2 surveyors at dusk or dawn. The visit should be carried out between May and August inclusive, with at least half of visits needing to be between mid-May and end of August. Should bats be found to be roosting in the buildings two further survey visits will be required and then a licence applied for from Natural England to allow demolition of the building. A condition has been included requiring the submission of the recommended surveys, and if required, the proposed mitigation.

7.44 Additionally, mitigation and enhancement measures detailed in the Preliminary Ecological Assessment, such as a low impact lighting strategy, bird and bat boxes/bricks would be implemented to minimise disturbance to foraging and commuting bats. Compliance with the recommendations detailed in this submitted report would be secured by condition.

7.45 Subject to the above conditions and compliance with the Preliminary Ecological Assessment, the proposal would have an acceptable impact on biodiversity interest, in terms of protected species. This would be compliant with Policy G7 of the London Plan (2021), Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the NPPF (2024).

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Flooding and Drainage

7.46 The proposed development site is not located in Flood Zones 2 or 3. Nor is it located within a critical drainage area, or an area known for surface water flooding. Should the application be recommended for approval, a condition will be added requiring a sustainable water management plan for the site to be submitted and approved. The plan will ensure that appropriate and sufficient drainage is provided for the new dwelling.

Waste Management

7.47 Policy DMHB 11 part (d) of the Hillingdon Local Plan (2020) states that development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours. Drawings, A103 Rev C and A117 Rev C show the provision of refuge storage for the retained and proposed dwellings. Should the application be approved, a condition will be secured to provide further details of these.

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 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 a new dwelling and is therefore CIL liable if planning permission is granted.

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9 Conclusion / Planning Balance

- 9.1 The proposed development would have a satisfactory impact on the character and appearance of the area and would not significantly harm the amenities of any neighbouring property. It is not considered to harm the highway network; additionally adequate living accommodation would be provided for future occupiers.
- 9.2 The proposal is considered to comply with the Development Plan and no material considerations indicate that a contrary decision should be taken. Consequently, the application is recommended for approval subject to the conditions set out in Appendix 1.

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

9197/APP/2025/239

Appendix 1: Recommended Conditions and Informatives

Conditions

1. RES3 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. RES4 Accordance with Approved Plans

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

A101 Rev B
A102 Rev C
A103 Rev C
A104 Rev B
A105 Rev B
A106 Rev B
A107 Rev B
A108 Rev B
A109 Rev B
A110 Rev B
A111 Rev B
A117 Rev C

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).

3. RES5 General compliance with supporting documentation

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

- Daylight and Sunlight Assessment Issue No. 2 dated January 2025
- Biodiversity Net Gain Calculation Document by green shoots ecology dated May 2025
- Preliminary Ecological Assessment Report by green shoots ecology dated May 2025

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

REASON

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

4. HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building at No.42 The Larches and shall thereafter be retained as such.

REASON

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

5. COM9 Landscaping (car parking & refuse/cycle storage)

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), including a like for like replacement of trees in terms of quantum.
- 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 Refuse Storage
- 2.b Cycle Storage (secure and covered for 2 spaces)
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including demonstration that at least 1 space is to be served by 1 active 7Kw electrical charging points)
- 2.e Hard Surfacing Materials
- 2.f External Lighting

3. Details of Landscape Maintenance

- 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

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

approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

6. OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (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.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

7. NONSC Step Free Access

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. The measures implemented as approved shall be retained thereafter.

REASON To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

8. NONSC SUDs

Prior to commencement of the hereby approved development, (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted

to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how the approved development will incorporate sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan and will:

- i. provide information on all SuDs features including the method employed to delay and control the surface water discharged from the site and;
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iii. provide details of water collection facilities to capture excess rainwater; and how water usage will be reduced in the development.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding and is to be handled as close to its source as possible and Conserve water supplies in compliance with: Hillingdon Local Plan: Part 1- Strategic Policies Policy EM6 Flood Risk Management in (2012), Hillingdon Local Plan Part 2 Development Management Policies Policy DMEI 10 Water Management, Efficiency and Quality (2020), as well as relevant SuDs guidance contained within the London Plan (2021) and NPPF (2024).

9. NONSC Biodiversity Net Gain

No development shall take place on any part of the site until a Biodiversity Gain Plan for the site, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, has been submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include:

- i. Baseline Biodiversity Assessment: Using the latest Defra Biodiversity Metric, a report of the site's pre-development biodiversity value; and
- ii. On-Site Enhancement and 30-year Habitat Management Plan (HMP) detailing measures to achieve BNG on-site, including species protection, habitat creation, and ongoing management strategies to maintain gains for a minimum of 30 years. The HMP should, as a minimum, include:
 - a) Description and evaluation of the features to be managed.
 - b) Aims, objectives and targets for management.
 - c) Description of the management operations necessary to achieving aims and objectives.
 - d) Prescriptions for management actions.
 - e) Preparation of a works schedule, including an annual works schedule.
 - f) Details of the monitoring needed to measure the effectiveness of management.
 - g) Details of the timetable for each element of the monitoring programme.

- h) Details of the persons responsible for the implementation and monitoring.
- i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage.

Where a biodiversity net gain of 10% is not achievable on site, in addition to the Baseline Biodiversity Assessment (i), the following shall be included in the BGP:

- iii. Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve the 10% net gain, confirmation of the purchase of off-site biodiversity credits or statutory credits must be provided, including a receipt or proof of transaction as part of the Plan

The approved Biodiversity Gain Plan shall be strictly adhered to, and development shall commence and operate in accordance with it.

REASON

To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with Policy 15 of the National Planning Policy Framework, Policy G6 of The London Plan, and Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part 2 Development Management Policies.

10. NONSC Ecological Mitigation and Enhancement Plan

No development (including demolition and site clearance) shall take place until the following details have been submitted to and approved by the Local Planning Authority:

- a) One bat emergence/re-entry survey for the main building and outbuilding to be carried out at dusk or dawn by 2 surveyors. The visit should be carried out between May and August inclusive with at least half of the visits needing to be between mid-May and end of August. Survey visits can only be carried out when temperature at sunset is 10 C or more and there are no strong winds or heavy rain (as identified within the Preliminary Ecological Assessment by green shoots ecology dated May 2025).
- b) Should bats be found to be roosting in the buildings, two further survey visits will be required and then a licence applied for from Natural England to allow demolition of the building.
- c) Details of ecological mitigation and habitat enhancements including low-impact lighting strategy and bird and bat boxes/bricks added to the buildings, with one bird brick or box and one bat brick or box added to a suitable part of the site.

Thereafter, the development shall be implemented only in accordance with the recommendations detailed in the approved Preliminary Ecological Assessment by green shoots ecology dated May 2025, and the approved details.

REASON

In order to comply with the Conservation of Habitats and Species Regulations 2017 (as amended) and encourage a wide diversity of wildlife and to manage any impacts on biodiversity and protected species in accordance with Policy DME1 7 of the Hillingdon Local Plan: Part Two -Development Management Policies (2020) and Policy G6 of the London Plan (2021).

11. RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing numbers 42, 44, 46 or 48 The Larches.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

12. RES14 Extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no extension or roof alteration to any dwellinghouse(s) subject of this permission shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies DMHB 11 and DMHD 2 of the Hillingdon Local Plan Part 2 (2020)

13. NONSC M4(2) Compliance

The dwelling hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

Informatics

1. I23 Works affecting the Public Highway - Vehicle Crossover

The development hereby approved includes the carrying out of alterations to a vehicular access. Prior to undertaking work on the adopted highway you will require a Section 184 licence from the Highway Authority. The works shall be to the specification and constructed to the satisfaction of the Highway Authority. Fees are payable for the approval of the highway details, and inspection of the works. Further information and an application form are available on the London Borough of Hillingdon website <https://www.hillingdon.gov.uk/dropped-kerb-form>

2.

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be the London Borough of Hillingdon.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.

1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
 - (i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
 - (ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.
4. The permission which has been granted is for development which is exempt being:
 - 4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:

- i) the application for planning permission was made before 2 April 2024;
- ii) planning permission is granted which has effect before 2 April 2024; or
- iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

- i) consists of no more than 9 dwellings;
- ii) is carried out on a site which has an area no larger than 0.5 hectares; and
- iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

4.5 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

3. 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).

4. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

5. I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

6. I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

- A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.
- B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
- C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.
- D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

7. I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

I53 Compulsory Informative (2)

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

- DMH 6 Garden and Backland Development
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 14 Trees and Landscaping
- DMHB 16 Housing Standards
- DMHB 18 Private Outdoor Amenity Space
- DMT 2 Highways Impacts
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- LPP D1 (2021) London's form, character and capacity for growth
- LPP D3 (2021) Optimising site capacity through the design-led approach
- LPP D4 (2021) Delivering good design
- LPP D6 (2021) Housing quality and standards
- LPP D7 (2021) Accessible housing
- LPP GG2 (2021) Making the best use of land
- LPP GG4 (2021) Delivering the homes Londoners needs
- LPP H1 (2021) Increasing housing supply
- LPP H10 (2021) Housing size mix

- LPP H2 (2021) Small sites
- LPP T6 (2021) Car parking
- LPP T6.1 (2021) Residential parking
- NPPF12 -24 NPPF12 2024 - Achieving well-designed places
- NPPF5 -24 NPPF5 2024 - Delivering a sufficient supply of homes

Appendix 2: Relevant Planning History

9197/APP/1999/2667 42 The Larches Hillingdon

ERECTION OF TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSIONS

Decision: 21-02-2000 Refused

9197/APP/2000/1430 42 The Larches Hillingdon

ERECTION OF TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSIONS

Decision: 07-09-2000 Approved

9197/APP/2000/554 42 The Larches Hillingdon

ERECTION OF TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSIONS

Decision: 24-05-2000 Refused

9197/APP/2005/2191 42 The Larches Hillingdon

ERECTION OF TWO STOREY SIDE AND SINGLE STOREY REAR EXTENSION.

Decision: 15-02-2006 Approved

9197/APP/2005/3430 42 The Larches Hillingdon

ERECTION OF SINGLE STOREY DETACHED OUTBUILDING/PLAYROOM AT THE BOTTOM OF THE REAR GARDEN (APPLICATION FOR A CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE OR DEVELOPMENT)

Decision: 07-02-2006 Refused

9197/APP/2006/1439 42 The Larches Hillingdon

ERECTION OF A SINGLE-STOREY DETACHED OUTBUILDING/PLAYROOM AT THE END OF THE REAR GARDEN (APPLICATION FOR A CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE OR DEVELOPMENT)

Decision: 12-07-2006 General
Perm.Devt.

9197/PRC/2024/160 42 The Larches Hillingdon

Erection of a double storey side extension to form a 3 bed 5 person house with associated bin store and cycle store and separation of rear garden to provide private amenity space

Decision: 22-10-2024 Objection

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.H1 (2012) Housing Growth

Part 2 Policies:

DMH 6 Garden and Backland Development

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 18 Private Outdoor Amenity Space

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

LPP H1 (2021) Increasing housing supply

LPP H2 (2021) Small sites

LPP H10 (2021) Housing size mix

LPP D1 (2021) London's form, character and capacity for growth

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D6 (2021) Housing quality and standards

LPP D7 (2021) Accessible housing

LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes

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

Case Officer: **Emilie Bateman**

76760/APP/2024/2720

Date Application Valid:	10.12.2024	Statutory / Agreed Determination Deadline:	12.06.2025
Application Type:	Full	Ward:	Colham & Cowley

Applicant: **Simply Develop (UK) Ltd.**

Site Address: **12-18 Pield Heath Road & 2 Pield Heath Avenue**

Proposal: **Partially retrospective demolition of four dwellings (Nos. 12, 14, and 16 Pield Heath Road and 2 Pield Heath Avenue) and one Bed and Breakfast (No. 18 Pield Heath Road), and the subsequent erection of a part two storey, part three storey (plus basement) care home (Class C2), with car parking, landscaping, and associated works.**

Summary of Rec: **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.

That delegated powers be given to the Director of Planning, Regeneration and Environment 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. Secure use of the building as a care home, falling within the C2 use class.
- II. Air Quality Mitigation contribution of £52,754.
- III. A Carbon Offset contribution of £204,970; or a reduced figure if greater on-site carbon savings are shown to be implementable through an updated Energy Strategy.
- IV. London Healthy Urban Development Unit (HUDU) financial contribution of £215,217 to fund enhanced or new health facilities within the London Borough of Hillingdon.
- V. A full Travel Plan to be approved in writing by the Local Planning Authority.
- VI. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.
- VII. A Section 278 agreement to implement the proposed off-site Highways Works.
- VIII. 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 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Environment), delegated authority be given to the

Director of Planning, Regeneration and Environment 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 Offsetting, Health Facilities, Travel Planning, Employment, Highways Safety, and Project Monitoring). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 56-58 of the National Planning Policy Framework (2024).'

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

1 Executive Summary

- 1.1 This application seeks permission for the proposed demolition of the existing buildings and structures across the site and the subsequent erection of a part two, part three-storey (plus basement level), 81-bedroom care home.
- 1.2 The proposed development is considered acceptable in land use terms, and it is noted that part of the site benefits from a recent planning permission (ref. 76760/APP/2022/1889) for a 60-bed care home.
- 1.3 The development is considered to have an acceptable impact on the surrounding area and is consistent with the objectives of the Hillingdon Local Plan and the London Plan.
- 1.4 Subject to the planning conditions and obligations recommended, the proposed development is considered acceptable with respect to design, heritage, residential amenity, environmental issues, transport, and sustainability.
- 1.5 For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

2 The Site and Locality

- 2.1 The application site comprises five individual curtilages (Nos.12, 14, 16 and 18 Pield Heath Road and No. 2 Pield Heath Avenue), four of which are residential uses (C3 use class), and one of which (No. 18) is a Bed and Breakfast (C1 use class).
- 2.2 No. 2 Pield Heath Avenue and Nos. 12 and 18 Pield Heath Road were both built as single-storey bungalows, much like the vast majority of properties on Pield Heath Avenue, although most have now been extended to accommodate

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habitable accommodation within the loftsphere. Pield Heath Road, on the other hand, has a much more varied streetscene with much greater variation in both the scale and design of developments, including examples of one, two and three-storey buildings.

2.3 The character of the immediate area surrounding the application site is residential, notwithstanding that part of the application site is in use as a Bed and Breakfast. Moorcroft Park, a large area of public open space, sits opposite the site.

2.4 The site forms part of the declared Hillingdon Air Quality Management Area. The site also sits in between two declared Air Quality Focus Areas, including the Uxbridge Road Focus Area to the east and Hillingdon Hospital Focus Area to the west. Green Belt land is also designated a short distance to the south. The site has a moderate Public Transport Accessibility Level (PTAL) of 3.

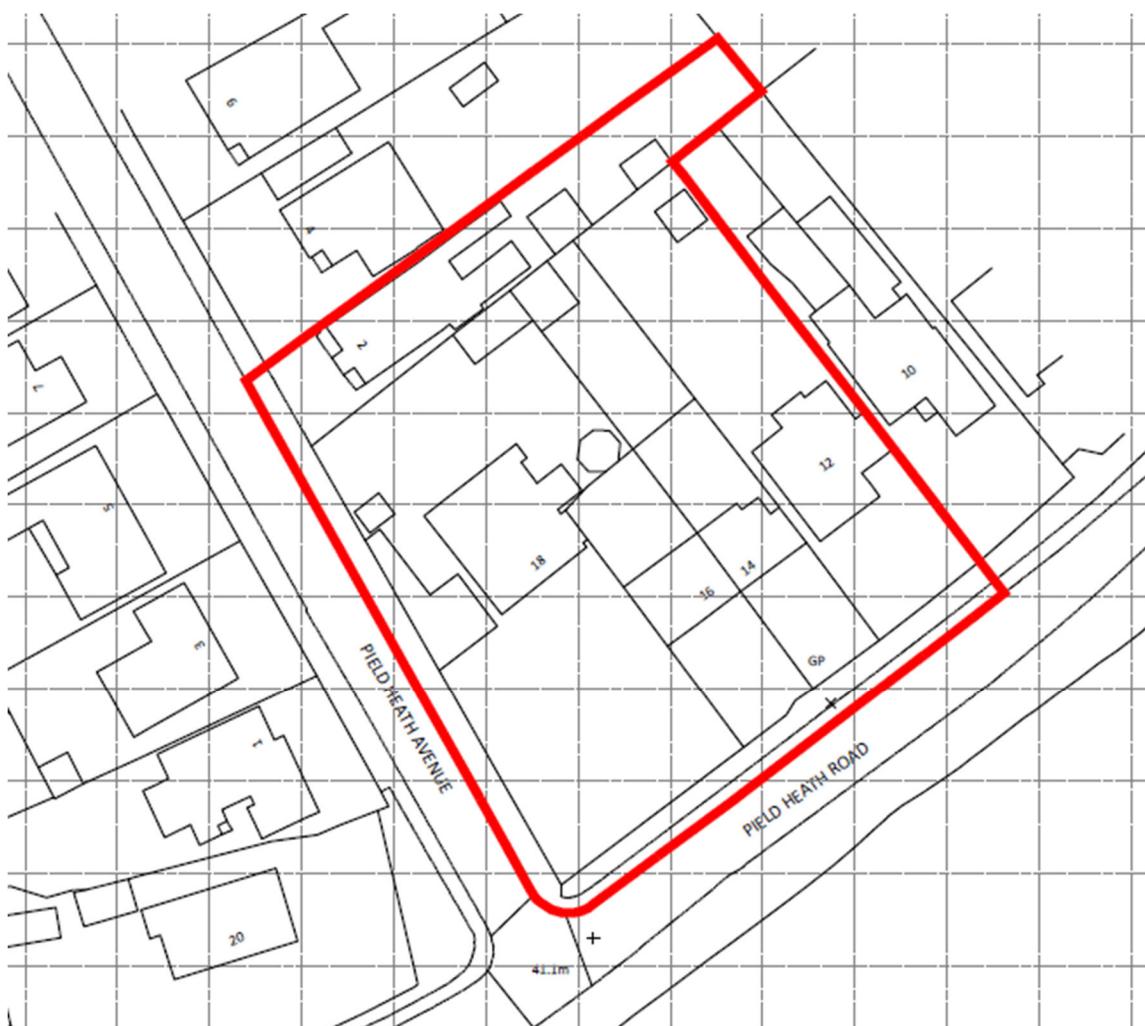


Figure 1: Location Plan (application site edged red)

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Figure 2: Street View Image of the Application Property

3 Proposal

- 3.1 This application seeks permission for the proposed demolition of the existing buildings and structures across the site and the subsequent erection of a part two, part three-storey (plus basement level), 81-bedroom care home.
- 3.2 The building would be laid out with its main frontage facing Pield Heath Avenue and a secondary frontage facing Pield Heath Road, appearing as a three-storey building across most of its length, and stepping down in height to two-storeys adjacent to No. 4 Pield Heath Avenue to the north.
- 3.3 The development would create a partially enclosed courtyard to the centre of the building, which is intended to be used as a resident garden, alongside a wildflower garden to the rear of No. 2 Pield Heath Avenue.
- 3.4 Parking is proposed in the section of the site adjacent to Pield Heath Road, with provision for 19 spaces, including 3 disabled bays and 4 electric vehicle charging points, alongside an ambulance bay, delivery bay, 12 cycle spaces and 4 mobility scooter spaces.



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



Elevation 2: South-West facing to Pield Heath Avenue (1:200)



Elevation 1: South-East facing to Pield Heath Road (1:200)

Figure 4: Proposed Street Facing Elevations (Pield Heath Avenue above, Pield Heath Road below) (please note – a larger version of plan can be found in the Committee Plan Pack)

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Figure 5: Proposed Floor and Roof plans (please note – a larger version of plan can be found in the Committee Plan Pack)

4 Relevant Planning History

- 4.1 Application reference 76760/APP/2022/1889 (Demolition of three dwellings and one Bed and Breakfast, and the subsequent erection of a care home) was approved on 11-12-23.
- 4.2 A non-material amendment (76760/APP/2024/1470) was later approved on 01-07-24 to make internal and external reconfigurations.



Figure 6: Previously Approved Site Plan (site not including No.12 Pield Heath Road)



Figure 7: Previously Approved Street Facing Elevations (site not including No.12 Pield Heath Road). Pield Heath Avenue above, Pield Heath Road below).

5 Planning Policy

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

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6 Consultations and Representations

6.1 A total of 45 no. letters were sent to neighbouring properties, a site notice was displayed to the front of the site and an advert was posted in the local paper. All forms of consultation expired on 21st May 2025.

6.2 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
Three individual letters of objection have been received	I. Not in keeping.	Discussed in paragraphs 7.9 to 7.17.
	II. Concerns about further expansion.	The acceptability of the proposal is discussed throughout the committee report.
	III. Overconcentration of care homes within 1km.	Discussed in paragraph 7.6
	IV. Traffic, parking and road safety concerns.	Discussed in paragraphs 7.79 to 7.93.
	V. No needs analysis for this specific area.	Discussed in paragraph 7.7.
	VI. Noise and disturbance during construction.	A condition has been included requiring the submission of a construction management plan.
	VII. Noise pollution.	Discussed in paragraphs 7.44 to 7.47.
	III. Concerns regarding the length of consultation period following revisions.	The consultation period is carried out in accordance with statutory requirements.
One representation was received in support of the proposal	a. Supportive of project b. Positive addition to neighbourhood	Noted.

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	c. Enhancing community and contributing in a meaningful way	
Councillor Etka Gohil (ward Councillor).	<p>1. Parking and Highway Safety Impacts: The proposed 33% increase in care home capacity will significantly exacerbate on-street parking demand in the surrounding area, particularly on Pield Heath Avenue, where parking is already constrained due to its proximity to Hillingdon Hospital and local amenities. The increase in visitors, staff, and associated deliveries will likely lead to parking overspill, obstructing driveways and creating potential safety hazards. This contravenes policies aimed at mitigating parking stress and ensuring highway safety.</p> <p>2. Traffic and Noise Pollution: The anticipated increase in deliveries and associated vehicular movements will lead to additional traffic</p>	<p>Discussed in paragraphs 7.79 to 7.93.</p> <p>The trip generation represents a marginal increase from the previously approved scheme. Therefore, there is not anticipated to be an increase in traffic and associated noise pollution</p>

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	<p>and noise pollution on Field Heath Avenue, a predominantly residential road. This conflicts with the requirement for developments to avoid undue harm to residential amenity as set out in local and national planning policies.</p> <p>3. Unjustified Need in This Area: While the needs analysis indicates a borough-wide demand for care home spaces, it fails to demonstrate a specific need for increased provision in this locality. There are already multiple care homes within a 1km radius, suggesting that this location is not underserved.</p> <p>4. Impact on Residential Amenity During Construction: The applicant has a poor track record of managing the construction process in a manner that respects residential amenity. Issues have included excessive noise and vibration, inadequate dust mitigation, failure to clean vehicle wheels (leading to hazardous road</p>	<p>that would result in undue harm to neighbouring amenity to warrant a reason for refusal. A condition has also been submitted requiring the submission of a delivery and servicing plan.</p> <p>Discussed in paragraph 7.7.</p> <p>A condition has been included requiring the submission of a construction management plan.</p>
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	<p>conditions), and poor vehicle management causing access obstructions. The proposed expansion will prolong these disruptive impacts, contravening policies requiring developments to protect the living conditions of nearby residents.</p> <p>5. Cumulative Environmental and Amenity Harm: The scale and intensification of the care home will result in a cumulative impact on the surrounding area, including increased pollution, traffic congestion, and disruption to residents' quality of life. These impacts conflict with the council's duty to safeguard the environment and maintain the amenity of local communities.</p>	<p>The environmental impacts of the scheme are discussed within the relevant sections of this report.</p>
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
External Consultation	
<p>Heathrow Airport Safeguarding: Heathrow Airport Safeguarding has no safeguarding objections to the proposed development. However, if a crane is required during installation, the applicant must submit</p>	<p>The Heathrow Airport Safeguarding comments are noted. Please refer to Informative 7.</p>

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<p>details including height, operating radius, and dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS). Cranes must not be operated on site until a crane permit has been issued by Heathrow following CAA notification. Further guidance is available in CAA CAP1096.</p>	
<p>London Fire Brigade: London Fire Brigade raised no objection at this stage but advises that the development must comply with Part B of the Building Regulations, particularly in relation to fire brigade access and water supplies. The applicant is encouraged to consult Building Control or an Approved Inspector, who may refer the application to the Fire Authority.</p> <p>If there are any deviations from Approved Document B (Volume 1 and 2, Section B5), particularly regarding hydrants or access, this information must be submitted to the relevant LFB teams for further review. Additional consultation may be required if material amendments are made to the proposal.</p>	<p>The London Fire Brigade comments are noted.</p> <p>It is noted that the development should accord with the relevant Building Regulation requirements.</p> <p>Fire safety matters are also to be addressed through Condition 9.</p>
<p>Met Police (Designing Out Crime): Metropolitan Police Designing Out Crime Officer (DOCO) advises that the site is subject to a Secured by Design (SBD) condition, which should be retained and applied to the entire site. The applicant has not yet engaged with the DOCO/SBD team.</p>	<p>Secured by Design is secured by Condition 23.</p> <p>The applicant has been reminded of the need to engage with the DOCO at the earliest stage to address crime prevention through design and ensure the condition can be discharged.</p>
<p>Ministry of Defence: Ministry of Defence (MOD) has reviewed the application and raises no objection, confirming that the proposed development will not impact the operation or capability of defence sites or assets. The MOD notes that their assessment is based on the current submitted documents, and any amendments to the development may alter their position.</p>	<p>The Ministry of Defence comments are noted.</p>

<p>National Air Traffic Services: National Air Traffic Services (NATS) has assessed the proposal and raises no safeguarding objection, confirming that the development does not conflict with their technical safeguarding criteria. This response applies specifically to the current submission.</p>	<p>The NATS comments are noted.</p>
<p>Thames Water: Thames Water raised no objection regarding the capacity of the foul or surface water sewerage network infrastructure based on the submitted information. They recommend that petrol/oil interceptors be installed in all parking, washing, and repair areas to prevent pollution of local watercourses.</p> <p>The site is located within 15 metres of Thames Water's underground assets, and the applicant should refer to Thames Water's guidance on working near their infrastructure to avoid potential damage. An informative is requested to this effect.</p> <p>In terms of water supply, the site falls within the area served by Affinity Water, and the applicant should contact them directly for related matters.</p>	<p>The Thames Water comments are noted. Please see Informative 1.</p>
<p>Transport For London (TfL): TfL have no strategic transport comments regarding this application but expect that any permission is in line with relevant London Plan Policies.</p>	<p>The TfL comments are noted.</p> <p>Please refer to paragraphs 7.79 to 7.93. for consideration of transport matters.</p>
<p>Internal Consultation</p>	
<p>Planning Policy Officer: Principle of C2 on site and demolition of existing residential units is set through recent permission ref. 76760/APP/2022/1889.</p>	<p>The Planning Policy Officer comments are noted.</p> <p>Matters relating to the principle of development are addressed in paragraphs 7.1 to 7.8 of this report.</p>

<p>Urban Design Officer:</p> <p>19-12-24 Initial Comments:</p> <p>The Urban Design Officer raised concerns regarding the quality and coherence of the proposed scheme. The south-east elevation appears disjointed due to a blank rendered brick flank wall. The north extension is generally acceptable. Concerns regarding loss of Category A tree. Recommends a one-for-one tree replacement and enhanced planting, particularly within the car park to soften its impact. The main entrance lacks prominence and architectural expression and could benefit from a more refined design. Materials are broadly acceptable, but render should be limited and use a roughcast finish. Dormer detailing and landscaping may be secured by condition.</p> <p>Revisions were received which addressed the blank flank wall. Entrance and dormer details were received. Materials would be secured by condition.</p> <p>The Tree Officer raised an objection to the loss of the Category A tree and revisions were sought to address this.</p> <p>29-04-25 Response and Revised Proposals:</p> <p>In response to the feedback, the applicant has made several improvements and has simplified the roof form. The Category A tree has been retained within the scheme and updated Tree Survey has been provided. The changes sufficiently address the concerns, subject to conditions to ensure high-quality design.</p>	<p>The Urban Design Officer comments are noted.</p> <p>Matters relating to design are addressed in paragraphs 7.9 to 7.17 of this report.</p> <p>Please also refer to paragraphs 7.54 to 7.56 for consideration of tree and landscaping matters.</p> <p>The final design details of the materials and landscape scheme are proposed to be secured by Conditions 16 and 14.</p>
<p>Access Officer:</p> <p>The Accessibility Officer raised no fundamental objections to the proposed 81-bedroom care home, noting that some pre-application advice had been incorporated. The building provides step-free access from both Pield Heath Avenue and Pield Heath Road, and includes 19 car parking spaces, three of</p>	<p>The Access Officer comments are noted.</p> <p>Matters relating to car parking are addressed in paragraphs 7.79 to 7.93 of this report.</p>

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<p>which appear to be fully accessible. Concerns were raised regarding the number of car parking spaces and the lack of provision for door-to-door transport vehicles. To ensure compliance with relevant accessibility standards, conditions are recommended requiring the inclusion of a fire evacuation lift in line with London Plan policies D5 and D12, and the provision of at least one accessible ensuite guestroom in accordance with the Care Inspectorate Design Guide (2022).</p>	<p>Please refer to Condition 18 and Condition 21.</p>
<p>Highways Officer:</p> <p>A Transport Statement supports the application for an 81-bed care home at 12–18 Pield Heath Road and 2 Pield Heath Avenue, Uxbridge.</p> <p>The site, mostly cleared except for No. 12, was previously a B&B and four houses. Two existing access points (from Pield Heath Road and Pield Heath Avenue) will be retained and upgraded into a one-way system, reducing vehicle conflict and improving safety.</p> <p>The scheme provides 19 parking spaces (including disabled and EV bays), an ambulance bay, and delivery space, in line with local and London Plan standards. A parking ratio of 1:4.3 matches a previous 60-bed approval. Cycle and mobility scooter parking are also included.</p> <p>With a PTAL of 3 and good access to public transport, the development supports sustainable travel. Trip generation is expected to remain low, with a minor increase over the previous scheme, posing no network impact. No safety concerns were identified in the five-year collision data review.</p> <p>A Travel Plan will encourage sustainable transport for staff and visitors. The access, parking and servicing arrangements are considered safe and policy compliant.</p> <p>The Highway Authority raises no objections subject to conditions regarding Parking</p>	<p>The Highways Officer comments are noted.</p> <p>Matters relating to transport are addressed in paragraphs 7.79 to 7.93 of this report.</p> <p>Please see 'Summary of Recommendation' section for confirmation that a travel plan would be secured by a Section 106 legal agreement. Refer to Head of Term V.</p> <p>Please refer to Conditions 4, 14, 18, 20 and 24.</p> <p>Please refer to Informative 2.</p>

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<p>Design and Management Plan, car and cycle parking, EV charging, construction management, and informatics. A travel plan to encourage sustainable modes of transport, to be secured by S106 Legal Agreement.</p>	
<p>Air Quality Officer:</p> <p>The proposed development is located within the LBH Air Quality Management Area and within close proximity to the Hillingdon Hospital and Uxbridge Road Focus Areas. While the development meets air quality neutral standards, it does not meet the air quality positive standard required in or near Focus Areas under the London Plan and LBH's Air Quality Local Action Plan (2019–2024).</p> <p>A total damage cost of £70,338 has been calculated, with standard mitigation measures applied (Travel Plan and Green Measures), resulting in a final Section 106 contribution of £52,754 to offset the impact. No objection, subject to conditions and contribution.</p>	<p>The Air Quality Officer comments are noted.</p> <p>Please see 'Summary of Recommendation' section for confirmation that a travel plan would be secured by a Section 106 legal agreement. Refer to Head of Term II.</p> <p>Please also refer to Conditions 26 and 27.</p>
<p>Flooding and Drainage Specialist:</p> <p>Following the receipt of additional information, the Flooding and Drainage Specialist raises no objection, subject to conditions.</p>	<p>The Flooding and Drainage Specialist comments are noted.</p> <p>Matters relating to flood and water management are addressed in paragraphs 7.68 to 7.75 of this report.</p> <p>See conditions 6 and 7.</p>
<p>Noise Specialist:</p> <p>The Noise Specialist raises no objection, subject to the re-imposition of the conditions applied to the previous planning permission.</p>	<p>The Noise Specialist comments are noted.</p> <p>Matters relating to noise are addressed in paragraphs 7.44 to 7.47 of this report.</p> <p>Please also refer to Conditions 8 and 10 of this report.</p>

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<p>Contaminated Land Officer:</p> <p>The Contaminated Land Officer has no objection but recommends a condition requiring a contamination remediation scheme (including asbestos) to be approved by the LPA before development commences, excluding demolition and initial ground works. Any new contamination discovered must be addressed with an updated scheme. A verification report confirming remediation completion must be submitted prior to discharging the condition. Imported soils must be tested for contamination.</p>	<p>The Contaminated Land comments are noted.</p> <p>Matters relating to land contamination are addressed in paragraphs 7.76 to 7.78 of this report.</p> <p>Please also refer to Condition 19.</p>
<p>Waste Strategy Officer:</p> <p>The developer should provide 9 bulk bins (split between refuse and recycling) and ensure communal food waste bins are included to serve all residents. The bin store must be located no more than 10m from the collection point to allow safe and efficient access for collection crews. The access path must be smooth, at least 2m wide, and have a gradient of less than 1:12.</p>	<p>Noted.</p> <p>Details secured by Condition 15.</p>
<p>Tree and Landscape Officer:</p> <p>15-01-25 Initial Comments:</p> <p>The Trees and Landscape Officer raises objection, clarification and amendments. All drawings must consistently show which trees are to be retained or removed and include Root Protection Zones (RPZs). The A-category tree must be retained and treated as a constraint of the development. Southern boundary tree planting should extend the full length of the hedgerow, with trench extents and construction details confirming soil volume. The northern planting bed must be to a minimum of 500mm. Trees on the eastern boundary should be retained. Proposed garden trees appear too closely spaced, mature canopy sizes must be shown. Car park layout should be amended to introduce more tree and planting. The planting strip along the southern building edge should be widened, in</p>	<p>Noted. The concerns raised throughout this process have been addressed by the applicant.</p> <p>Please also refer to Conditions 14 and 25.</p>

<p>line with the previously approved condition discharge plan.</p> <p>Following the comments, the applicant team clarified tree planting and landscaping details. The Cat A tree is proposed to be retained.</p> <p>15-05-25 Response and Revised Proposals:</p> <p>The Trees and Landscape Officer raises no objection, subject to the following clarifications and amendments. The removal of Leylandii trees (T03, T04, T05, T08, T09) is acceptable, provided they are replaced with native species, must be confirmed in the planting plan. Removal of the U category apple tree (T15) is also accepted, subject to the planting of a large replacement street tree. The proposed tanking will impact 40% of T14's RPZ, which is likely to result in the tree's loss, only acceptable if new trees are planted in a trench outside the tank zone with sufficient soil volume. T13 must be retained, and tanking adjusted accordingly. Level changes around T01 should be avoided; an updated landscape plan is required to address this.</p> <p>Revisions and updated landscaping plans were received.</p> <p>21-05-25 Response and Revised Proposals:</p> <p>The applicant provided revised landscaping plans which address the concerns raised, subject to compliance and conditions.</p>	
<p>Biodiversity Net Gain (Head of Environmental Specialists):</p> <p>The loss of the pond is regrettable and could only be accepted if adequately justified.</p>	<p>Noted.</p> <p>Please refer to paragraphs 7.57 to 7.64 regarding BNG and Condition 12.</p>

7 Planning Assessment

Land Use Principles

Use

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7.1 The application proposes the demolition of existing buildings on site and the erection of a purpose-built 81-bed care home (Use Class C2). A previous permission (Ref: 76760/APP/2022/1889) was granted in 2023 for a 60-bed care home on the site, and this extant permission is a material consideration in the assessment of the current application.

7.2 The National Planning Policy Framework (NPPF 2024) at paragraph 124 encourages planning decisions to promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring healthy living conditions. Paragraph 125c further states that substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs. The application site is previously developed land in an established residential area, and as such, is considered suitable in principle for redevelopment to meet housing and care needs.

7.3 London Plan Policy GG2 (Making the Best Use of Land) and Policy GG4 (Delivering the Homes Londoners Need) require that development proposals optimise the use of land, particularly in locations with good access to services and infrastructure and promote higher density development where appropriate. The site lies within an accessible location, close to Hillingdon Hospital, which further supports the principle of delivering health-related residential accommodation in this location.

7.4 Policy H13 of the London Plan (Specialist Older Persons Housing) recognises the important role that care homes play in meeting housing needs for older people and confirms that schemes falling within Use Class C2 can contribute towards borough housing targets on a 1:1 basis, with each bedroom counted as a home. The proposed development would result in a gain of 21 additional bedrooms over the extant scheme, equating to a net gain of 20 new dwellings and thereby contributing to the borough's housing supply.

7.5 While the current proposal involves the loss of four dwellings (Use Class C3) and one B&B (Use Class C1), it is noted this is one additional family sized unit than previously approved. London Plan Policy H8 and Policy DMH 1 of the Hillingdon Local Plan: Part Two – Development Management Policies (2020) allows for the loss of residential units where they are replaced with equivalent or greater residential floorspace and where redevelopment contributes positively to housing delivery. The proposed scheme would deliver 3,829 sqm of C2 floorspace, a significant uplift over the combined 1035.9 sqm of the existing buildings (C3 and C1), representing a net increase of 2,793.1 sqm. In this context, alongside the overall net gain of 76 units, the loss of four dwellings and one B&B is considered justified and acceptable.

7.6 Policy DMH 8 of the Hillingdon Local Plan supports the provision of care homes where they do not lead to an overconcentration of similar uses and where the development integrates appropriately into its residential setting. Although there are other care facilities in the wider area, given the previous permission on site

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the proposal is not considered to result in overconcentration, and the residential character of the surrounding area would remain intact.

7.7 The applicant has submitted an updated Needs Assessment which outlines continued demand for care home beds locally and refers to engagement with Hillingdon Hospital. The assessment references the Council's most recent Strategic Housing Market Assessment (SHMA), which underlines the borough-specific demographic data demonstrating the projected growth in the over-65 and over-85 age groups. It is also considered that there is an established London-wide need for care home accommodation (as set out in the London Plan). The proposal would help to address this recognised need in a suitable and sustainable location.

Conclusion

7.8 In light of the above and having regard to the fallback position afforded by the extant 60-bed care home permission, the proposed intensification of the site to provide an 81-bed care facility is considered acceptable in principle. The proposal aligns with national, regional and local planning policy objectives to optimise land, deliver specialist housing, and support sustainable patterns of development. Accordingly, there is no in-principle objection to the redevelopment of the site for a larger care home, subject to consideration of other material planning issues.

Design

Impact on the Character and Appearance of the Area

7.9 Policies D3 of the London Plan (2021), BE1 of the Hillingdon Local Plan: Part 1 (2012), DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure a high quality of design that enhances and contributes to the area in terms of form, scale and materials, is appropriate to the identity and context of the townscape and would improve the quality of the public realm and respect local character. These aims are also supported by the NPPF (2024) at chapter 12.

7.10 The application seeks permission for the demolition of all existing buildings and structures on site, including Nos. 2 Pield Heath Avenue and Nos. 12, 14, 16 and 18 Pield Heath Road, to facilitate the construction of a part two, part three-storey (plus basement level), 81-bedroom care home.

7.11 The existing buildings comprise a mix of single and two-storey dwellings, broadly representative of the prevailing built form in the surrounding area. No. 2 Pield Heath Avenue and Nos. 12 and 18 Pield Heath Road are single-storey bungalows, consistent in scale and appearance with neighbouring properties on Pield Heath Avenue. Nos. 14 and 16 Pield Heath Road are two-storey semi-detached dwellings, more reflective of the broader character of Pield Heath Road, which includes a greater variety of building heights and typologies.

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7.12 While the existing buildings make a modest but positive contribution to local character through their consistency and verdant setting, they are not of particular architectural or historic merit. Given the strategic policy direction to optimise land use in sustainable locations, and subject to a high-quality replacement scheme that respects the local context, the loss of these buildings is not considered harmful in principle.

7.13 The consented scheme (ref. 76760/APP/2022/1889) comprises a building with its principal frontage facing Pield Heath Avenue and a secondary frontage to Pield Heath Road. The current proposal seeks to extend the south-eastern wing of the building. Similar to the consented scheme, the proposal would be a predominantly three-storey elevation, which transitions to two storeys towards the neighbouring residential properties on Pield Heath Avenue and Pield Heath Road. A comparison between the street scene elevations of the approved and proposed schemes can be seen in Figures 4 and 7 above. Amendments were sought during the course of this application and subsequently made to ensure a more sensitive relationship with the surrounding built form, providing a clearer and more gradual step down in scale that better reflects the established residential character of the area.

7.14 Whilst the proposed scale does exceed that of the neighbouring bungalows along Pield Heath Avenue, the site's corner location where two distinct character areas meet, offers a degree of flexibility in accommodating the scale. Pield Heath Road provides a suitable context for a more substantial built form, as previously approved in the consented scheme. The proposed development responds to this setting by aligning with and stepping down to mediate the transition to the lower-scale residential properties.

7.15 The additional rear element (adjacent to 2 Pield Heath Avenue) is single-storey in scale and positioned along the northern boundary of the site. Revisions were sought to refine the footprint of this part of the building in order to facilitate the retention of a high-quality Category A tree, which forms an integral part of the revised scheme.

7.16 Materials will be important to ensure the scheme is of a high quality and integrates appropriately within its context, secured by condition.

7.17 Therefore, in conclusion, the information submitted is considered to sufficiently demonstrate that the development would not be harmful to the street scene and would instead harmonise with the visual amenities of the area. Subject to the recommended condition, the development is considered to accord with the requirements of Policy BE1 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020), Policy D3 of the London Plan (2021), and paragraph 131 of the NPPF (2023).

Accessibility

- 7.18 Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design.
- 7.19 The Council's Access Officer has reviewed the proposal and confirmed that no significant accessibility issues have been raised, subject to conditions.

Security

- 7.20 Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. This is supported by Policy D11 of the London Plan (2021).
- 7.21 A secured by design condition has been recommended to achieve appropriate accreditation and would be consistent with the previous planning permission. Subject to condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

Fire Safety

- 7.22 Policy D12 of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in fire safety terms.
- 7.23 Buildings should be designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire by being constructed in an appropriate way to minimise the risk of fire spread. This should include appropriate fire alarm systems, passive and active fire safety measures, suitable and convenient means of escape and an associated robust evacuation strategy which can be periodically updated and published, and which all occupants can have confidence in. These measures should be set out in a Fire Strategy, prepared by a suitably qualified fire engineer.
- 7.24 In support of the application, a Fire Statement has been submitted which shows that a Fire Tender can gain access to the site and manoeuvre around it adequately. In addition, the plan shows all the main escape routes from the building. Further details of fire safety will be needed at the detailed design stage of the development process, and these details would be secured by way of condition. The London Fire Brigade have not raised any specific objections but have advised that the development should accord with Building Regulation requirements. The final comprehensive Fire Statement and details (accompanied by the Building Control Notice) shall be secured by condition. Subject to this condition, the proposed would accord with the requirements of Policy D12 of the London Plan (2021).

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Heritage

7.25 The proposed development would not have an impact on any designated or non-designated heritage assets.

Green Belt

7.26 The northern edge of part of the Green Belt around Colham Green is defined by Pield Heath Road, and consequently the proposal would sit opposite the Green Belt. The proposal would fall fully outside the extent of the Green Belt and would be visually separated by a row of existing established trees which line the southern side of Piled Heath Road. As such, the proposal would have no impact on the permanent openness of the Green Belt and is acceptable in this regard.

Residential Amenity

Sunlight & Daylight Impacts

7.27 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

7.28 Furthermore, the Mayor's Housing SPG sets out that proposals should limit the harm to neighbouring properties, whilst recognising that to comply with policies seeking the optimal use of land, some development proposals may be allowed even where harm has been identified. When assessing impacts related to the loss of natural light, the Mayor's Housing SPG advises that avoiding harm to habitable rooms is the priority, which are usually defined as any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bathrooms or toilet facilities, service rooms, corridors, laundries, hallways, utility rooms or similar spaces are excluded from this definition of habitable rooms.

7.29 A standardised method of assessment for calculating the level of impact to neighbouring buildings is prescribed within the BRE's guide to good practice, titled 'Site Layout Planning for Daylight and Sunlight'. This guidance document discusses various methods of assessing a proposals impact on access to natural light, and sets out a number of thresholds which, if exceeded, would probably have a noticeable impact on natural light to neighbouring properties.

7.30 It is noted that Sunlight and Daylight assessment is based on earlier plans submitted during this planning application. However, the revisions secured reduce the scale of the proposal closest to No. 10 Pield Heath Road.

7.31 In addition, when comparing the proposed single storey element adjacent to the boundary with No. 4 Pield Heath Avenue, the existing site situation consists of multiple single storey outbuildings built up to the shared boundary.

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7.32 Fifty-three windows have been assessed within Nos. 1, 3, 4, 5, 7, 9 and 13 Pield Heath Avenue and No. 10 Pield Heath Road for impacts on levels of daylight (VSC) and sunlight (APSH), whilst seven gardens (Nos. 1, 3, 5, 7, 9 and 4 Pield Heath Avenue and No. 10 Pield Heath Road) have been assessed for overshadowing impacts. The results of this assessment are set out in the submitted Daylight and Sunlight Report (October 2024).

7.33 The results of the submitted assessment demonstrate that the proposal would have a negligible impact on any tested window in terms of impacts to daylight, with all windows expected to retain upwards of 90% of their current daylight.

7.34 In terms of sunlight, the report demonstrates that none of the south facing neighbouring residential windows will see a noticeable loss in sunlight. Additionally, no gardens would experience a significant increase in overshadowing because of the development, with all seven gardens tested meeting BRE guidance standards.

Privacy and Outlook

7.35 There is likely to be some loss of privacy naturally associated with an increase in density and height, and some level of mutual overlooking is common in residential areas from windows at first floor level. This is experienced to a lesser extent on Pield Heath Avenue as a result of the single-storey scale of the dwellings, however most properties have been extended into the roof space and therefore some level of mutual overlooking already exists. Notwithstanding this, it is recognised that efforts have been made to limit overlooking into neighbouring properties through the placement and orientation of windows and separation distances between facing windows serving habitable rooms would exceed 21 metres. The proposed terrace at second floor level has the potential to result in overlooking, so a condition requiring details of privacy screening to be used along its northern and eastern perimeters is recommended.

7.36 It is further considered, by reason of its relatively modest and varied height across the plot, together with sufficient separation distances, that the proposal would not result in a significant loss of outlook or lead to a sense of enclosure for neighbouring residents, notwithstanding that the proposed building would clearly be more visible than the existing buildings from the surrounding properties.

Summary

7.37 Taking into consideration the BRE Report, the siting and extent of development proposed, it is considered that the proposal would not have a significant impact on the amenity of neighbouring residential properties.

Living Conditions for Future Occupiers

7.38 Policy D3 of the London Plan states that proposals should deliver appropriate outlook, privacy and amenity, provide conveniently located green and open

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spaces for social interaction, play, relaxation and physical activity, help prevent or mitigate the impacts of noise and poor air quality, and achieve indoor and outdoor environments that are comfortable and inviting for people to use.

7.39 As the proposal is for a care home, there are no relevant internal or external amenity space standards. However, as a form of residential accommodation, it is nonetheless important to ensure that the resultant development would provide a high quality of life.

7.40 The proposed layout of rooms is considered sensible, and appears to be fit-for-purpose, with the communal areas located broadly in the middle of the building and the bedrooms either side, which minimises corridor lengths and reduces walking times within the building. Additionally, all bedrooms are provided with an en-suite bathroom. The bedroom sizes are like the previously approved application. Whilst not shown on these proposed floor plans, the floor plans for the earlier scheme showed indicative space for a bed, desk and chair to demonstrate that there would be sufficient internal space for future occupants. It is reasonable to anticipate the same level and quality of accommodation.

7.41 The proposed basement level would further provide space for activities, shown on Drawing No. 300 (Rev. A) as a cinema, private family room, sensory room, arts and crafts room, hair and nail salon. In addition, the basement level would provide essential space for mechanical plant, laundry, kitchen and ancillary supporting offices.

7.42 External amenity space would be provided in the form of a communal garden at ground floor level, creating a partially enclosed courtyard to the east of the proposed building, in addition to a small terrace at second floor level. This is considered to represent an appropriate level of provision, which would provide valuable and usable external amenity space for future occupiers.

7.43 Overall, it is considered that the living conditions for future occupiers would be acceptable.

Environmental Issues

Noise Impacts

7.44 Policy D14 of the London Plan (2021) states that development should reduce, manage and mitigate noise to improve health and quality of life. This can be done by separating noise generating uses from noise sensitive uses. Mitigation can also be secured through screening, layout, orientation, uses and materials. This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).

7.45 In support of the application, a Noise Impact Assessment (September 2024) has been submitted, which assesses the existing noise conditions at the application site and the potential suitability of the noise environment for the proposed care home use.

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7.46 This report, whilst relatively generic in its approach, identifies that there are some noise constraints associated with the site. However, the assessment further demonstrates that noise levels around the site should be manageable to allow an appropriate acoustic environment within the development without significantly increasing the noise profile of the area. To comply with national policy and industry good practice, the Council's Noise Officer has recommended that the same conditions secured in the earlier planning permission be reapplied to this application. These conditions include further discussion on good acoustic design as an update to the Noise Impact Assessment, a sound insulation scheme and details of any building services mechanical plant associated with the operation of the care home with potential to emit sound external to the building.

7.47 Therefore, subject to conditions, the development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

Odour

7.48 Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality.

7.49 It is noted that paragraph 201 of the NPPF (2024) states that the focus of planning decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.

Air Quality

7.50 Policies SI 1 of the London Plan (2021), EM8 of the Hillingdon Local Plan: Part 1 (2012) and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposal. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard and improve air quality in order to protect existing and new sensitive receptors. These aims are also supported by the NPPF (2024) at chapter 15.

7.51 According to the London Plan, developments must be air quality neutral at minimum, with LBH requiring air quality positive contributions in Focus Areas as per the LBH Air Quality Local Action Plan 2019-2024. Policy DMEI 14 of the emerging Hillingdon Local Plan (Part 2) further supports this, emphasizing the need for contributions to local air quality improvement.

7.52 The proposed development is located within the London Borough of Hillingdon AQMA and within the catchment area of two AQFAs (Hillingdon Hospital FA, 345 metres away) and (Uxbridge Road, 452 metres away), bringing additional traffic emissions which will add to current poor air quality.

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7.53 In accordance with the LBH Local Action Plan, the total emissions associated with the development must be mitigated. The level of required mitigation for the operational phase, calculated using Defra's Damage Cost Approach, amounts to ££52,754. This will be secured via a S106 agreement to ensure the development meets the necessary air quality standards (please refer to S106 Head of Term II), alongside condition 26 and 27 for the reduction of emissions during construction and specifications for the use of non-road mobile machinery during construction, the development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and the NPPF (2025).

Trees and Landscaping

7.54 Policies G1 and G5 of the London Plan (2021), DMEI 1, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to safeguard existing trees and deliver high quality landscaping in order to enhance amenity, biodiversity and green infrastructure. These aims are also supported by the NPPF (2025) at chapter 12.

7.55 There are several trees within the car park, courtyard and around the edges, none of which are protected by TPOs or Conservation Area designations. An Arboricultural Report has identified and assessed the loss of trees required to redevelop the site. Revisions were sought to retain a Category A tree, however, it is recognised that where trees are still to be lost, it is necessary to facilitate redevelopment, and overall, subject to suitable replacement landscaping, none of the other existing trees to be lost could be considered a constraint to development due to their relatively limited landscape value.

7.56 The final details of hard and soft landscaping are proposed to be secured by condition to ensure that the landscape scheme to be delivered is high quality and retained in the long term. Subject to this condition, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

Biodiversity Net Gain

7.57 The Environment Act 2021 has established that all planning permissions granted in England have to deliver at least 10% BNG from January 2024. Paragraph 187 of the NPPF (2025) also states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

7.58 The submitted Biodiversity Metric calculations indicate a post-development net gain of +0.53 habitat units and +0.06 hedgerow units, equating to a 94.96% increase in habitat biodiversity and a 66.49% increase in hedgerow biodiversity

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compared to the baseline. These gains are primarily delivered through the creation of new grassland habitats, the planting of scattered trees, and the integration of introduced shrub areas across the site.

7.59 Despite the overall net gain in units, there was initial concern that the proposal did not meet the trading rules of the Biodiversity Metric due to the loss of a pond habitat. However, the updated metric confirms that off-site BNG units would be purchased to address this shortfall, thereby ensuring compliance with the trading rules.

7.60 The applicant team have provided a detailed justification for the exclusion of a pond within the on-site scheme. The applicant has stated that as an experienced operator of care homes nationally, they highlight significant health and safety risks associated with incorporating a pond in a care home environment. This includes the potential risk of drowning, infection control concerns, and accessibility limitations for residents with complex needs, including severe dementia and limited mobility.

7.61 The operator notes that the Equality Act, which encompasses the Disability Discrimination Act (DDA), requires equal access and service provision for all residents. The inclusion of a pond would necessitate restricted access to parts of the garden area, which would be incompatible with a barrier-free, fully accessible landscape that supports residents' well-being and therapeutic use of outdoor space. The resulting design without the pond allows for a comprehensive and inclusive landscaping scheme, which better serves the needs of all future residents.

7.62 On balance, whilst the loss of the on-site pond is noted, officers consider the justification provided, including the safeguarding of vulnerable residents and the operator's duty of care, to be acceptable. The associated BNG outcomes, supported by off-site compensation, ensure that biodiversity objectives are met without compromising resident welfare.

7.63 A 30-year Habitat Management and Monitoring Plan (HMMP) would be secured via condition to ensure the long-term delivery of biodiversity enhancements, both on- and off-site.

7.64 Taking into account the off-site unit purchase, the scheme is considered to comply with national and local policy, including the National Planning Policy Framework (NPPF 2024), the London Borough of Hillingdon Local Plan, and the statutory requirement for a minimum 10% Biodiversity Net Gain under the Environment Act 2021.

Urban Greening Factor

7.65 Policy G5 of the London Plan (2021) states that major development proposals should contribute to the greening of London and that the target score for commercial development is 0.3. Residential developments have a target score of 0.4.

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7.66 In line with Policy G5 of the London Plan (2021), major development proposals are expected to contribute to the greening of London. The applicant should maximise greening opportunities on the site.

7.67 The proposed development is predicted to achieve a UGF score of 0.36 as shown on Drawing No 9155 P02 which is likely to manifest as a range of benefits such as improved health for future occupiers, climate change adaption and biodiversity conservation. Whilst this is marginally below the policy target of 0.4 for a purely residential development as set out in Policy G5 of the London Plan, the proposal would incorporate a range of vegetation and planting as well as green roofs to optimise the amount of greening proposed on the site. While separate, it is also noted that the proposal would meet Biodiversity Net Gain (BNG) requirements, albeit with some off-site provision. On-balance, it is considered that the proposed greening for the site is acceptable. A condition has been included to secure compliance with the UGF details. The proposal would therefore generally accord with Policy G5 of the London Plan (2021) and Policy DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

Flood risk

Drainage

7.68 Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).

7.69 The application site falls within flood zone 1, which is at the lowest risk of flooding, and is also not located in an area identified as being at risk of surface water flooding. Moreover, the application site is already extensively developed with limited attenuation of run off.

7.70 The proposed drainage strategy is considered to be proportionate to the scheme's size and maximises the opportunities available for sustainable water management on-site.

7.71 A drainage assessment has been provided detailing the drainage measures which include a below-ground attenuation tank. The Council's Flooding and Drainage Specialist has confirmed no objection to the proposed drainage strategy, subject to the necessary planning conditions.

7.72 Conditions 6 and 7 have been recommended to secure the final details and implementation of the drainage scheme. Subject to these conditions, the scheme would accord with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) and Policy SI 13 of the London Plan (2021).

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Water Infrastructure

7.73 Policy SI 5 of the London Plan (2021) states that all major developments should incorporate measures to reduce water use, ensure there is sufficient wastewater infrastructure capacity, and minimise the risk of misconnections between the foul and surface water networks. This includes adopting water-saving technologies and ensuring proper management of wastewater infrastructure.

7.74 During the consultation process, Thames Water has confirmed no objection to the proposed development in respect of wastewater network and sewage treatment works.

7.75 Drainage has been addressed in the previous section, therefore subject to the these conditions, the proposed development would accord with Policy SI 5 of the London Plan (2021).

Land Contamination

7.76 Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that development on potentially contaminated sites shall assess conditions and demonstrate that the site can be safely remediated.

7.77 The site has been used for residential habitation for a long time and there is no evidence that the site has ever been used for a use that would be likely to lead to contamination of the site. Therefore, the site is unlikely to raise any specific contamination issues.

7.78 The Council's Contaminated Land Officer has no objection, however, recommends a condition requiring a contamination remediation scheme (including asbestos) to be approved by the Local Planning Authority before development commences, excluding demolition and initial ground works. Any new contamination discovered must be addressed with an updated scheme. A verification report confirming remediation completion must be submitted prior to discharging the condition. Imported soils must be tested for contamination. Subject to Condition 19, the proposal is considered consistent with to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

Transport

7.79 Policies T4, T6, T6.2 of the London Plan (2021), DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) are all directly relevant to the proposed development. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to deliver development which is sustainable in transport terms and safeguards highway and pedestrian safety. These aims are also supported by the NPPF (2024) at chapter 9, including paragraph 116 of the NPPF (2024) which states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

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Proposed Operation

7.80 The proposal is for the redevelopment of 12–18 Pield Heath Road and 2 Pield Heath Avenue, Uxbridge, to provide an 81-bed care home. This follows a previously approved scheme for a 60-bed care home (Ref: 76760/APP/2022/1889), granted planning permission in January 2024. The care home would operate 24/7, providing specialist residential care. Staff will work in shifts to ensure full coverage across the day and night.

Staff and Visitor Car Parking

7.81 The development proposes a total of 19 car parking spaces on site, including three disabled bays and four electric vehicle (EV) compatible bays, in accordance with local standards. In addition, a dedicated ambulance bay and a delivery bay would be provided to facilitate essential site operations. This provision reflects an increase from the 9 spaces previously approved under the 60-bed scheme, proportionate to the uplift in bed numbers.

7.82 This equates to one parking space per 4.3 bedrooms, which is consistent with the approved 60-bed scheme and in line with adopted and emerging local parking standards. Parking would be privately managed, and the applicant has confirmed a Car Park Management Plan can be secured by condition if required.

Disabled Person Car Parking

7.83 In accordance with the Local Plan: Part 2 Policy DMT 6 - 10% of parking spaces should be disabled compliant in-line with final overall provisions. This level of required provision is also replicated by the London Plan (2021) standard. As presented, the proposal provides 4 accessible parking bays, representing 21% of the total on-site car parking provision. This exceeds the minimum 10% requirement.

7.84 However, as noted by the Council's Access Officer, it is noted that this level of provision is considered insufficient given the user profile of the redevelopment. To help address this point, it is recommended that a planning condition (condition 18) is imposed in the form of a car park management plan which compels the applicant to provide additional disabled compliant bays on a demand led basis.

Electric Vehicle Charging Points (EVCPs)

7.85 It is recommended that Electric Vehicle (EV) charging provision should be provided with 20% active provision and the remaining spaces as passive. The proposed layout plan shows a total of four spaces as EV charging spaces, in excess of policy requirements.

Cycle Parking

7.86 A total of 12 secure cycle parking spaces are also proposed, including provision for oversized cycles. In addition, mobility scooter parking is proposed in line with policy.

Trip Generation

7.87 The trip generation represents a marginal increase from the previously approved scheme and is not anticipated to give rise to any significant impacts on the operation of the local highway network.

Vehicle and Pedestrian Access

7.88 The principle of vehicle access will remain unchanged with two vehicle crossovers provided: one along the western border of the site on Pield Heath Avenue and the other located along the southern border of the site on Pield Heath Road. However, as part of the proposals, the access strategy for the site would be altered and improved with the western access becoming an 'inbound' vehicle access and the southern access becoming an 'outbound' access for site users. All vehicles, including ambulances, refuse collection vehicles, and delivery vans, would be able to enter and exit the site in forward gear.

Refuse

7.89 Servicing and deliveries, including ambulance and refuse collection, are proposed to take place within the site. Waste collection would be undertaken by a private operator (Veolia), with weekly collections anticipated. The bin store is appropriately located for easy access by collection vehicles and swept path analysis confirms all vehicles could safely enter, turn, and exit in forward gear.

7.90 Although this distance exceeds the Council's usual 10-metre standard, it is acceptable as private collection is proposed. The waste is classified as domestic in nature, and separate provision should be made for general waste, recycling, and food waste. While the bin store appears sufficient in size, no detailed breakdown has been provided. A condition is therefore recommended requiring full details of the number and type of bins to be submitted. This condition also provides for further details should Council services be used for collection.

Travel Plan

7.91 A detailed and finalised Travel Plan is proposed to be secured through the proposed S106 legal agreement, listed under Head of Term number V.

Construction and Demolition Management Plan

7.92 A Construction and Demolition Management Plan is proposed to be secured under Condition 4.

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Transport Conclusion

7.93 Subject to the necessary planning conditions and obligations, the proposed development would not be considered to prejudice conditions on the local highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (2021).

Sustainable Development

CO2 Emissions

7.94 Policy SI 2 of the London Plan (2021) and DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) are relevant to the development proposed. These policies can be read in full in the Committee Report Part 3 - Policy Appendix, and in summary, seek to secure major development proposals as net zero-carbon by reducing greenhouse gas emissions in operation and minimising energy demand in accordance with the energy hierarchy. These aims are also supported by the NPPF (2024) at chapter 14.

7.95 In addition, Policy SI 3 of the London Plan (Energy Infrastructure) states that all major development proposals shall explore opportunities to maximise the use of on-site renewable energy generation and incorporate demand-side response measures.

7.96 In support of the application, an Energy Strategy has been submitted which outlines that on-site measures to reduce carbon emissions will include improving building fabric standards, air source heat pumps, and photo-voltaic panels, to achieve the minimum 35% on-site requirement for carbon reduction using the Mayor's Energy Hierarchy. Further details of the design and specification are required to be secured by way of condition and obligation.

7.97 As the proposed development would fail to achieve the zero carbon requirements on-site as set out in the London Plan, there is a need for an off-site financial contribution to the Council's Carbon Offset Fund, commensurate to the level of shortfall against zero carbon requirements, for 30 years, to be offset at a rate of £95 per tonne. Based on the submitted energy strategy, and the proposed on-site savings of 36%, a financial contribution of £204,970 would be secured as an obligation within the s106 agreement. .

7.98 However, the applicant has set out that the scheme has the potential to achieve greater on-site carbon savings, which if implemented, would reduce the size of the financial contribution, which is payable at commencement. On-site measures are almost always preferred to off-site contributions because on-site mitigation is better at directly targeting and offsetting any potential harm from a development and reducing the impact on the local area.

7.99 As such, an obligation which secures a minimum of 36% of on-site carbon savings, but which also allows for greater on-site savings to be made, in

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accordance with an updated Energy Strategy to be submitted to the council, is recommended for inclusion in the s106 agreement.

7.100 Subject to securing the above conditions and obligations, the proposal is considered to accord with the principles of Policies SI 2 and SI 3 of the London Plan and is acceptable in this regard.

Overheating

7.101 Policy SI 4 of the London Plan (2021) states that development should minimise adverse impacts on the urban heat island and reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.

7.102 To ensure the scheme appropriately responds to future climate conditions, Condition 13 is recommended requiring an overheating mitigation strategy prior to above-ground works (excluding demolition).

Health Infrastructure

7.103 The supporting text to Policy DF1 of the London Plan (Delivery of the Plan and Planning Obligations) explains that the demand for health services in London is increasing due to a growing and ageing population and an increase in complex and long-term health conditions, and as such, across London, developer contributions are used to fund the capital costs of new or expanded primary and community care facilities. This is needed to meet the increasing demand for services which arises from population growth in areas of intensification or growth. Using the London Healthy Urban Development Unit Planning Contributions Model (HUDU Model) allows local planning authorities, in conjunction with Clinical Commissioning Groups and NHS England, to calculate the capital cost of the additional health facilities required to meet the increased demand from developments.

7.104 In this instance, whilst it is recognised that the proposed C2 use would provide an element of care, it would primarily be a place where people live on a permanent basis and would introduce a high number of elderly residents who may need fairly high levels of care. Additionally, the borough's CIL charging schedule does not allow CIL to be applied to C2 uses, and consequently there would be no scope to improve local health services using CIL.

7.105 In conjunction with the NHS, the HUDU model has been applied to this development, and a capital contribution of £215,217 towards healthcare facilities would be required to support the additional strain placed on local services as a result of the increase in population. This contribution would be secured as a planning obligation.

8 Other Matters

Airport Safeguarding

8.1 Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

8.2 The requirement to consult on airport safeguarding is for any proposal exceeding 15 metres high (Heathrow) and 15.2 metres high (Ministry of Defence). The proposal would have a maximum height of 11.9 metres. However, Heathrow have provided an informative regarding cranes to be used during construction. This is included in the recommendation for approval.

Environmental Impact Assessment

8.3 The proposed development does not constitute EIA development as per The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Human Rights

8.4 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.

8.5 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

8.6 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

8.7 From 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. From April 2019 (MCIL2) the liability payable will be equal to £60 per square metre, subject to indexation. The London Borough of Hillingdon (LBH) is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance. The application is liable for MCIL2.

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8.8 The development does not represent Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. As referenced in paragraph 7.104, C2 uses are not liable for the borough's CIL charges.

9 Conclusion / Planning Balance

9.1 The proposed development is considered to represent an appropriate land use, optimising the site's potential to provide needed care home accommodation, which has been established at a regional and local level, which in turn frees up housing elsewhere in the borough as future occupants seek to downsize or for those who require daily care which cannot be administered at home. The surrounding residential character of the area would remain largely unchanged as a result of the proposed development, especially noting that the existing corner plot within the site is/was in use as a bed and breakfast.

9.2 The overall design and scale of the proposal is considered acceptable, appropriately stepping down in scale facing Pield Heath Avenue whilst still making best use of a brownfield site in accordance with the principles of Policies GG2 and D3 of the London Plan. Moreover, the traditional roof design and materials, coupled with the partial sinking of windows into the roof slope help to reduce the perceived scale of the development, and helping to integrate the proposal with its surroundings.

9.3 The development would further not lead to significant harm to neighbouring residential properties in terms of a loss of light, outlook or privacy, or an increased sense of enclosure, nor would the proposal significantly worsen air quality or noise conditions in the area. Parking provision is also considered acceptable and proportionate to the scale of development, with designated bays for an ambulance, delivery vehicle and for mobility scooters for future occupants.

9.4 For the reasons outlined above and within the main body of the report, this application is considered to comply with the Development Plan and is recommended for approval, subject to securing the planning conditions set out in Appendix 1 and a Section 106 legal agreement.

10 Background Papers

10.1 Relevant published policies and documents considered 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

76760/APP/2024/2720

Appendix 1: Recommended Conditions and Informatives

Conditions

1. COM3 Time Limit

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

Site Plans

EX-00 C

SDU-104 205 K

SDU-104 201 J

Detailed Sections and Elevations

H2426- ADG- ZZ- XX- DR- A- 4014

SDU-104 400 M

Floor and Roof Plans

SDU-104 300 L

Landscape

SDU-104 1313-06C

SDU-104 1313-05C

SDU-104 1313-04C

SDU-104 1313-07A

SDU-104 BPC-21278 A

Demotion Plan

SDU-104 EX-PL 002

REASON

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

3. COM5 General compliance with supporting documentation

The development hereby permitted shall not be carried out except in accordance with the

specified supporting documents:

Design & Access Statement 2025_Rev C
Fire Statement v.01 (Revision. D)
Air Quality Assessment 24-14099
Biodiversity Net Gain Report 22-8959 Rev 2
BNG Metric Results Rev 3
Energy Strategy Report 24-14099
Urban Green Factor Plan 9155 P02
Arboricultural Report Ref 22-8959 Rev 3
Travel Plan 24-14099
Basement Impact Assessment P15969
HPC Care Home Need Assessment
Noise Impact Assessment 24-14099 NIA Rev B
Flood Risk Assessment 22-8959
Drainage Strategy P15969-GOO-XX-XX-RP-C-500
Drainage P15969-GOO-XX-XX-SK-C-1518
Drainage P15969-GOO-XX-XX-RP-C-0502 P03
Transport Statement 24-14099
Preliminary Ecological Appraisal Report 22-8959 - Rev 1
Construction Environmental Management Plan - Uxbridge rev B
Daylight and Sunlight Assessment 24-14099

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

REASON

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

4. OM19 Demolition and Construction Management and Logistics Plan

Prior to the commencement of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):

- (a) loading and unloading of plant and materials;
- (b) storage of plant and materials;

- (c) programme of works;
- (d) measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;
- (e) details of a vehicle booking system, ensuring construction deliveries are received outside peak hours;
- (f) provision of boundary hoarding and visibility zones of construction traffic routing;
- (g) hours of construction;
- (h) means to prevent deposition of mud on the highway;
- (i) likely noise levels to be generated from plant and construction works;
- (j) a dust risk assessment;
- (k) means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.
- (l) use of a banksman (if applicable)
- (m) haulage routes;
- (n) a site plan identifying location of site entrance, exit, wheel washing, hard standing hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (o) bonfire policy;
- (p) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (q) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" and must be registered at <http://nrmm.london/>;
- (r) details of any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
- (s) the arrangement for monitoring and responding to complaints relating to demolition and construction;
- (t) details of cranes and other tall construction equipment (including the details of obstacle lighting);
- (u) all Heavy Goods Vehicles shall comply with the Direct Vision Standard. A rating of 3 stars (or more) will be required;
- (v) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC;
- (w) the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded; and
- (x) the provision of secured restricted access as the sole means of entry to site for cyclist along with secured turnstile entrance for pedestrians.

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4 and T7 of the London Plan (2021). Also, 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 accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

5. SUS1 Energy Strategy

Prior to the commencement of the development hereby approved (including demolition), an Updated Energy Strategy shall be submitted to, and approved in writing by, the local planning authority. The Updated Energy Strategy shall either:

- (A) include full details of the low and zero carbon technologies (excluding 'Be Lean' measures) set out in the Energy Strategy Report (Oct 2024), which are required to achieve on-site carbon savings of at least 36% of CO₂, compared with the baseline regulated energy demand; or
- (B) shall be updated to include an assessment of the annual baseline regulated energy demand (kwhr) as per 2013 Building Regulations (or subsequent amendments) and associated carbon emissions (kgCO₂ and tCO₂), and shall then set out the measures and technology required to achieve a reduction greater than 36% in the CO₂ associated with the baseline regulated energy demand.

Carbon-saving measures must be sufficiently evidenced with corresponding details and specifications including the location of low and zero carbon technology (i.e. roof plans showing the inclusion of PV panels), and the Updated Energy Strategy must clearly set out any shortfall (tCO₂) of the zero-carbon requirement.

If an Updated Energy Strategy is approved, the development must proceed in accordance with the the approved Updated Energy Strategy.

REASON

In order to deliver the maximum on-site carbon savings in accordance with Policies SI 2 and SI 3 of the London Plan.

6. SU5 Sustainable Urban Drainage Scheme

Prior to commencement (except for demolition, ground and enabling work) any relevant

phase of this development (excluding demolition and site clearance), a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority in consultation with the relevant stakeholders. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

- i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy SI 13 of the London Plan (2021). Where the proposal does not utilise the most sustainable solution, justification must be provided.
- ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.
- iii. Runoff rates - provide the greenfield and proposed runoff rates for a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change. Developments should aim to meet greenfield runoff rates unless a suitable justification can be provided.
- iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for the entire site area for events up to and including the critical 1 in 100 plus 40% climate change rainfall event. The latest rainfall data should be used within the calculations.
- v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and the depth of the flooding confirmed. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

- i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.
- ii. Include details of the necessary inspection regimes and maintenance frequencies.

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

REASON

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

7. SU5 Sustainable Urban Drainage - Evidence of Implementation

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

REASON

To comply with the Non-Statutory Technical Standards for Sustainable Drainage Systems, the National Planning Policy Framework (Paragraph 103), the London Plan (Policies SI 12 and SI 13) along with associated guidance to these policies and Hillingdon Council's Local Plan Policy EM6.

8. COM16 Noise Survey and Assessment

(A) Prior to the commencement of the development hereby approved (including demolition), a detailed noise survey (spanning at least a 48-hour weekday period) shall be submitted to, and approved in writing by, the local planning authority to identify the ambient background noise levels and required mitigation.

The Survey should confirm the typical external environmental sound levels around the proposed building and within external amenity areas. The survey should also be sufficient to adequately describe the baseline noise conditions at the nearest elements of the neighbouring receptors most exposed to any plant noise associated with the proposed development. Sound generated within the development from any associated building services plant should be controlled in accordance with the guidance within Figure 3-4 and Figure 3-5 of the Acoustics Ventilation and Overheating Residential Design Guide (AVO Guide, 2020).

(B) Prior to any above ground works for the development hereby approved (excluding demolition) a Sound Insulation Scheme and any other control measures shall be submitted to, and approved in writing by the local planning authority, to demonstrate how acceptable internal conditions can be achieved following occupation, to meet the relevant internal noise targets within Hillingdon's Development Control for Noise Generating and Noise Sensitive Development SPD (2016) and the ProPG: Planning & Noise (Professional Practice Guidance on Planning & Noise, 2017) during both ventilation and overheating conditions, and to minimise levels within amenity areas as far as practicable.

Any approved noise control measures, including sound insulation, shall be implemented in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

REASON

To ensure compliance with Policy D14 of the London Plan (2021) and Policy EM8 of the Hillingdon Local Plan: Strategic Policies (2012).

9. NONSC Fire Statement

A) Prior to the commencement of the development hereby approved (excluding demolition), the principles of a Fire Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The statement shall detail how the development will function in terms of:

- (i) the building's construction: methods, products and materials used, including manufacturers' details
- (ii) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
- (iii) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
- (iv) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
- (v) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
- (vi) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

B) Prior to occupation of the development hereby approved, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

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

10. B21 Mechanical Plant Assessment

Prior to any above ground works for the development hereby approved (excluding demolition), the details of any building services mechanical plant associated with the operation of the care home with potential to emit sound external to the building, alongside associated noise control measures, where necessary, to meet the requirements of Hillingdon's Development Control for Noise Generating and Noise Sensitive Development SPD (2016) and in keeping with the guidance in 'BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound', shall be submitted to, and approved in writing by, the local planning authority.

The approved details shall thereafter be implemented on site and so maintained.

REASON

To ensure compliance with Policy D14 of the London Plan (2021) and Policy EM8 of the Hillingdon Local Plan: Strategic Policies (2012).

11. COM26 Urban Greening Factor

The proposal shall achieve an Urban Greening Factor (UGF) of at least 0.36, as shown on Drawing No 9155 P02.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies G5 and G6 of the London Plan (2021).

12. NONSC Biodiversity Net Gain

No development shall take place on any part of the site until a Biodiversity Gain Plan for the site, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, has been submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include:

- i. Baseline Biodiversity Assessment: Using the latest Defra Biodiversity Metric, a report of the site's pre-development biodiversity value including the site watercourse units (e.g. the existing pond); and
- ii. On-Site Enhancement and 30-year Habitat Management Plan (HMP) detailing measures to achieve BNG on-site, including species protection, habitat creation, and ongoing management strategies to maintain gains for a minimum of 30 years. The HMP should, as a minimum, include:
 - a) Description and evaluation of the features to be managed.
 - b) Aims, objectives and targets for management.
 - c) Description of the management operations necessary to achieving aims and objectives.
 - d) Prescriptions for management actions.
 - e) Preparation of a works schedule, including an annual works schedule.
 - f) Details of the monitoring needed to measure the effectiveness of management.
 - g) Details of the timetable for each element of the monitoring programme.
 - h) Details of the persons responsible for the implementation and monitoring.
 - i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage; or

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

- iii. Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve

the 10% net gain and/or results in the loss of watercourse units (e.g. the existing pond proposed for removal), confirmation of the purchase of off-site biodiversity credits or statutory credits must be provided, including a receipt or proof of transaction as part of the Plan.

The approved Biodiversity Gain Plan shall be strictly adhered to, and development shall commence and operate in accordance with it.

REASON

To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with Section 15 of the National Planning Policy Framework, Policy G6 of The London Plan (2021), and Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020).

13. NONSC Overheating

Prior to above ground works (excluding demolition), a scheme to reduce and minimise impacts to residents in more extreme heat events (DSY2 and 3 - CIBSE guidance and GLA Energy Assessment guidelines) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly identify the permanent measures, which may include facade changes and openings, to reduce overheating in extreme events and the temporary arrangements available to residents. The scheme shall also set out the measures for warnings to be established prior to events occurring and the guidance available to individual residents to reduce the potential for overheating impacts.

The development should be constructed, operated and managed in accordance with the approved scheme.

REASON:

To minimise the risk of overheating impacts to residents in accordance with London Plan Policy SI4.

14. COM9 Landscaping Scheme

Prior to any above ground works for the development hereby approved (excluding demolition), a scheme of landscaping shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include:

- A. Details of Soft Landscaping
 - A.a Planting plans (at not less than a scale of 1:100).
 - A.b Written specification of planting and cultivation works to be undertaken.
 - A.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate, to include pollution absorbing trees.

B. Details of Landscape Maintenance

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

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

C. Schedule for Implementation.

D. 12 cycle parking spaces designed in accordance with LCDS.

E. Details of Hard Landscaping

E.a Means of enclosure/boundary treatments

E.b Hard Surfacing Materials

E.c External Lighting

E.d Other structures (such as furniture)

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the area and provide appropriate cycling provision in accordance with Policy T5 of the London Plan and Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Development Management Policies (2020).

15. OM5 Bin Stores

Prior to any above ground works for the development hereby approved (excluding demolition), details of covered and secure facilities to be provided for the screened storage of refuse bins within the site shall be submitted to, and approved in writing by the Local Planning Authority.

These details shall include separate provision for general waste, recycling and food waste and demonstrate sufficient capacity. For collection by Council services the bin store must be located no more than 10m from the collection point to allow safe and efficient access for collection crews. The access path must be smooth, at least 2m wide, and have a gradient of less than 1:12.

No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained. The details should demonstrate that there is sufficient space for the separate collection of general waste, recycling, clinical and food waste.

REASON

To ensure compliance with Policies SI7 and D6 of the London Plan (2021) and Policy EM11 of the Hillingdon Local Plan: Strategic Policies (2012).

16. COM7 External Materials

Prior to any above ground works for the development hereby approved (excluding demolition), details of all materials and external surfaces, including fenestration, balconies, boundary treatments and balustrades, shall be submitted to, and approved in writing by, the Local Planning Authority.

Details should include information relating to make, product, type, colour and can include photographs and images.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Development Management Policies (2020).

17. B14A Privacy Screening

Prior to any above ground works for the development hereby approved (excluding demolition), details of privacy screening up to a height of at least 1.8 metres for the northern and eastern perimeters of the proposed terrace at second floor level shall be submitted to, and approved in writing by, the local planning authority.

The approved privacy screens shall be installed prior to the first occupation of the development and so maintained.

REASON

To protect the amenity of nearby residential properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Development Management Policies (2020).

18. RES22 Parking Design and Management Plan

Prior to any above ground works for the development hereby approved (excluding demolition), a Parking Design and Management Plan (which also includes details of how additional disabled compliant bays will be provided on a demand led basis) shall be submitted to, and approved in writing by, the Local Planning Authority. It shall include the following:

- (i) The arrangements for all on-site parking, including a booking system, and to include provisions for managing, monitoring, enforcement and review. All on-site parking spaces shall be solely for use by the development hereby approved (e.g. staff, visitors, residents) and shall not be used for any other purpose or leased/sub-let.
- (ii) Details of 4 wheelchair accessible spaces, to be permanently retained within the car parking area.

- (iii) Details of 4 active and 15 passive electric vehicle charging points, to include 1 fast-charging bay
- (iv) Details of 1 ambulance bay and 1 delivery bay, to be permanently retained within the car parking area.
- (v) Details of 15 mobility scooter spaces, including charging sockets.

The vehicle parking provision and its management, as outlined in the approved Parking Design and Management Plan, shall be fully implemented as approved prior to the first occupation of the development, and so maintained in good working order, and shall not be used for any other purpose for the lifetime of the development.

REASON

To ensure the appropriate operation of the car park, and to ensure air quality objectives in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Development Management Policies (2020) and Policy T6 and SI 1 of the London Plan (2021).

19. COM30 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 desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
- (b) 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
- (c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies -DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

20. COM25 Delivery and Servicing Plan

Prior to the occupation of the development hereby approved, a Delivery and Servicing Plan, including tracked vehicle movements where necessary, shall be submitted to, and approved in writing by, the Local Planning Authority.

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

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy T7 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

21. A20 Accessibility

Prior to the occupation of the development hereby approved, evidence shall be submitted to, and approved in writing by, the local planning authority which demonstrates that:

(A) The en-suite bathrooms are fully accessible and adaptable and otherwise designed in accordance with the prescribed standards set out in sub clause 18.2 of BS 8300-2:2018:

Design of an accessible and inclusive built environment; and

(B) A minimum of one fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, has been incorporated, with all such provisions remaining in place for the life of the development.

(C) Provision shall be made for at least one accessible ensuite guestroom in accordance with the Care Inspectorate Design Guide (2022).

REASON

To ensure the development provides an inclusive and accessible environment for all users in accordance with Policies D5, D7 and D12 of the London Plan (2021).

22. NONSC Be Seen GLA Monitoring

Prior to the occupation of the development hereby approved, a plan for monitoring and annual reporting of energy demand and carbon emissions post-construction for five years after the practical completion and occupation of the buildings shall be completed in line with the GLA 'Be seen' energy monitoring guidance document. The plan is to be submitted to the local planning authority for approval in consultation with the GLA prior to the occupation of the development.

REASON

In the interests of sustainable development and to maximise on-site carbon dioxide savings in accordance with Policy SI 2 of the London Plan (2021).

23. COM31 Secured by Design

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 until accreditation has been achieved.

REASON

To ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Development Management Policies (2020) and Policy D11 of the London Plan (2021).

24. COM28 Visibility Splays

The vehicular access points hereby approved shall be provided with 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

The development shall not be occupied until the above works have been implemented in

accordance with the above specifications.

REASON

In the interests of highway and pedestrian safety in accordance with Policy DMT 2 of the Hillingdon Local Plan: Development Management Policies (2020).

25. A2 Existing Trees to be Retained

All trees shown to be retained shall be protected from the impacts of construction through implementation of the tree protection measures outlined in the Arboricultural Impact Assessment (Ref 22-8959 Rev 3) including, where appropriate, establishing and protecting the relevant Root Protection Areas (RPAs) and Crown Protection Zones (CPZs) of retained trees.

REASON

To protect the verdant character of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan: Development Management Policies (2020).

26. NONSC Reducing Emissions from Demolition and Construction

No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

REASON

Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

27. NONSC Non Road Mobile Machinery

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

REASON

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy.

Informatives

1.

The proposed development is located within 15 metres of Thames Water's underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read Thames Water's 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. This guidance is available online. 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

2.

Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.

New or amended vehicle crossover access (section 184): Where works are required within the public highway to facilitate a new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration.

Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf.

Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at

the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.

3. 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).

4. I70 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.

5. I72 Section 106 Agreement

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

6. I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a

Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

7.

Cranes

Due to the site being within Heathrow Airport's crane circle, the crane operator is required to submit all crane details such as maximum height, operating radius, name, and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

For notification, please follow the link via CAA website: [Crane notification | Civil Aviation Authority \(caa.co.uk\)](http://Crane notification | Civil Aviation Authority (caa.co.uk))

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

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

I53 Compulsory Informative (2)

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

- DMAV 1 Safe Operation of Airports
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMEI 14 Air Quality
- DMEI 2 Reducing Carbon Emissions
- DMEI 7 Biodiversity Protection and Enhancement
- DMH 1 Safeguarding Existing Housing
- DMH 4 Residential Conversions and Redevelopment
- DMH 6 Garden and Backland Development
- DMH 8 Sheltered Housing and Care Homes

DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
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 D7	(2021) Accessible housing
LPP G5	(2021) Urban greening
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H13	(2021) Specialist older persons housing
LPP H8	(2021) Loss of existing housing and estate redevelopment
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 SI7	(2021) Reducing waste and supporting the circular economy
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

Appendix 2: Relevant Planning History

76760/APP/2022/1889 14-18 Pield Heath Road & 2 Pield Heath Avenue Pield Heath Avenue Uxbridge

Formal Description: Demolition of three dwellings and one Bed and Breakfast, and the subsequent erection of a care home.

Detailed Description: Demolition of three dwellings (Nos. 14 and 16 Pield Heath Road and 2 Pield Heath Avenue) and one Bed and Breakfast (No. 18 Pield Heath Road), and the subsequent erection of a part two, part three storey (plus basement) 60-bed care home, with 14 car parking spaces, landscaping and external amenity space.

Decision: 20-12-2022 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.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMH 1	Safeguarding Existing Housing
DMH 4	Residential Conversions and Redevelopment
DMH 6	Garden and Backland Development
DMH 8	Sheltered Housing and Care Homes
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth

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 D7	(2021) Accessible housing
LPP G5	(2021) Urban greening
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H13	(2021) Specialist older persons housing
LPP H8	(2021) Loss of existing housing and estate redevelopment
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 SI7	(2021) Reducing waste and supporting the circular economy
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

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Planning Committee Report Part 3:

Planning Policy Appendix - Frequently Cited Policies



Frequently Cited Planning Policies

Abbreviations

LP – London Plan (2021)

LP1 – Hillingdon Local Plan Part 1: Strategic Policies (2012)

LP2 – Hillingdon Local Plan Part 2: Development Management Policies (2020)

Topic	Policy	Page No.
Householder Policies	LP2 DMHD 1: Alterations and Extensions to Residential Dwellings	4
	LP2 DMHD 2: Outbuildings	6
	LP2 DMHD 3: Basement Development	6
Standard of Accommodation	LP D6: Housing quality and standards	7
	LP2 DMHB 16: Housing Standards	8
	LP2 DMHB 18: Private Outdoor Amenity Space	8
Housing	LP H2: Small sites	9
	LP H4: Delivering Affordable Housing?	9
	LP H10: Housing size mix	10
	LP1 H1: Housing Growth	10
	LP2 DMH 1: Safeguarding Existing Housing	11
	LP2 DMH 2: Housing Mix	11
	LP2 DMH 4: Residential Conversions and Redevelopment	11
	LP2 DMH 5: Houses in Multiple Occupation	11
	LP2 DMH 6: Garden and Backland Development	12
Design (Including Heritage, Trees / Landscaping and Accessibility)	LP D3: Optimising site capacity through the design-led approach	13
	LP D5: Inclusive design	15
	LP D7: Accessible housing	15
	LP D8: Public realm	15
	LP D12: Fire safety	17
	LP HC1: Heritage conservation and growth	18
	LP G7: Trees and woodlands	19
	LP1 BE1: Built Environment	19
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LP2 DMHD 1: Alterations and Extensions to Residential Dwellings

A) Planning applications relating to alterations and extensions of dwellings will be required to ensure that:

- i) there is no adverse cumulative impact of the proposal on the character, appearance or quality of the existing street or wider area;
- ii) a satisfactory relationship with adjacent dwellings is achieved;
- iii) new extensions appear subordinate to the main dwelling in their floor area, width, depth and height;
- iv) new extensions respect the design of the original house and be of matching materials;
- v) there is no unacceptable loss of outlook to neighbouring occupiers;
- vi) adequate garden space is retained;
- vii) adequate off-street parking is retained, as set out in Table 1: Parking Standards in Appendix C;
- viii) trees, hedges and other landscaping features are retained; and
- ix) all extensions in Conservation Areas and Areas of Special Local Character, and to Listed and Locally Listed Buildings, are designed in keeping with the original house, in terms of layout, scale, proportions, roof form, window pattern, detailed design and materials.

B) Rear Extensions

- i) single storey rear extensions on terraced or semi-detached houses with a plot width of 5 metres or less should not exceed 3.3 metres in depth or 3.6 metres where the plot width is 5 metres or more;
- ii) single storey rear extensions to detached houses with a plot width of 5 metres or more should not exceed 4.0 metres in depth;
- iii) flat roofed single storey extensions should not exceed 3.0 metres in height and any pitched or sloping roofs should not exceed 3.4 metres in height, measured from ground level;
- iv) in Conservation Areas and Areas of Special Local Character, flat roofed single storey extensions will be expected to be finished with a parapet;
- v) balconies or access to flat roofs which result in loss of privacy to nearby dwellings or gardens will not be permitted;
- vi) two storey extensions should not extend into an area provided by a 45-degree line of sight drawn from the centre of the nearest ground or first floor habitable room window of an adjacent property and should not contain windows or other openings that overlook other houses at a distance of less than 21 metres;
- vii) flat roofed two storey extensions will not be acceptable unless the design is in keeping with the particular character of the existing house;
- viii) pitched roofs on extensions should be of a similar pitch and materials to that of the original roof and subordinate to it in design. Large crown roofs on detached houses will not be supported; and
- ix) full width two storey rear extensions are not considered acceptable in designated areas or as extensions to Listed Buildings or Locally Listed Buildings.

C) Side Extensions

- i) side extensions should not exceed half the width of the original property;
- ii) extensions to corner plots should ensure that the openness of the area is maintained and the return building line is not exceeded;

- iii) garages should reflect the size guidelines set out in Appendix C Parking standards;
- iv) two storey side extensions should be set in a minimum of 1 metre from the side boundary or in the case of properties in the Copse Wood and Gatehill Estates, at least 1.5 metres, but more if on a wider than average plot, in order to maintain adequate visual separation and views between houses;
- v) two storey side extensions to detached and semi-detached properties should be set back a minimum of 1 metre behind the main front elevation;
- vi) where hip to gable roof extensions exist, a two storey side extension will not be supported; and
- vii) in Conservation Areas, single storey side extensions may be required to be set back.

D) Front Extensions

- i) alterations and extensions to the front of a house must be minor and not alter the overall appearance of the house or dominate the character of the street. Front extensions extending across the entire frontage will be refused;
- ii) porches should be subordinate in scale and individually designed to respect the character and features of the original building; pastiche features will not be supported; and
- iii) notwithstanding the above, at least 25% of the front garden must be retained.

E) Roof Extensions

- i) roof extensions should be located on the rear elevation only, be subservient to the scale of the existing roof and should not exceed more than two thirds the average width of the original roof. They should be located below the ridge tiles of the existing roof and retain a substantial element of the original roof slope above the eaves line;
- ii) the Council will not support poorly designed or over-large roof extensions including proposals to convert an existing hipped roof to a gable;
- iii) raising of a main roof above the existing ridgeline of a house will generally not be supported;
- iv) all roof extensions should employ appropriate external materials and architectural details to match the existing dwelling; and
- v) in Conservation Areas, Areas of Special Local Character and on Listed and Locally Listed Buildings, roof extensions should take the form of traditional 'dormer' windows, on the rear elevation, to harmonise with the existing building. The highest point of the dormer should be kept well within the back roof slope, away from the ridge, eaves or valleys, whilst each window should match the proportions, size and glazing pattern of the first floor windows.

F) Front Gardens and Parking

- i) new or replacement driveways should use permeable (porous) surfacing. Surfaces of more than five square metres will need planning permission for laying traditional, impermeable driveways; and
- ii) the design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

LP2 DMHD 2: Outbuildings

The Council will require residential outbuildings to meet the following criteria:

- i) the building must be constructed to a high standard of design without compromising the amenity of neighbouring occupiers;
- ii) the developed footprint of the proposed building must be proportionate to the footprint of the dwelling house and to the residential curtilage in which it stands and have regard to existing trees;
- iii) the use shall be for a purpose incidental to the enjoyment of the dwelling house and not capable for use as independent residential accommodation; and
- iv) primary living accommodation such as a bedroom, bathroom, or kitchen will not be permitted.

LP2 DMHD 3: Basement Development

A) When determining proposals for basement and other underground development, the Council require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. Developers will be required to demonstrate by methodologies appropriate to the site that their proposals:

- i) avoid adversely affecting drainage and run-off or causing other damage to the water environment;
- ii) avoid cumulative impacts upon structural stability or the water environment in the local area;

B) Schemes should ensure that they:

- i) do not harm the amenity of neighbours;
- ii) do not lead to the loss of trees of townscape or amenity value;
- iii) do provide satisfactory landscaping, including adequate soil depth;
- iv) do not harm the appearance or setting of the property or the established character of the surrounding area, for example through the introduction of front lightwells; and
- v) do protect important archaeological remains.

C) The Council will not permit basement schemes which include habitable rooms and other sensitive uses in areas prone to flooding.

D) The Council will not permit basement schemes in Listed Buildings and will not permit them in Conservation Area locations where their introduction would harm the special architectural or historic character of the area.

LP D6: Housing Quality and Standards

A) Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

B) Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.

C) Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part D in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.

D) The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

E) Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste

F) Housing developments are required to meet the minimum standards below which apply to all tenures and all residential accommodation that is self-contained.

Private internal space

1. Dwellings must provide at least the gross internal floor area and built-in storage area set out in Table 3.1.
2. A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.
3. A one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide.
4. A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sq.m.
5. Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area).
6. Any other area that is used solely for storage and has a headroom of 0.9-1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.
7. A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sq.m. in a double

bedroom and 0.36 sq.m. in a single bedroom counts towards the built-in storage requirement.

8. The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.

Private outside space

9. Where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. This does not count towards the minimum Gross Internal Area space standards required in Table 3.1

G) The Mayor will produce guidance on the implementation of this policy for all housing tenures.

LP2 DMHB 16: Housing Standards

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:

- i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
- ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

LP2 DMHB 18: Private Outdoor Amenity Space

A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3.

B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.

C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.

D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

LP H2: Small sites

A) Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:

1. significantly increase the contribution of small sites to meeting London's housing needs
2. diversify the sources, locations, type and mix of housing supply
3. support small and medium-sized housebuilders
4. support those wishing to bring forward custom, self-build and community-led housing
5. achieve the minimum targets for small sites set out in Table 4.2 as a component of the overall housing targets set out in Table 4.1.

B Boroughs should:

1. recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites
2. where appropriate, prepare site-specific briefs, masterplans and housing design codes for small sites
3. identify and allocate appropriate small sites for residential development
4. list these small sites on their brownfield registers
5. grant permission in principle on specific sites or prepare local development orders.

LP H4: Delivering Affordable Housing

A) The strategic target is for 50 per cent of all new homes delivered across London to be genuinely affordable. Specific measures to achieve this aim include:

1. requiring major developments which trigger affordable housing requirements to provide affordable housing through the threshold approach (Policy H5 Threshold approach to applications)
2. using grant to increase affordable housing delivery beyond the level that would otherwise be provided
3. all affordable housing providers with agreements with the Mayor delivering at least 50 per cent affordable housing across their development programme, and 60 per cent in the case of strategic partners
4. public sector land delivering at least 50 per cent affordable housing on each site and public sector landowners with agreements with the Mayor delivering at least 50 per cent affordable housing across their portfolio
5. industrial land appropriate for residential use in accordance with Policy E7 Industrial intensification, co-location and substitution, delivering at least 50 per cent affordable housing where the scheme would result in a net loss of industrial capacity.

B) Affordable housing should be provided on site. Affordable housing must only be provided off-site or as a cash in lieu contribution in exceptional circumstances.

LP H10: Housing size mix

A) Schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to:

1. robust local evidence of need where available or, where this is not available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment
2. the requirement to deliver mixed and inclusive neighbourhoods
3. the need to deliver a range of unit types at different price points across London
4. the mix of uses in the scheme
5. the range of tenures in the scheme
6. the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity
7. the aim to optimise housing potential on sites
8. the ability of new development to reduce pressure on conversion, sub-division and amalgamation of existing stock
9. the need for additional family housing and the role of one and two bed units in freeing up existing family housing.

B For low-cost rent, boroughs should provide guidance on the size of units required (by number of bedrooms) to ensure affordable housing meets identified needs. This guidance should take account of:

1. evidence of local housing needs, including the local housing register and the numbers and types of overcrowded and under-occupying households
2. other criteria set out in Part A, including the strategic and local requirement for affordable family accommodation
3. the impact of welfare reform
4. the cost of delivering larger units and the availability of grant.

LP1 H1: Housing Growth

The Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

The borough's current target is to provide an additional 4,250 dwellings, annualised as 425 dwellings per year, for the ten year period between 2011 and 2021.

Rolled forward to 2026, this target equates to a minimum provision of 6,375 dwellings over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. Sites that will contribute to the achievement of this target will be identified in the Hillingdon Local Plan: Part 2- Site Specific Allocations Local Development Document (LDD).

LP2 DMH 1: Safeguarding Existing Housing

A) The net loss of existing self-contained³ housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

B) The Council will grant planning permission for the subdivision of dwellings only if:

- i) car parking standards can be met within the curtilage of the site without being detrimental to the street scene;
- ii) all units are self contained with exclusive use of sanitary and kitchen facilities and provided with individual entrances and internal staircases to serve units above ground floor level; iii) adequate amenity space is provided for the benefit of residents; and iv) adequate living space standards are met.

LP2 DMH 2: Housing Mix

The Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

LP2 DMH 4: Residential Conversions and Redevelopment

Residential conversions and the redevelopment of dwellings into new blocks of flats will only be permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats;
- ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;
- iii) the internal floor area of the original building to be converted is at least 120 sqm; and
- iv) units are limited to one unit per floor for residential conversions.

LP2 DMH 5: Houses in Multiple Occupation (HMOs) and Student Accommodation

A) In all parts of the Borough

Proposals for the provision of large HMOs, residential hostels, student accommodation and secure accommodation will be required to demonstrate that:

- i) there is good accessibility to local amenities and public transport;
- ii) they accord with the Accessible Homes standards and provide satisfactory living conditions for the intended occupiers; and
- iii) there will be no adverse impact on the amenity of neighbouring properties or the character of the area.

B) In wards covered by an Article 4 Direction for HMOs

Planning applications for the change of use from dwelling house (Use Class C3) to HMO (Use Class C4 and Sui Generis) will only be permitted:

- i) where it is in a neighbourhood area where less than 20% of properties are or would be exempt from paying council tax (or in the case of Conservation Areas 10%) because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs;
- ii) in Conservation Areas where less than 10% of properties are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs and the change of use does not form a consecutive HMO use in a street frontage;
- iii) where less than 15% of properties within 100 metres of a street length either side of an application property are exempt from paying council tax because they are entirely occupied by full time students, recorded on the Council's database as a licensed HMO, benefit from C4/Sui Generis HMO planning consent and are known to the Council to be HMOs; and
- iv) where the accommodation complies with all other planning standards relating to car parking, waste storage, retention of amenity space and garages and will not have a detrimental impact upon the residential amenity of adjoining properties.

LP2 DMH 6: Garden and Backland Development

There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

- i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
- iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
- iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.

LP2 DMH 7: Provision of Affordable Housing

A) In accordance with national policy:

- i) developments with a capacity to provide 10 or more units will be required to maximise the delivery of on-site affordable housing;
- ii) subject to viability and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split 70% Social/Affordable Rent and 30% Intermediate as set out in Policy H2: Affordable Housing of the Local Plan Part 1.

B) Affordable housing should be built to the same standards and should share the same level of amenity as private housing.

C) Proposals that do not provide sufficient affordable housing will be resisted.

D) To ensure that Policy H2: Affordable Housing of the Local Plan Part 1 is applied consistently and fairly on all proposed housing developments, the requirement for affordable housing will apply to:

i) sites that are artificially sub-divided or partially developed;
ii) phased developments where a housing development is part of a much larger development of 10 or more units (gross), affordable housing will be required as part of the overall scheme; and iii) additional units created through or subsequently amended planning applications, whereby the amount of affordable housing required will be calculated based on the new total number of units on the site. Affordable housing will be required where a development under the 10 unit threshold is amended to have 10 or more housing units in total (gross).

E) In exceptional circumstances, where on-site provision of affordable housing cannot be delivered and as a last resort, a financial contribution will be required to provide off-site affordable housing on other sites which may be more appropriate or beneficial in meeting the Borough's identified affordable housing needs.

LP D3: Optimising site capacity through the design-led approach

The design-led approach

A) All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.

B) Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate.

C) In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 Small sites.

D) Development proposals should:

Form and layout

1. enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions
2. encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area
3. be street-based with clearly defined public and private environments
4. facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm and vulnerable road users

Experience

1. achieve safe, secure and inclusive environments
2. provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest
3. deliver appropriate outlook, privacy and amenity
4. provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity
5. help prevent or mitigate the impacts of noise and poor air quality
6. achieve indoor and outdoor environments that are comfortable and inviting for people to use

Quality and character

1. respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character
2. be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well
3. aim for high sustainability standards (with reference to the policies within London Plan Chapters 8 and 9) and take into account the principles of the circular economy
4. provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water.

E) Where development parameters for allocated sites have been set out in a Development Plan, development proposals that do not accord with the site capacity in a site allocation can be refused for this reason.

LP D5: Inclusive Design

A) Boroughs, in preparing their Development Plans, should support the creation of inclusive neighbourhoods by embedding inclusive design, and collaborating with local communities in the development of planning policies that affect them.

B) Development proposal should achieve the highest standards of accessible and inclusive design. They should:

1. be designed taking into account London's diverse population
2. provide high quality people focused spaces that are designed to facilitate social interaction and inclusion
3. be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
4. be able to be entered, used and exited safely, easily and with dignity for all
5. be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

C) Design and Access Statements, submitted as part of development proposals, should include an inclusive design statement.

LP D7: Accessible Housing

A) To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

1. at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
2. all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

LP D8: Public Realm

Development Plans and development proposals should:

A) encourage and explore opportunities to create new public realm where appropriate

B) ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable. Lighting, including for advertisements, should be carefully considered and well-

designed in order to minimise intrusive lighting infrastructure and reduce light pollution

C) maximise the contribution that the public realm makes to encourage active travel and ensure its design discourages travel by car and excessive on-street parking, which can obstruct people's safe enjoyment of the space. This includes design that reduces the impact of traffic noise and encourages appropriate vehicle speeds

D) be based on an understanding of how the public realm in an area functions and creates a sense of place during different times of the day and night, days of the week and times of the year. In particular, they should demonstrate an understanding of how people use the public realm, and the types, location and relationship between public spaces in an area, identifying where there are deficits for certain activities, or barriers to movement that create severance for pedestrians and cyclists

E) ensure both the movement function of the public realm and its function as a place are provided for and that the balance of space and time given to each reflects the individual characteristics of the area. The priority modes of travel for the area should be identified and catered for, as appropriate. Desire lines for people walking and cycling should be a particular focus, including the placement of street crossings, which should be regular, convenient and accessible

F) ensure there is a mutually supportive relationship between the space, surrounding buildings and their uses, so that the public realm enhances the amenity and function of buildings and the design of buildings contributes to a vibrant public realm

G) ensure buildings are of a design that activates and defines the public realm, and provides natural surveillance. Consideration should also be given to the local microclimate created by buildings, and the impact of service entrances and facades on the public realm

H) ensure appropriate management and maintenance arrangements are in place for the public realm, which maximise public access and minimise rules governing the space to those required for its safe management in accordance with the Public London Charter

I) incorporate green infrastructure such as street trees and other vegetation into the public realm to support rainwater management through sustainable drainage, reduce exposure to air pollution, moderate surface and air temperature and increase biodiversity

J) ensure that appropriate shade, shelter, seating and, where possible, areas of direct sunlight are provided, with other microclimatic considerations, including temperature and wind, taken into account in order to encourage people to spend time in a place

K) ensure that street clutter, including street furniture that is poorly located, unsightly, in poor condition or without a clear function is removed, to ensure that pedestrian amenity is improved. Consideration should be given to the use, design and location of street furniture so that it complements the use and function of the space.

Applications which seek to introduce unnecessary street furniture should be refused

L) explore opportunities for innovative approaches to improving the public realm such as open street events and Play Streets

M) create an engaging public realm for people of all ages, with opportunities for social activities, formal and informal play and social interaction during the daytime, evening and at night. This should include identifying opportunities for the meanwhile use of sites in early phases of development to create temporary public realm

N) ensure that any on-street parking is designed so that it is not dominant or continuous, and that there is space for green infrastructure as well as cycle parking in the carriageway. Parking should not obstruct pedestrian lines

O) ensure the provision and future management of free drinking water at appropriate locations in the new or redeveloped public realm.

LP D12: Fire Safety

A) In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:

1. identify suitably positioned unobstructed outside space:
 - a - for fire appliances to be positioned on
 - b - appropriate for use as an evacuation assembly point
2. are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
3. are constructed in an appropriate way to minimise the risk of fire spread
4. provide suitable and convenient means of escape, and associated evacuation strategy for all building users
5. develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
6. provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

B) All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

The statement should detail how the development proposal will function in terms of:

1. the building's construction: methods, products and materials used, including manufacturers' details

2. the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
3. features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
4. access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
5. how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
6. ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

LP HC1: Heritage Conservation and Growth

A) Boroughs should, in consultation with Historic England, local communities and other statutory and relevant organisations, develop evidence that demonstrates a clear understanding of London's historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access to, and interpretation of, the heritage assets, landscapes and archaeology within their area.

B) Development Plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the effective integration of London's heritage in regenerative change by:

1. setting out a clear vision that recognises and embeds the role of heritage in place-making
2. utilising the heritage significance of a site or area in the planning and design process
3. integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place
4. delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

C) Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

D) Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

E) Where heritage assets have been identified as being At Risk, boroughs should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.

LP G7: Trees and Woodlands

A) London's urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London's urban forest – the area of London under the canopy of trees.

B) In their Development Plans, boroughs should:

1. protect 'veteran' trees and ancient woodland where these are not already part of a protected site¹³⁹
2. identify opportunities for tree planting in strategic locations.

C) Development proposals should ensure that, wherever possible, existing trees of value are retained.¹⁴⁰ If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

LP 1 BE1: Built Environment

The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should:

1. Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place;
2. Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local

area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;

3. Be designed to include “Lifetime Homes” principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people’s lives;
4. In the case of 10 dwellings or over, achieve a satisfactory assessment rating in terms of the latest Building for Life standards (as amended or replaced from time to time);
5. Improve areas of poorer environmental quality, including within the areas of relative disadvantage of Hayes, Yiewsley and West Drayton. All regeneration schemes should ensure that they are appropriate to their historic context, make use of heritage assets and reinforce their significance;
6. Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;
7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife, encourage physical activity and where appropriate introduce public art;
8. Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals;
9. Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas;
10. Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants. The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the Code for Sustainable

Homes and BREEAM. These will be set out within the Hillingdon Local Plan: Part 2- Development Management Policies Local Development Document (LDD). All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill;

11. In the case of tall buildings, not adversely affect their surroundings including the local character, cause harm to the significance of heritage assets or impact on important views. Appropriate locations for tall buildings will be defined on a Character Study and may include parts of Uxbridge and Hayes subject to considering the Obstacle Limitation Surfaces for Heathrow Airport. Outside of Uxbridge and Hayes town centres, tall buildings will not be supported. The height of all buildings should be based upon an understanding of the local character and be appropriate to the positive qualities of the surrounding townscape. Support will be given for proposals that are consistent with local strategies, guidelines, supplementary planning documents and Hillingdon Local Plan: Part 2- Development Management Policies.

LP2 DMHB 1: Heritage Assets

A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

B) Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.

C) The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

LP2 DMHB 2: Listed Buildings

A) Applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.

C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

LP2 DMHB 3: Locally Listed Buildings

A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm or loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.

C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.

LP2 DMHB 4: Conservation Areas

New development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

- A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.
- B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.
- C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

LP2 DMHB 5: Areas of Special Local Character

- A) Within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area.
- B) Extensions to dwellings should be subservient to, and respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings.
- C) The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.

LP2 DMHB 11: Design of New Development

- A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:
 - i) harmonising with the local context by taking into account the surrounding:
 - scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing;
 - local topography, views both from and to the site; and

- impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development⁵ sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

LP2 DMHB 12: Streets and Public Realm

A) Development should be well integrated with the surrounding area and accessible. It should:

- i) improve legibility and promote routes and wayfinding between the development and local amenities;
- ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;
- iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
- iv) provide safe and direct pedestrian and cycle movement through the space;
- v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;
- vi) where appropriate, include the installation of public art; and
- vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.

B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.

LP2 DMHB 14: Trees and Landscaping

- A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
- B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.
- C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.
- D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

LP2 DMHB 15: Planning for Safer Places

The Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

LP D13: Agent of Change

- A) The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Boroughs should ensure that Development Plans and planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby.
- B) Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

C) New noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

D) Development proposals should manage noise and other potential nuisances by:

1. ensuring good design mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area
2. exploring mitigation measures early in the design stage, with necessary and appropriate provisions including ongoing and future management of mitigation measures secured through planning obligations
3. separating new noise-sensitive development where possible from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

E) Boroughs should not normally permit development proposals that have not clearly demonstrated how noise and other nuisances will be mitigated and managed.

LP D14: Noise

A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:

1. avoiding significant adverse noise impacts on health and quality of life
2. reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4. improving and enhancing the acoustic environment and promoting appropriate
5. separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials – in preference to sole reliance on sound insulation
6. where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

B) Boroughs, and others with relevant responsibilities, should identify and nominate new Quiet Areas and protect existing Quiet Areas in line with the procedure in Defra's Noise Action Plan for Agglomerations.

LP SI 2: Minimising Greenhouse Gas Emissions

A) Major development should be net zero-carbon.¹⁵¹ This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

1. be lean: use less energy and manage demand during operation
2. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4. be seen: monitor, verify and report on energy performance.

B) Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C) A minimum on-site reduction of at least 35 per cent beyond Building Regulations¹⁵² is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

1. through a cash in lieu contribution to the borough's carbon offset fund, or
2. off-site provided that an alternative proposal is identified and delivery is certain.

D) Boroughs must establish and administer a carbon offset fund. Offset fund payments must be ring-fenced to implement projects that deliver carbon reductions. The operation of offset funds should be monitored and reported on annually.

E) Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

F) Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

LP SI 12: Flood Risk Management

A) Current and expected flood risk from all sources (as defined in paragraph 9.2.12) across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities, developers and infrastructure providers.

B) Development Plans should use the Mayor's Regional Flood Risk Appraisal and their Strategic Flood Risk Assessment as well as Local Flood Risk Management

Strategies, where necessary, to identify areas where particular and cumulative flood risk issues exist and develop actions and policy approaches aimed at reducing these risks. Boroughs should cooperate and jointly address cross-boundary flood risk issues including with authorities outside London.

C) Development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses.

D) Developments Plans and development proposals should contribute to the delivery of the measures set out in Thames Estuary 2100 Plan. The Mayor will work with the Environment Agency and relevant local planning authorities, including authorities outside London, to safeguard an appropriate location for a new Thames Barrier.

E) Development proposals for utility services should be designed to remain operational under flood conditions and buildings should be designed for quick recovery following a flood.

F) Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading. Unless exceptional circumstances are demonstrated for not doing so, development proposals should be set back from flood defences to allow for any foreseeable future maintenance and upgrades in a sustainable and cost-effective way.

G) Natural flood management methods should be employed in development proposals due to their multiple benefits including increasing flood storage and creating recreational areas and habitat.

LP SI 13: Sustainable Drainage

A) Lead Local Flood Authorities should identify – through their Local Flood Risk Management Strategies and Surface Water Management Plans – areas where there are particular surface water management issues and aim to reduce these risks. Increases in surface water run-off outside these areas also need to be identified and addressed.

B) Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:

1. rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
2. rainwater infiltration to ground at or close to source
3. rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)

4. rainwater discharge direct to a watercourse (unless not appropriate)
5. controlled rainwater discharge to a surface water sewer or drain
6. controlled rainwater discharge to a combined sewer.

C) Development proposals for impermeable surfacing should normally be resisted unless they can be shown to be unavoidable, including on small surfaces such as front gardens and driveways.

D) Drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

LP1 EM6: Flood Risk Management

The Council will require new development to be directed away from Flood Zones 2 and 3 in accordance with the principles of the National Planning Policy Framework (NPPF).

The subsequent Hillingdon Local Plan: Part 2 -Site Specific Allocations LDD will be subjected to the Sequential Test in accordance with the NPPF. Sites will only be allocated within Flood Zones 2 or 3 where there are overriding issues that outweigh flood risk. In these instances, policy criteria will be set requiring future applicants of these sites to demonstrate that flood risk can be suitably mitigated.

The Council will require all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. The Council will encourage SUDS to be linked to water efficiency methods. The Council may require developer contributions to guarantee the long term maintenance and performance of SUDS is to an appropriate standard.

LP1 EM8: Land, Water, Air and Noise

Water Quality

The Council will seek to safeguard and improve all water quality, both ground and surface. Principal Aquifers, and Source Protection Zones will be given priority along with the:

- River Colne
- Grand Union Canal
- River Pinn
- Yeading Brook
- Porter Land Brook
- River Crane
- Ruislip Lido

Air Quality

All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum.

The Council seeks to reduce the levels of pollutants referred to in the Government's National Air Quality Strategy and will have regard to the Mayor's Air Quality Strategy. London Boroughs should also take account of the findings of the Air Quality Review and Assessments and Actions plans, in particular where Air Quality Management Areas have been designated.

The Council has a network of Air Quality Monitoring stations but recognises that this can be widened to improve understanding of air quality impacts. The Council may therefore require new major development in an AQMA to fund additional air quality monitoring stations to assist in managing air quality improvements.

Noise

The Council will investigate Hillingdon's target areas identified in the Defra Noise Action Plans, promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected.

The Council will seek to identify and protect Quiet Areas in accordance with Government Policy on sustainable development and other Local Plan policies.

The Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

Land Contamination

The Council will expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

Water Resources

The Council will require that all new development demonstrates the incorporation of water efficiency measures within new development to reduce the rising demand on potable water. All new development must incorporate water recycling and collection facilities unless it can be demonstrated it is not appropriate. For residential

developments, the Council will require applicants to demonstrate that water consumption will not surpass 105 litres per person per day.

LP2 DMEI 2: Reducing Carbon Emissions

- A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.
- B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved.
- C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall.

LP2 DMEI 9: Management of Flood Risk

- A) Development proposals in Flood Zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change.
- B) Development proposals in these areas will be required to submit an appropriate level Flood Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding.
- C) Development in Flood Zone 3b will be refused in principle unless identified as an appropriate development in Flood Risk Planning Policy Guidance. Development for appropriate uses in Flood Zone 3b will only be approved if accompanied by an appropriate FRA that demonstrates the development will be resistant and resilient to flooding and suitable warning and evacuation methods are in place.
- D) Developments may be required to make contributions (through legal agreements) to previously identified flood improvement works that will benefit the development site.
- E) Proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

LP2 DMEI 10: Water Management, Efficiency, and Quality

- A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that

appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage).

- B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.
- C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.
- D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.
- E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.
- F) Developments should be drained by a SuDS system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system. Water Efficiency
- G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.
- H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.
- I) It is expected that major development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure
- J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the local planning authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.

LP2 DMEI 12: Development of Land Affected by Contamination

- A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.
- B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.
- C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.
- D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

LP2 DMEI 14: Air Quality

- A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.
- B) Development proposals should, as a minimum:
 - i) be at least “air quality neutral”;
 - ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
 - iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

TP T4: Assessing and Mitigating Transport Impacts

- A) Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.
- B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans,

Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger.

LP T5: Cycling

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
2. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space

from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

LP T6: Car Parking

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D) The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.

F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.

All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

LP T6.1: Residential Parking

A) New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B) Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C) All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D) Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E) Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F) The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1. ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
2. demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H) All disabled persons parking bays associated with residential development must:

1. be for residents' use only (whether M4(2) or M4(3) dwellings)
2. not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
3. be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
4. count towards the maximum parking provision for the development
5. be designed in accordance with the design guidance in BS8300vol.1
6. be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

LP2 DMT 1: Managing Transport Impacts

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments¹¹ that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

LP2 DMT 2: Highways Impacts

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

LP2 Policy DMT 5: Pedestrians and Cyclists

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be

required to complement and enhance local amenity and include passive surveillance to the network.

LP2 DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

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Hillingdon Planning Committee

Wednesday 11th June 2025



HILLINGDON
LONDON

www.hillingdon.gov.uk

Report of the Head of Development Management and Building Control

Address: The Orchard Inn

Development: Construction of a discount food store (Use Class E) with car parking, landscaping works, and other associated works, following the demolition of the existing building.

LBH Ref Nos: 62963/APP/2024/3371



Client _____

Lidl Great Britain Ltd

Project _____

Lidl
Ickenham Road, Ruislip

Title _____

Site Location Plan

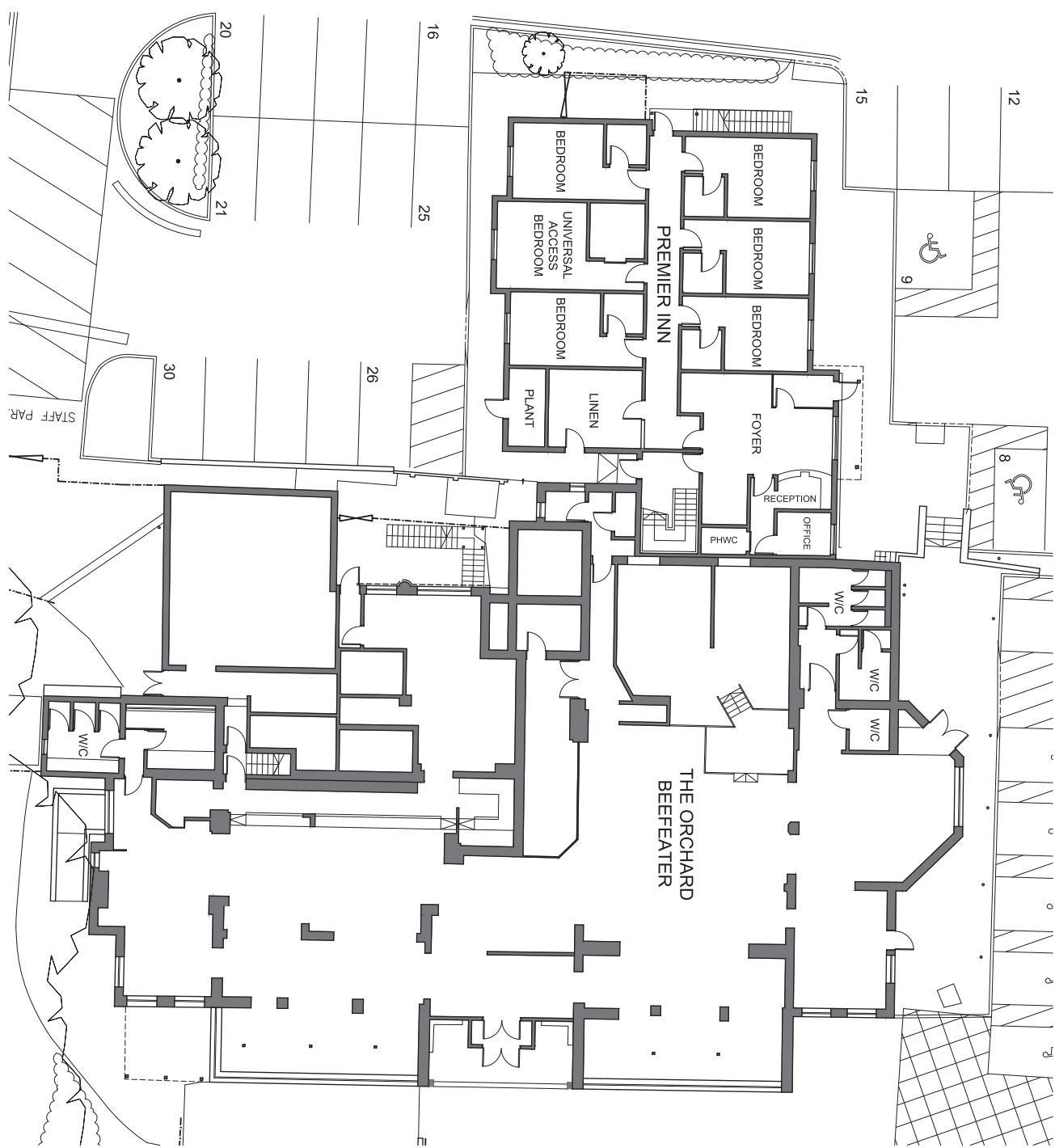
Drawing Ref.

4478-0108

Revision _____

Scale - unless otherwise stated	Status	Issued For
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Preliminary		





Client

Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title

Ground Floor Plan as Existing

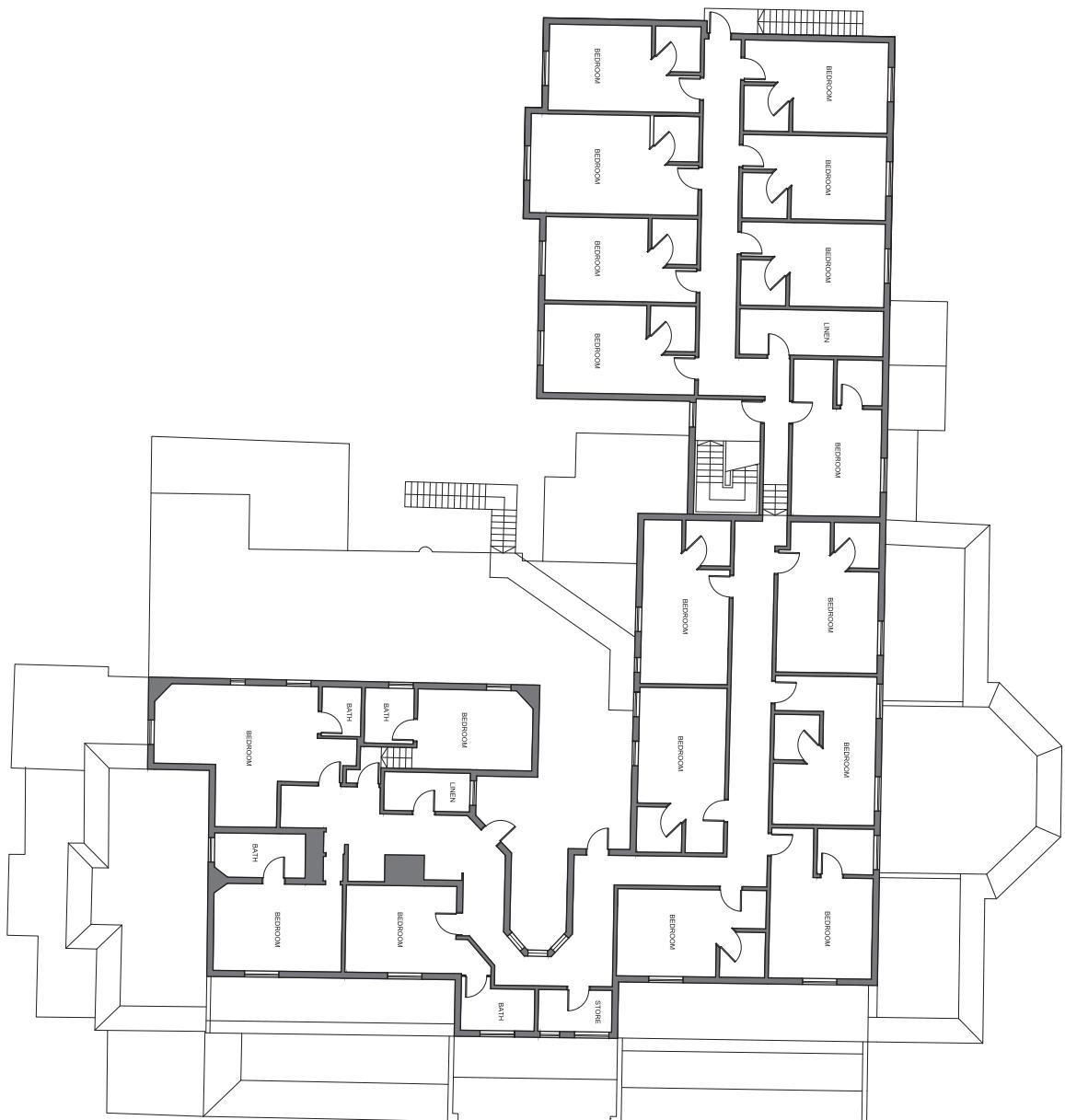
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4478-0304

Revision

P01

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Rev	Date	Reference	Drawn / Chkd
PO1	2024/01/07	PO1 FIRST ISSUE.	BS AA

SCHEDULE OF ACCOMMODATION - KEY
GIA First Floor

598 sq m

Page 210

Client

Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title

First Floor Plan as Existing

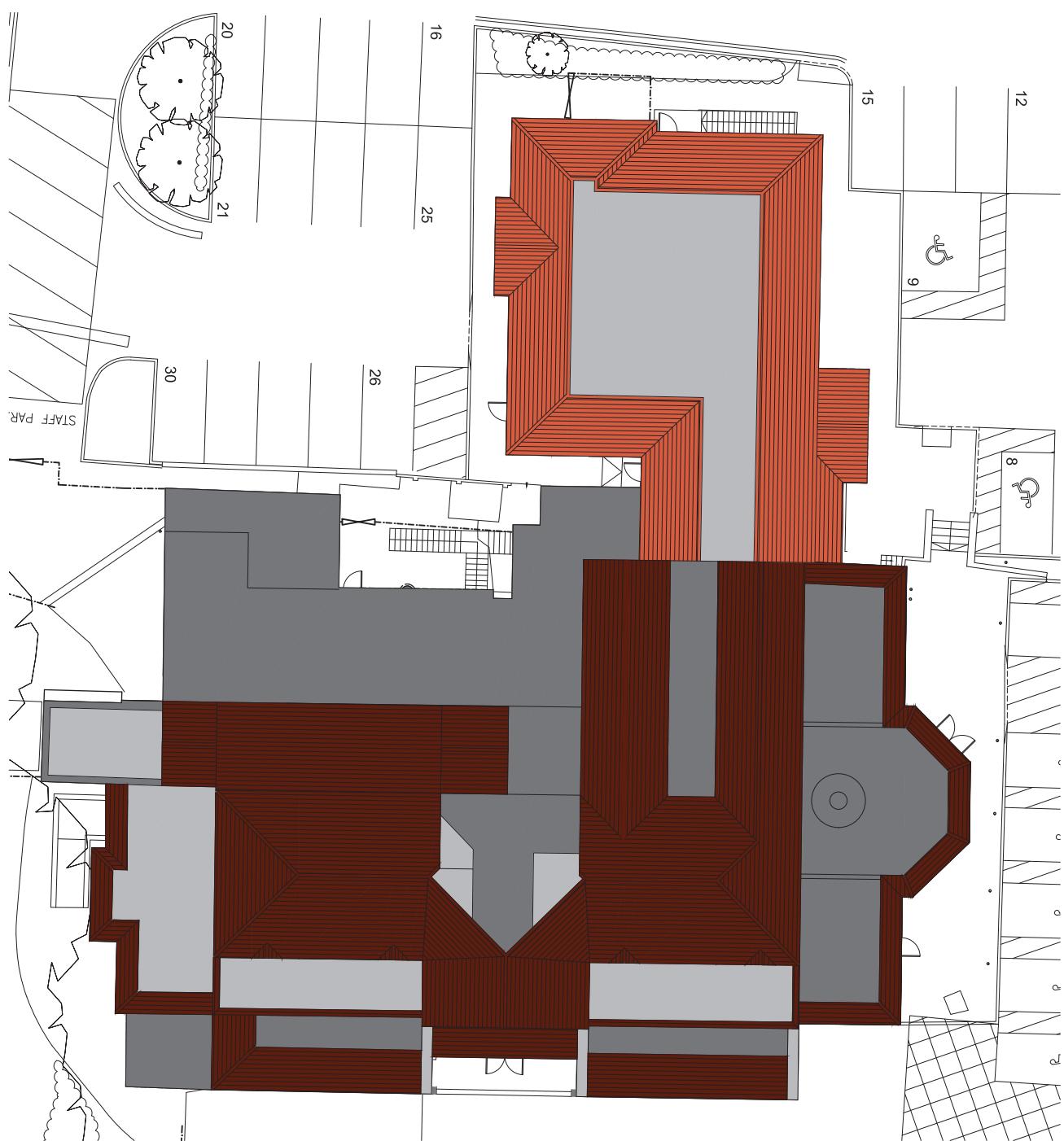
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4478-0305

Revision

P01

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Sproutton, Ipswich, IP8 3HL
L01473 689532
kh@kharchitects.com
www.kharchitects.com



Client
Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title
Roof Plan Plan as Existing

Drawing Ref.

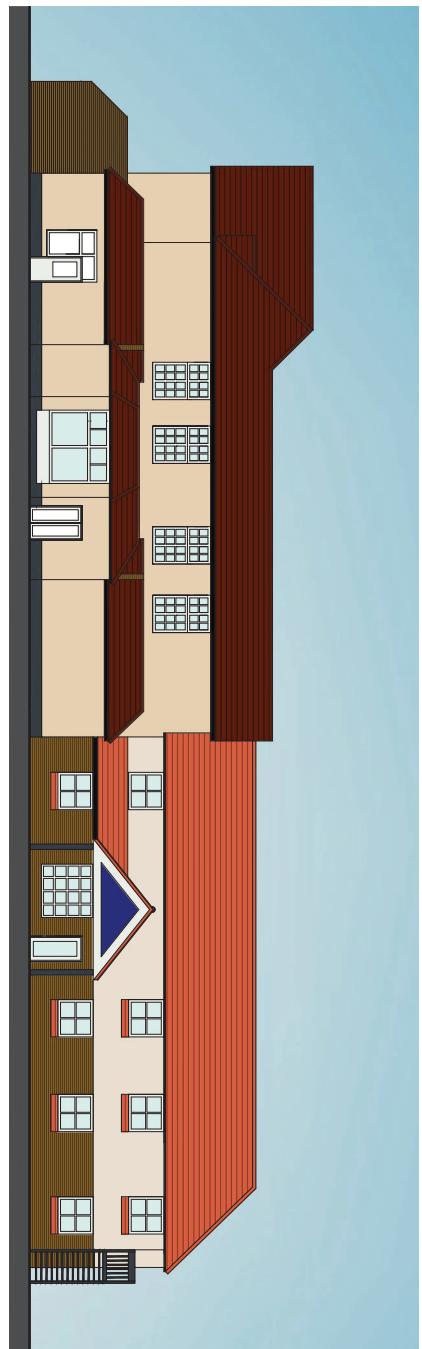
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Page 211

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 P01 2025/01/31 FIRST ISSUE AM AA



NORTH-EAST ELEVATION



SOUTH-WEST ELEVATION

Page 212

Client

Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title

Elevations as Existing
Sheet 01 of 02

Drawing Ref.

4478-0407

Revision

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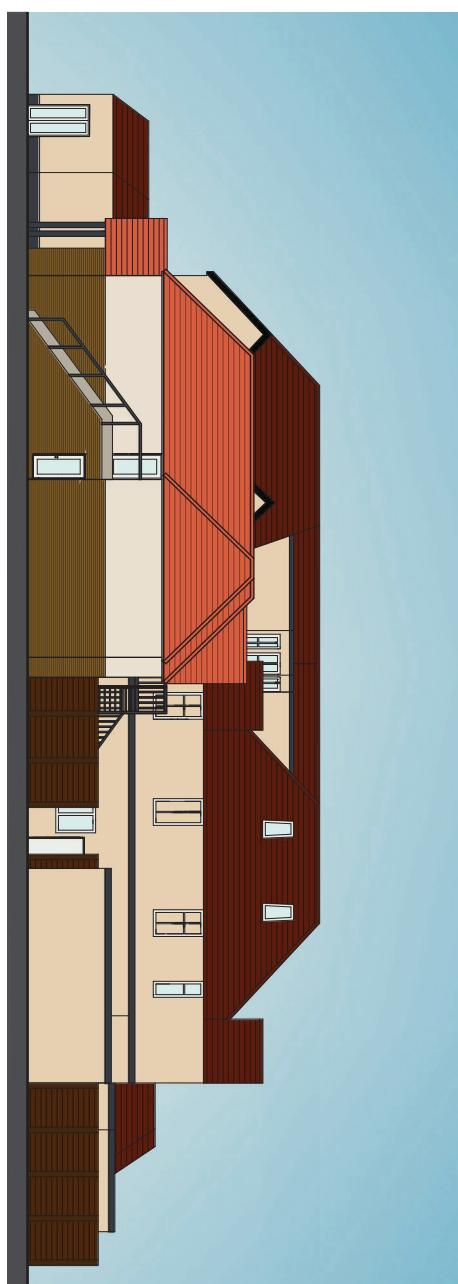


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0
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NORTH-WEST ELEVATION



SOUTH-EAST ELEVATION



Project _____
Client _____
Lidl
Ickenham Road, Ruislip

Title _____
Elevations as Existing
Sheet 02 of 02

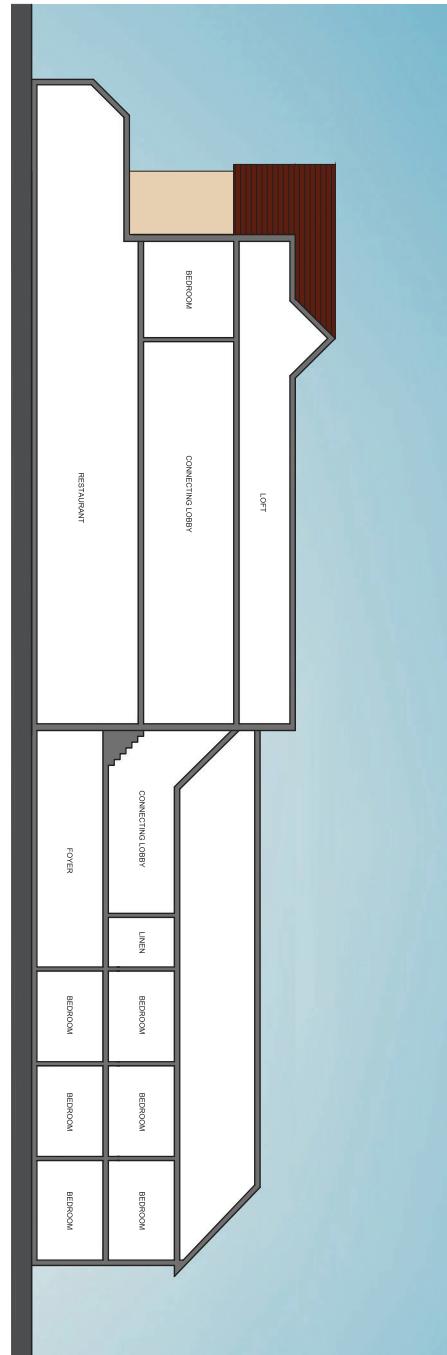
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 P01 2025/01/31 FIRST ISSUE AM AA



Page 214

Client

Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title

Sections as Existing

Drawing Ref.

4478-0502

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1:200 @ A3 Status SO Issued For
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Revision
P01



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 Rev Date Reference Drawn / Chkd
 P12 2025/01/03 CUSTOMER WC REVISED. AA AA

Client
Lidl Great Britain Ltd
 Project
Lidl
Ickenham Road, Ruislip

Page **215**

Drawing Ref.
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SO Issued For
Preliminary

Revision
P12

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Project _____

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Title _____

Site Levels Plan as Proposed

Option C

Revision _____

P11

Page 216

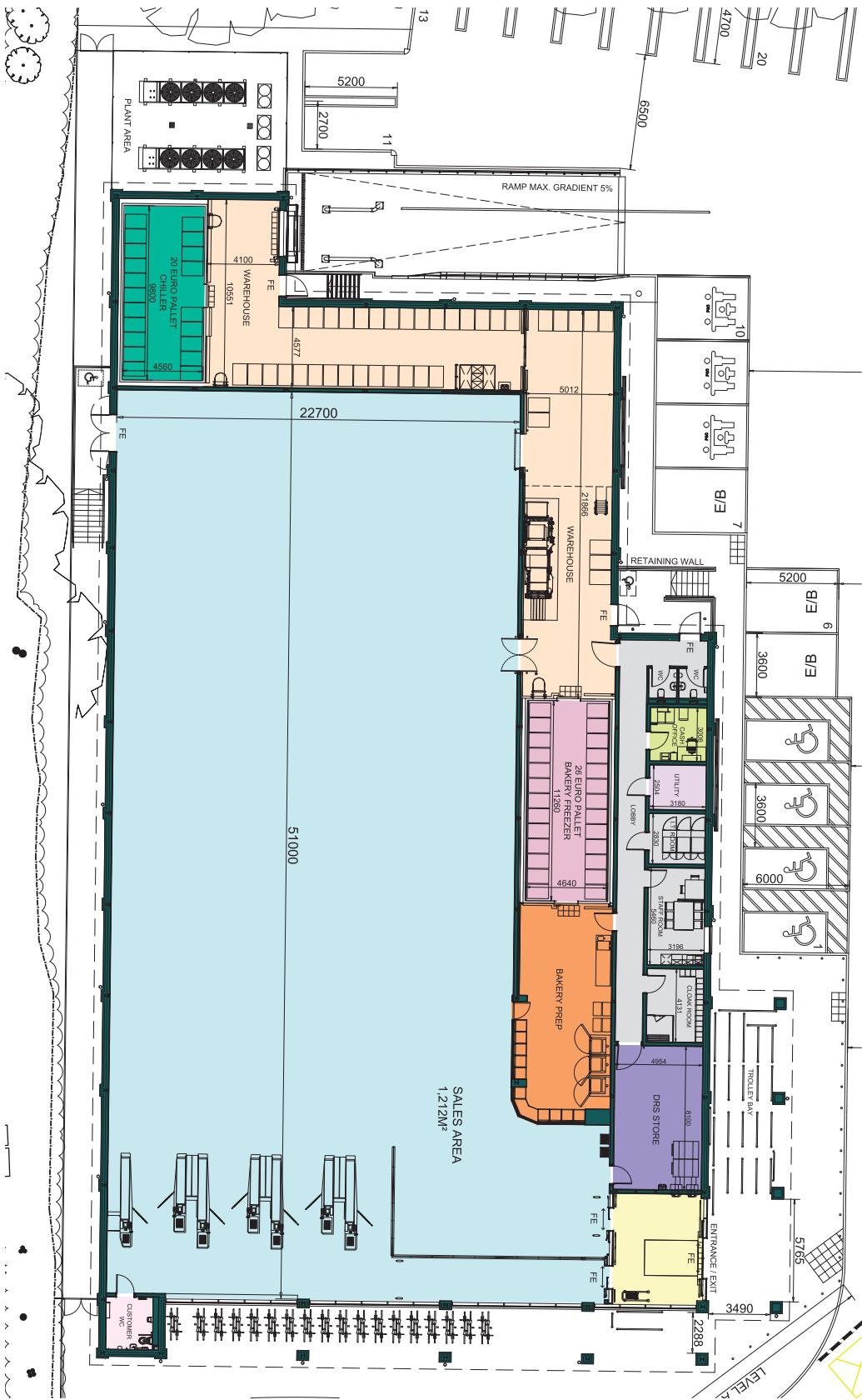
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NO DIMENSIONS TO BE SCALED FROM THIS DRAWING

Rev Date Reference Drawn / Chkd

P02 2025/01/10 ROOF ACCESS HATCH ADDED. AA AA

SCHEDULE OF ACCOMMODATION - KEY	
G/A	1,825 sq m
GEA	1,902 sq m
	1,212 sq m
WAREHOUSE	
WAREHOUSE	217 sq m
Bakery Warehouse	52 sq m
Additional Chillers	44 sq m
DRS Store	40 sq m
Total Warehouse	353 sq m
ANCILLARY AREA	
Bakery Prep	65 sq m
Cash Office	10 sq m
Customer WC	9 sq m
Welfare Area, wcs, etc	87 sq m
Utility	8 sq m
Circulation	32 sq m
Internal Partitions	49 sq m
Total Ancillary	260 sq m



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Client
Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title
Store Plan as Proposed
Option C

Drawing Ref.

4478-0303

Revision

P02

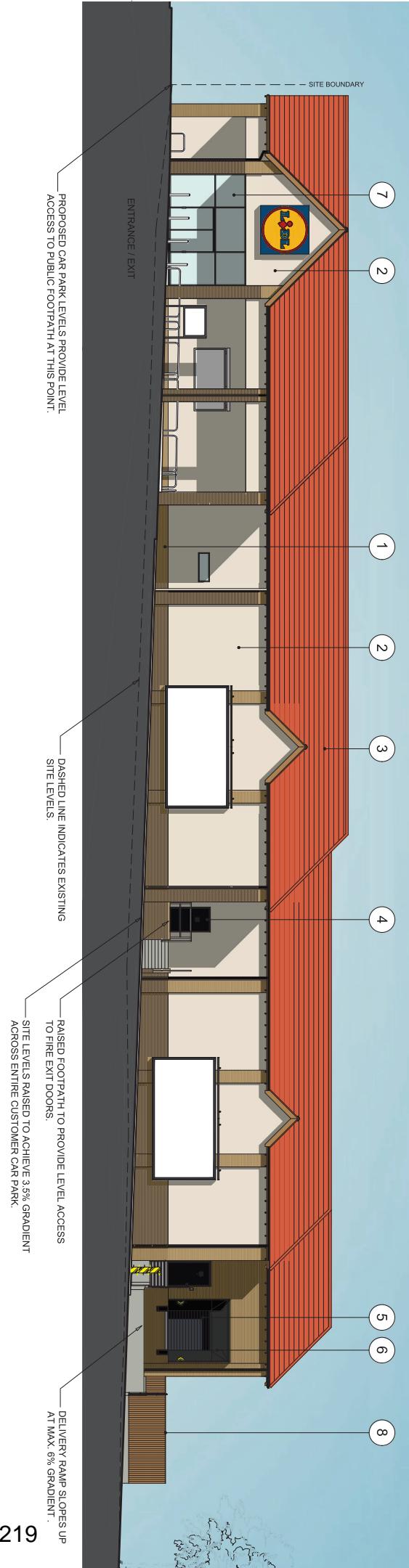
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Drawing Ref. 4478-0301 Revision P02

Scale - Unless otherwise stated Status Issued For

1:250 @ A3 S0 Preliminary



Client
Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title

East Elevation as Proposed

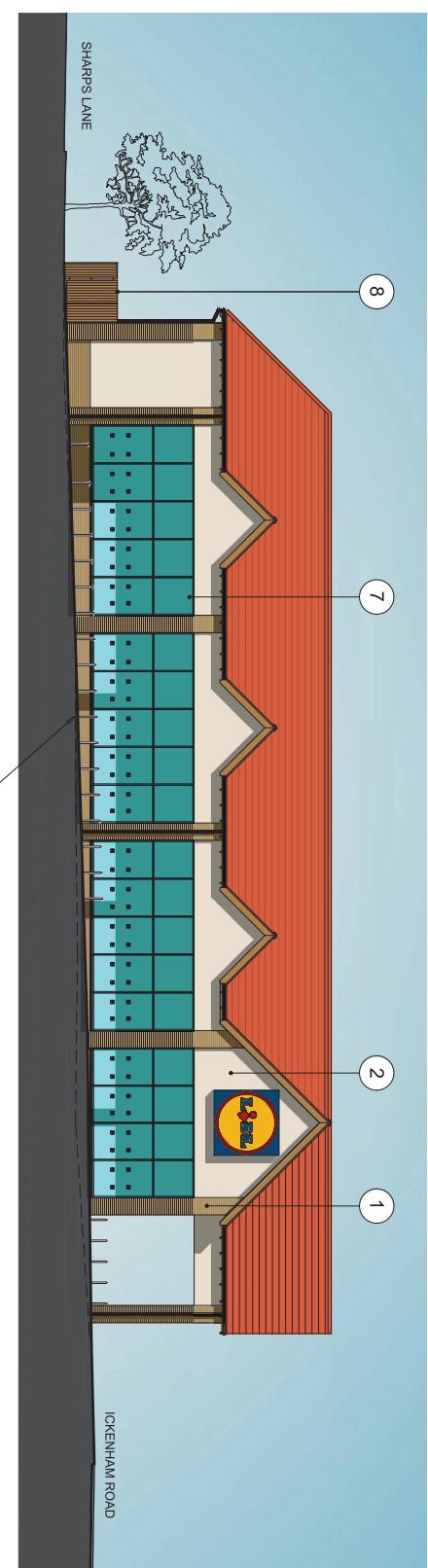
Drawing Ref.

4478-0400

Revision

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Issued For
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Preliminary

Materials - Key to Codes	
1	External Walls Reed facing brickwork.
2	External Walls Painted render finish, Colour Ivory
3	Roof Covering Red clay pantile roof tiles.
4	External Doors Steel doors and frames, powder coated internally and externally, Colour: Graphite Grey, RAL: 7024 to 30% gloss finish.
5	Sectional Door Delivery area insulated sectional door: 2000mm (W) x 2800mm (H).
6	Dock Shelter Model DSB: 3250mm x 2500mm x 3500mm projection with 1800mm head cabin, front 2mm PVC coated to both sides. Colour: Black, with safety marker strips.
7	Shopfront Glazing and Entrance Lobby Structural aluminium glazing sections by Saurach. All glazing panels to be double glazed, 8 & 16 mm laminated glass. Laminated panels, 10mm safety glass, entrance pool, automatic doors, shopfront glazing and windows, powder coated Graphite Grey, RAL: 7024 on both faces, glass finish.
8	Fencing Close-boarded timber gate and fence, 2m height.



Materials - Key to Codes

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337	337	333	J
338	338	334	J
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380	380	376	J
381	381	377	J
382	382	378	J
383	383	379	J
384	384	380	

— DASHED LINE INDICATES EXISTING SITE LEVELS.

ICKENHAM ROAD

111

8

7

2

—

Lidl Great Britain Ltd

South Elevation as Proposed

Drawing Ref.

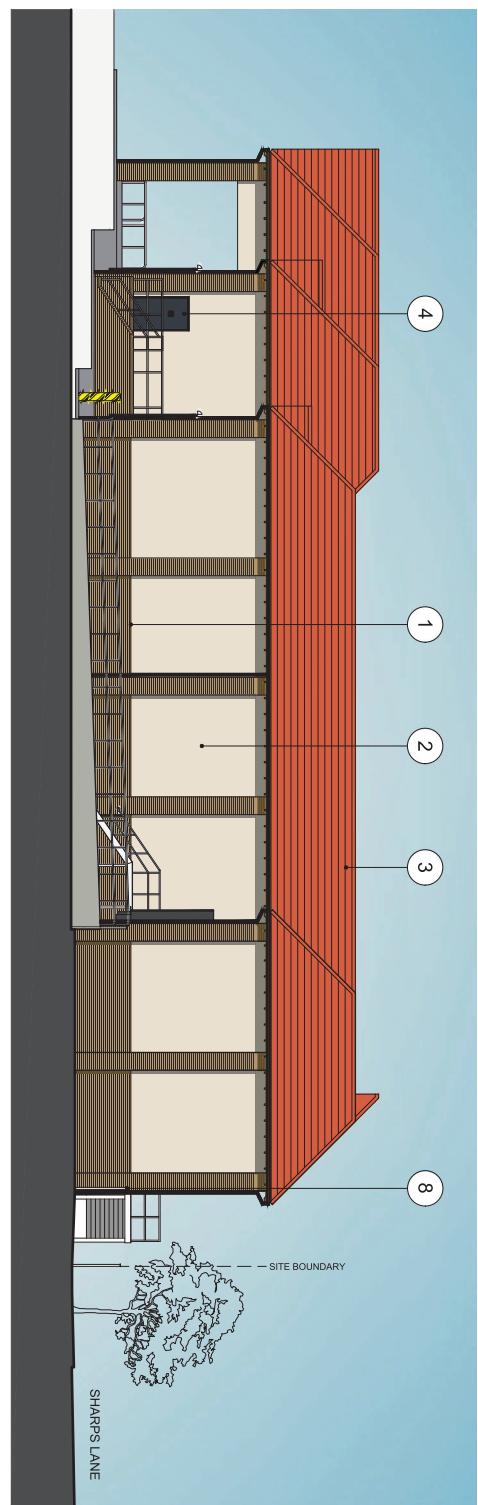
4478-0402

Scale - unless otherwise stated Status Issued For
1:200 **@ A3** **S0** **Preliminary**

PO6
Revision



architects
The Old Steelyard, Poplar Lane
Spongerton, Ipswich, IP8 3HL
t.01473 689532
kjh@kjharchitects.com
www.kjharchitects.com



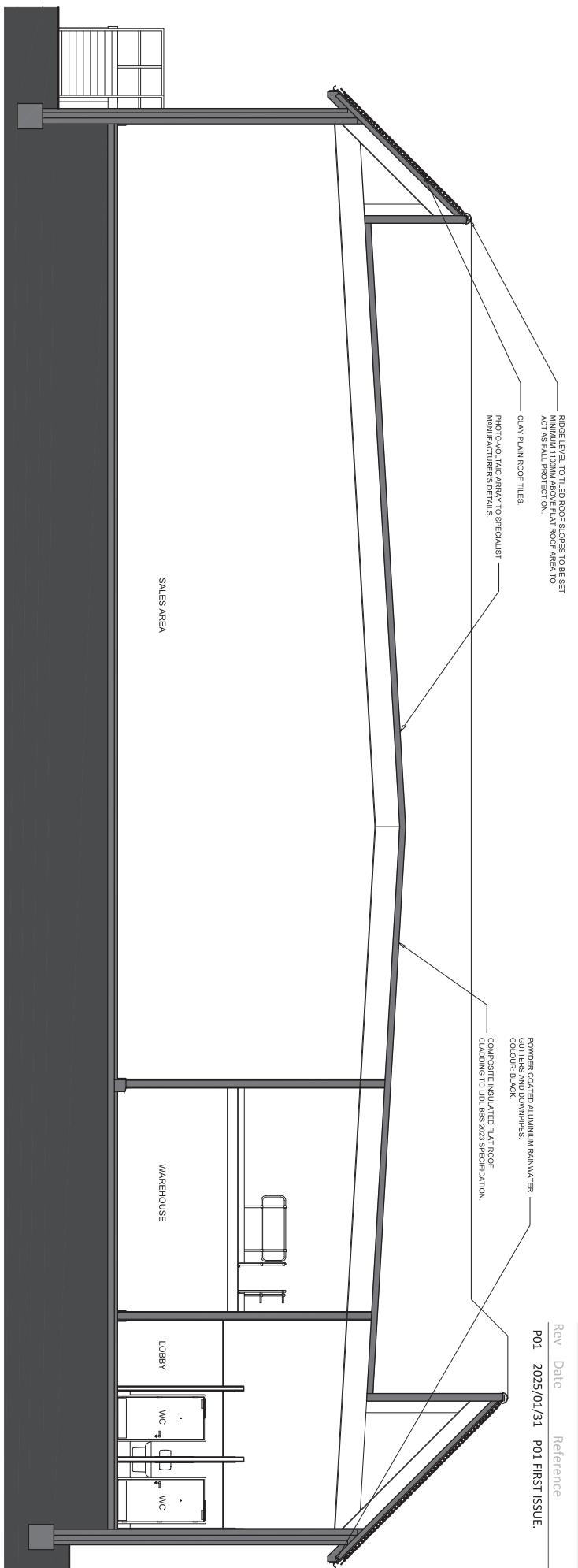
Materials - Key to Codes	
1	External Walls Re: Ising brickwork.
2	External Walls Painted render finish, Colour: Ivory.
3	Roof Covering Red clay plain roof tiles.
4	External Doors Steel doors and frames, powder coated internally and externally. Colour: Graphite Grey, RAL 7024 to 30% gloss finish.
5	Sectional Door Delivery area reinforced sectional door, 2800mm (W) x 2800mm (H). Delivery colour: Graphite Grey, RAL 7024.
6	Dock Shelter Steel frame, 100mm I-beams, 50x50mm angle sections, 10x10mm angle steel, 3mm PVC coated double skin sheet. Colour: Black, with safety marker stripes.
7	Shopfront Glazing and Entrance Lobby Structural aluminium glazing sections by Schueco. All glazing panels to be 8mm toughened glass. Glazing to be held in place by Schueco SSG 1000 or similar. Frame to be 20mm profile. Glazing to be held in place by Schueco SSG 1000 or similar. Entrance pod, automatic doors, shopfront glazing and end wall profiles powder coated Graphite Grey, RAL 7024 or both faces, gloss finish.
8	Fencing Close-boarded timber slats, 2m height.

0
10
20m

Project
Client
Lidl
Ickenham Road, Ruislip
Title
North Elevation as Proposed

Drawing Ref.
4478-0406 Revision
P01

Scale - unless otherwise stated
1:200 @ A3 Status
Scale - unless otherwise stated
1:200 @ A3 Status
Issued For
Preliminary



Page 223

Client
Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title
Section B-B as Proposed

Drawing Ref.

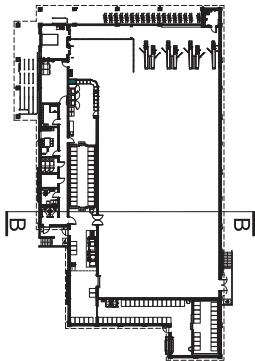
4478-0501

Revision

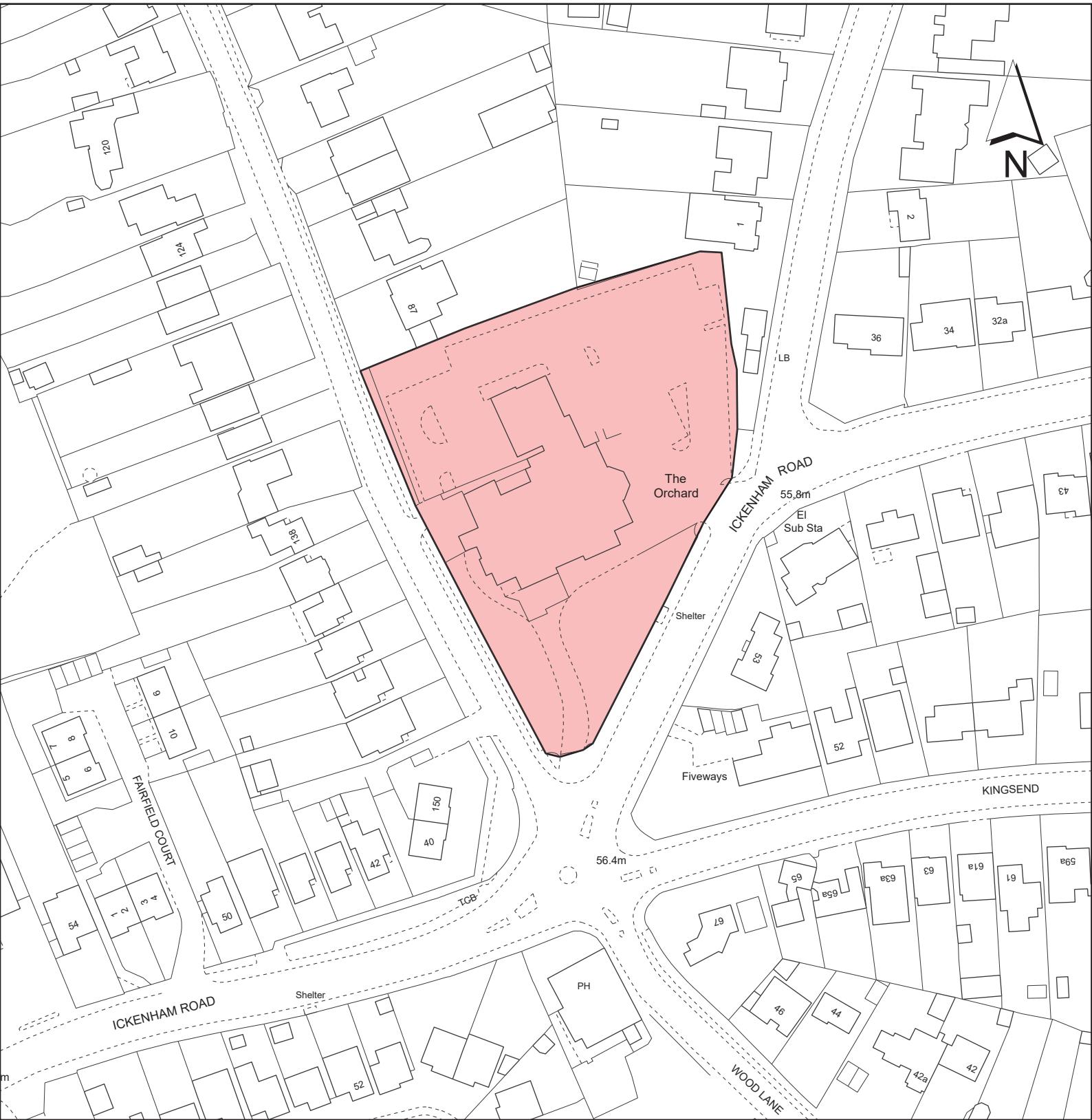
P01

Scale - unless otherwise stated
1:100
@ A3
Status
S0
Issued For
Preliminary

SECTION KEY



0
5
10M



<p>KEY :</p> <p> Site Boundary</p>	<p>ADDRESS :</p> <p>The Orchard Inn</p>	<p>LONDON BOROUGH OF HILLINGDON</p>
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<p>© Crown copyright and database rights 2024 Ordnance Survey AC0000810857</p>	<p>PLANNING COMMITTEE :</p>	<p>DATE :</p>
	<p>Page 226</p>	<p>11/06/2025</p>

Report of the Head of Development Management and Building Control

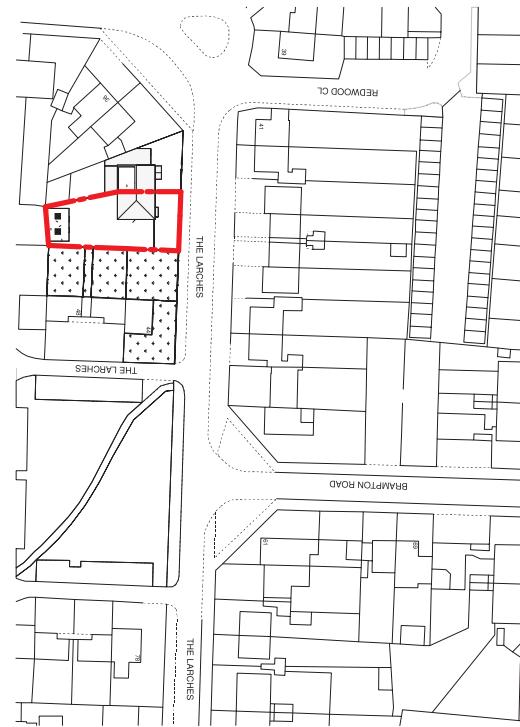
Address: 42 The Larches, Hillingdon

Development: Demolition of rear outbuilding and erection of a double storey side extension to form a new house with associated bin and cycle stores and separation of rear garden for private amenity space.

LBH Ref Nos: 9197/APP/2025/239

1 LOCATION PLAN

1 : 1250



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Page 228

11/11/2024	B	PLANNING	FS FS
22/08/2024	A	ISSUED FOR PRE APP	FS FS
DATE	REV	DESCRIPTION	CHK APP

PURPOSE OF ISSUE
PLANNING

PROJECT
42 The Larches, Uxbridge
UB10 0DL

TITLE

SITE PLAN

CLIENT

Mr Ravinder Shoor

DRAWN BY
FS
CHECKED BY
FS
DATE
22/08/24

SCALE (@ A3)
1 : 1250

DRAWING NUMBER
A101
REV
B

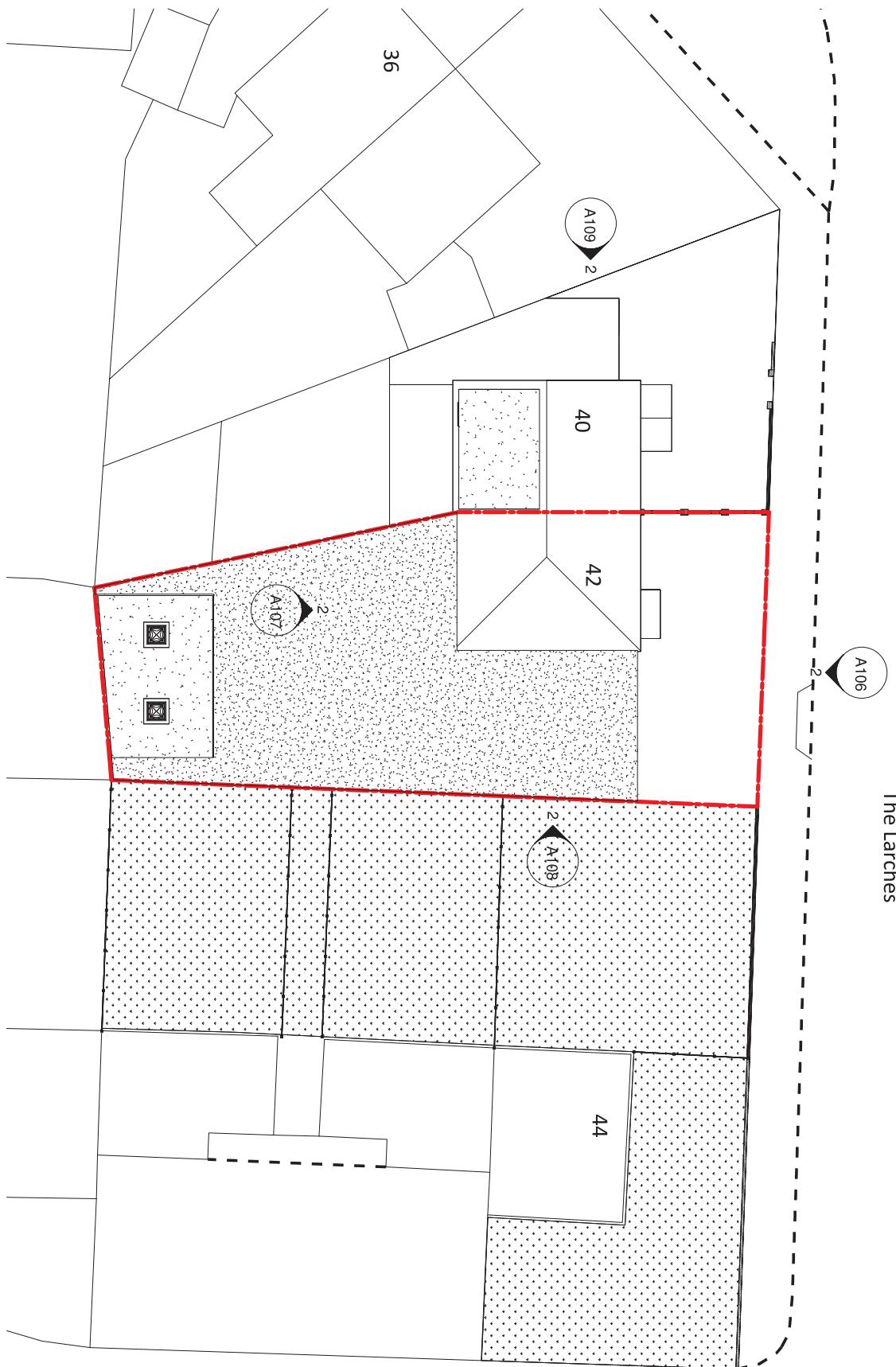
0m
25m
50m
75m
100m
125m



VISUAL SCALE 1:1250

1
1 : 200

EXISTING BLOCK PLAN



The Larches

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Page 229

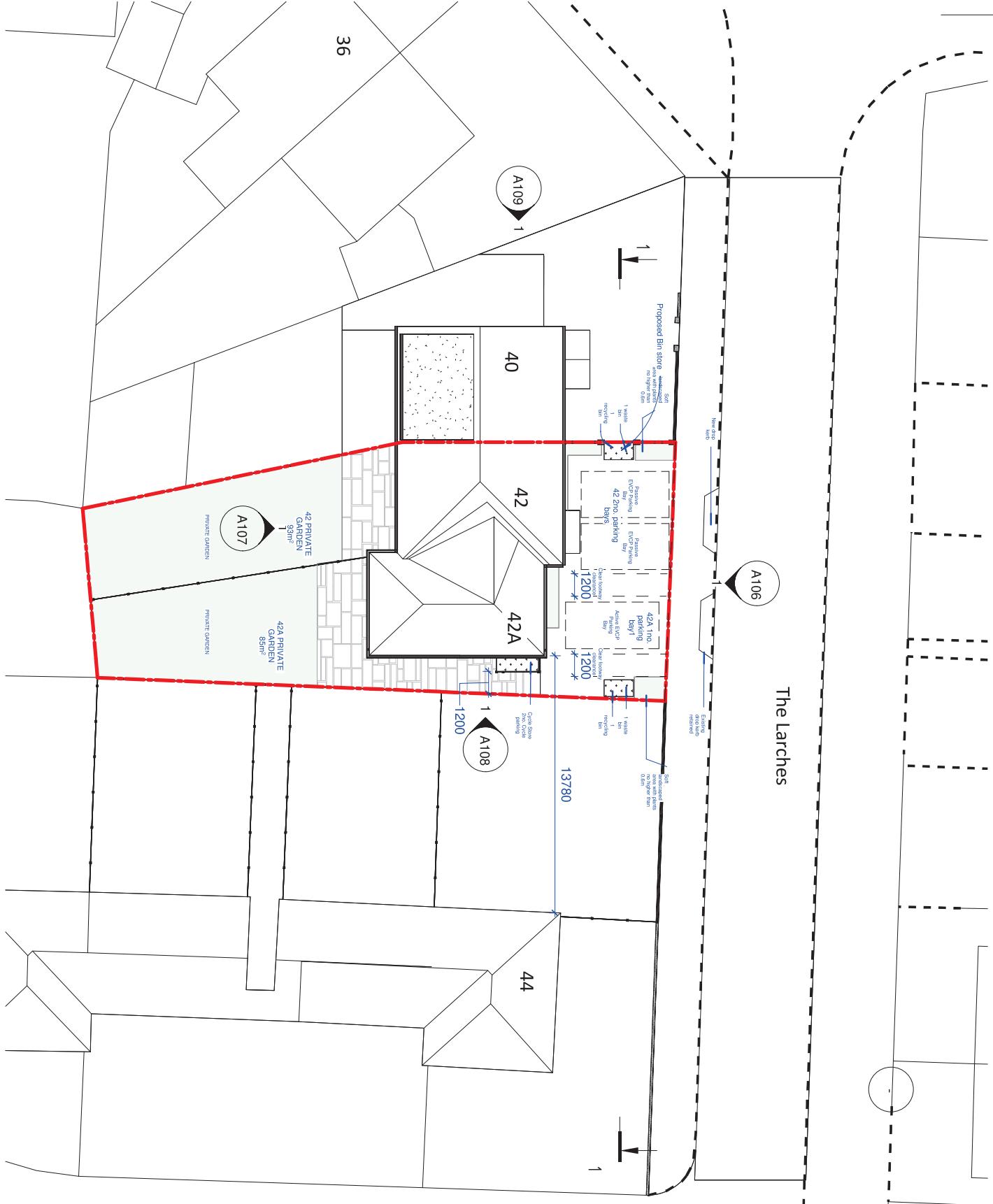
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22/08/2024	A	ISSUED FOR PRE APP	FS	FS
DATE	REV	DESCRIPTION	CHK	APP
PURPOSE OF ISSUE				
PLANNING				

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FS	FS	22/08/24
SCALE (@ A3)		
1:200		
DRAWING NUMBER	REV	
A102	C	

1

PROPOSED BLOCK PLAN

1 : 200



The Larches

26/03/2024	C	REVISED DROP KERB LAYOUT	FS	FS
11/11/2024	B	PLANNING	FS	FS
22/08/2024	A	ISSUED FOR PRE APP	FS	FS
DATE	REV	DESCRIPTION	CHK	APP

PURPOSE OF ISSUE
PLANNING

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Page 230

PROJECT
42 The Larches, Uxbridge
UB10 0DL

TITLE

PROPOSED BLOCK PLAN

CLIENT

Mr Ravinder Shoor

DRAWN BY
FS
CHECKED BY
FS
DATE
22/08/24

SCALE (@ A3)

1:200

DRAWING NUMBER
A103REV
C

1

PROPOSED FRONT DRIVE AND KERB LAYOUT



A117 C

CLIENT

PROPOSED FRONT DRIVE AND KERB LAYOUT

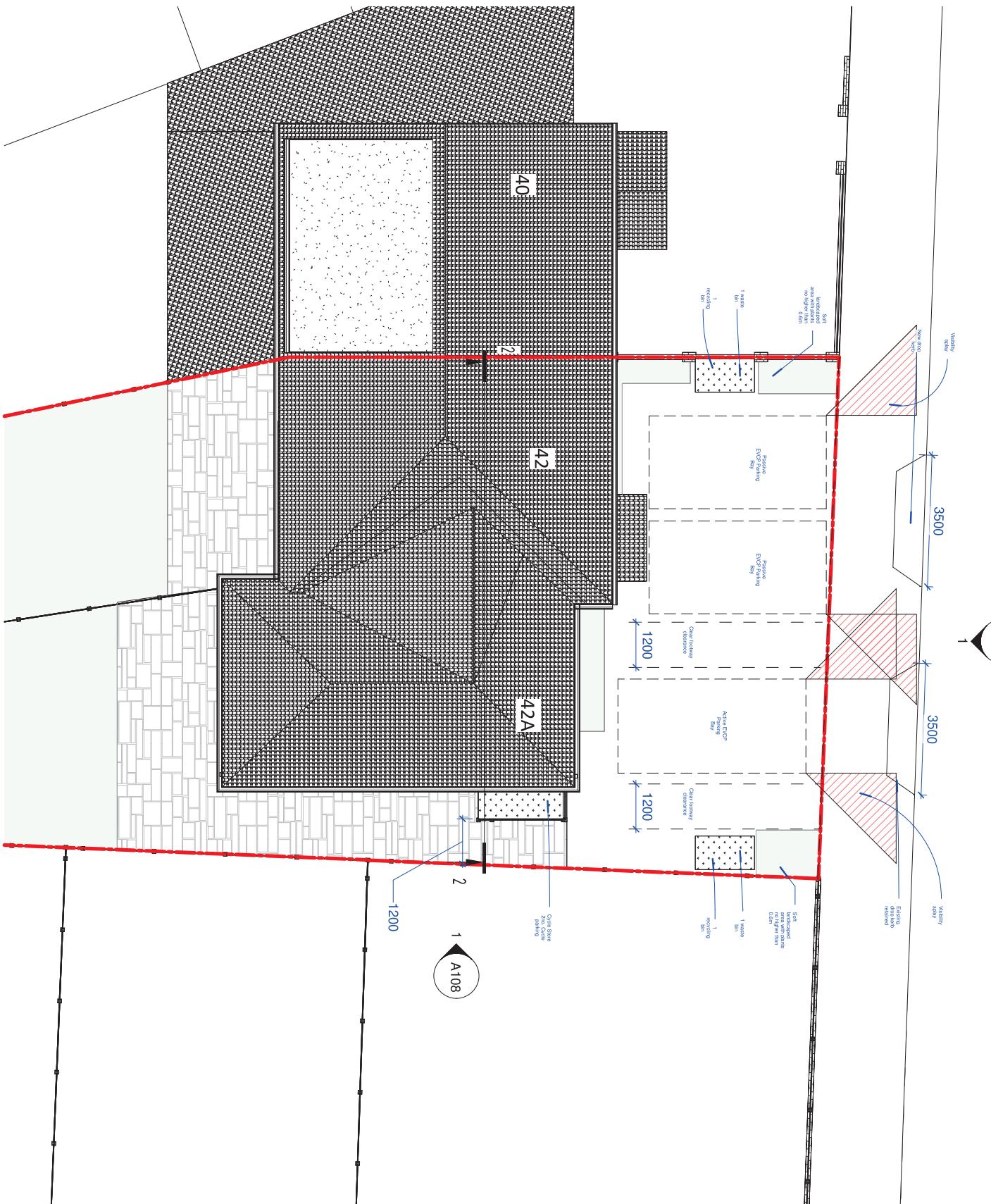
42 The Larches, Uxbridge

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fadishhawkat@smastudiobarnet.cc

Page 23

PURPOSE OF ISSUE PLANNING				
DATE	REV	DESCRIPTION	CHK	APP
26/03/2024	C	REVISED DROP KERB LAYOUT	FS	FS
11/11/2024	B	PLANNING	FS	FS
22/08/2024	A	ISSUED FOR PRE APP	FS	FS

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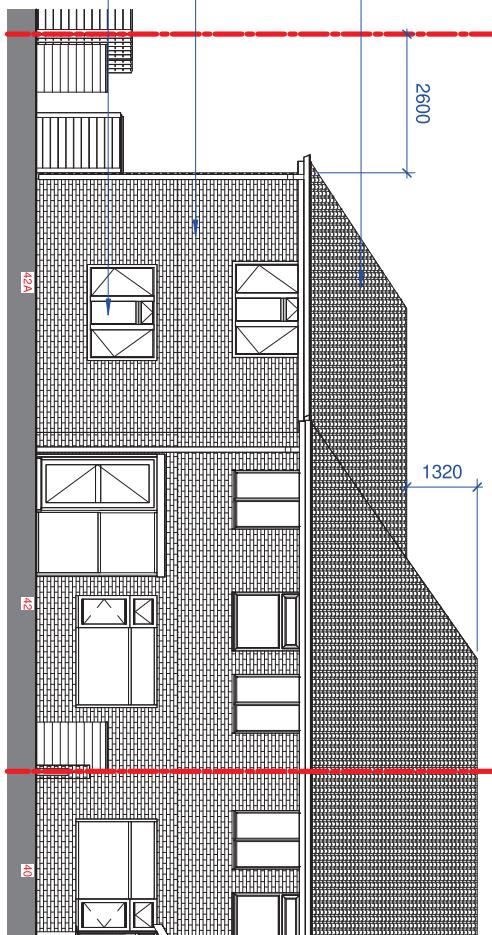
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PROPOSED FRONT ELEVATION

1

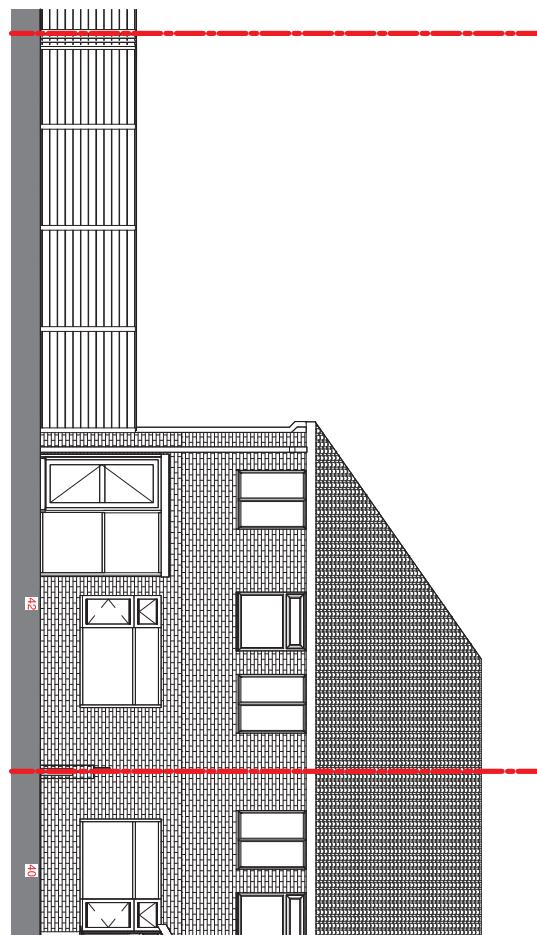
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0
1
2
3
4m
1:100



2

1 : 100



EXISTING FRONT ELEVATION

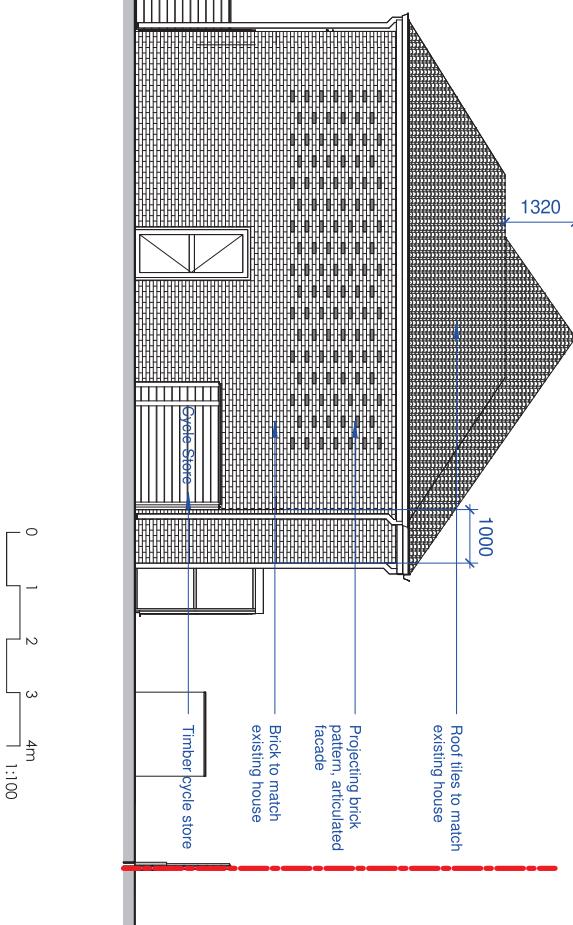
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22/08/2024	A	ISSUED FOR PRE APP	FS FS
DATE	REV	DESCRIPTION	CHK APP

PURPOSE OF ISSUE
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DRAWING NUMBER A106	REV B		

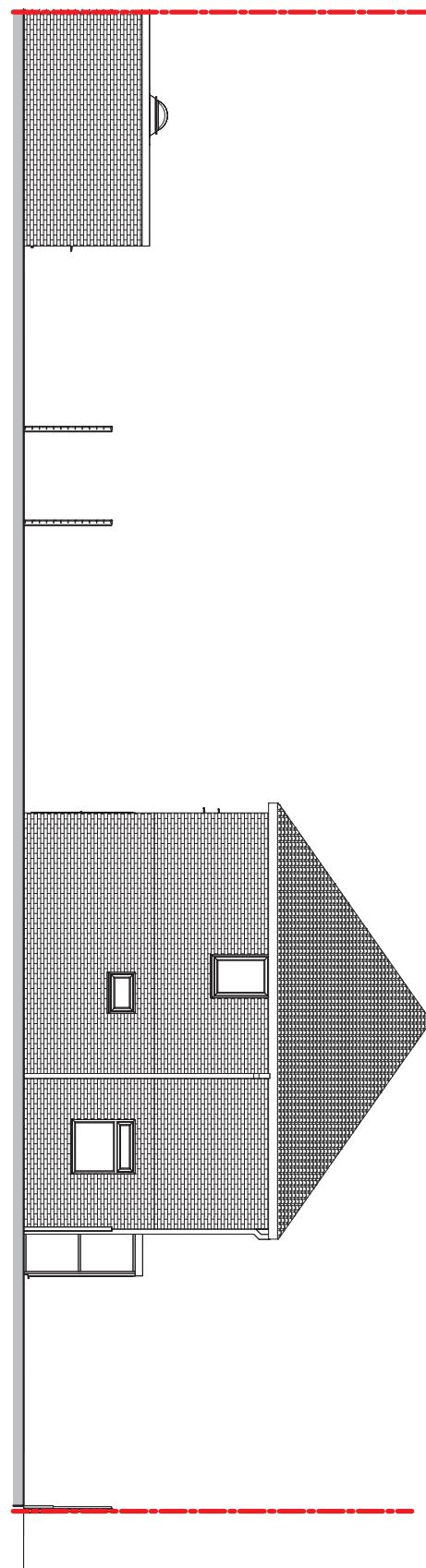
1
1 : 100

PROPOSED SIDE ELEVATION 1



2
1 : 100

EXISTING SIDE ELEVATION 1



11/11/2024	B	PLANNING	FS FS
22/08/2024	A	ISSUED FOR PRE APP	FS FS
DATE	REV	DESCRIPTION	CHK APP
PURPOSE OF ISSUE			
PLANNING			
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Page 233			

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Page 233

TITLE
SIDE 1 ELEVATIONS

PROJECT
42 The Larches, Uxbridge
UB10 0DL

CLIENT

Mr Ravinder Shoor

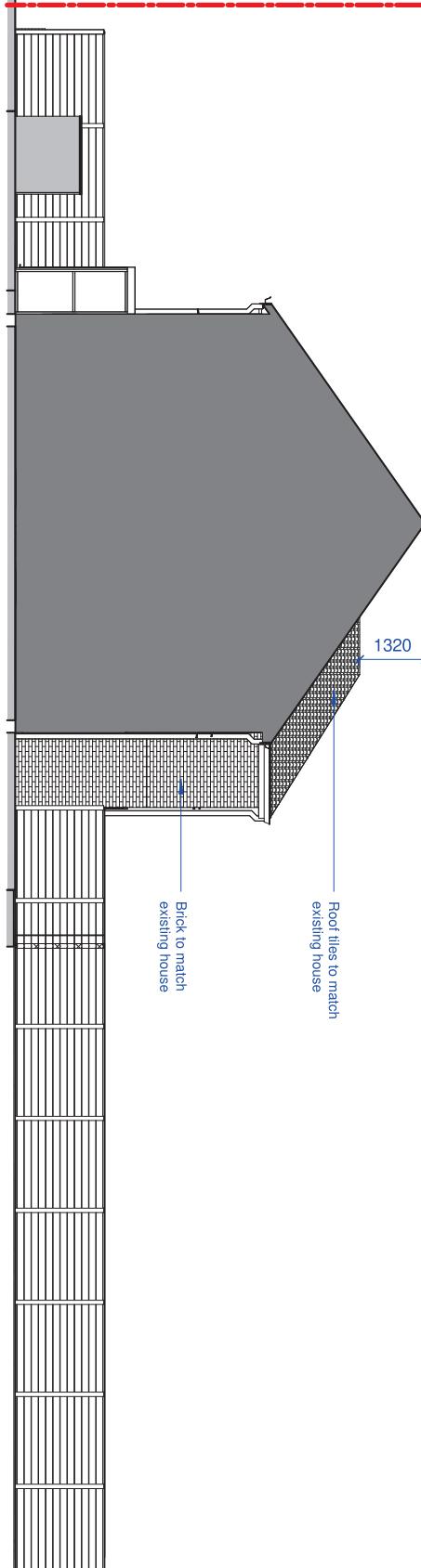
DRAWN BY
FS
CHECKED BY
FS
DATE
22/08/24

DRAWING NUMBER
A108
SCALE (@ A3)
1 : 100

REV
B

1**PROPOSED SIDE ELEVATION 2**

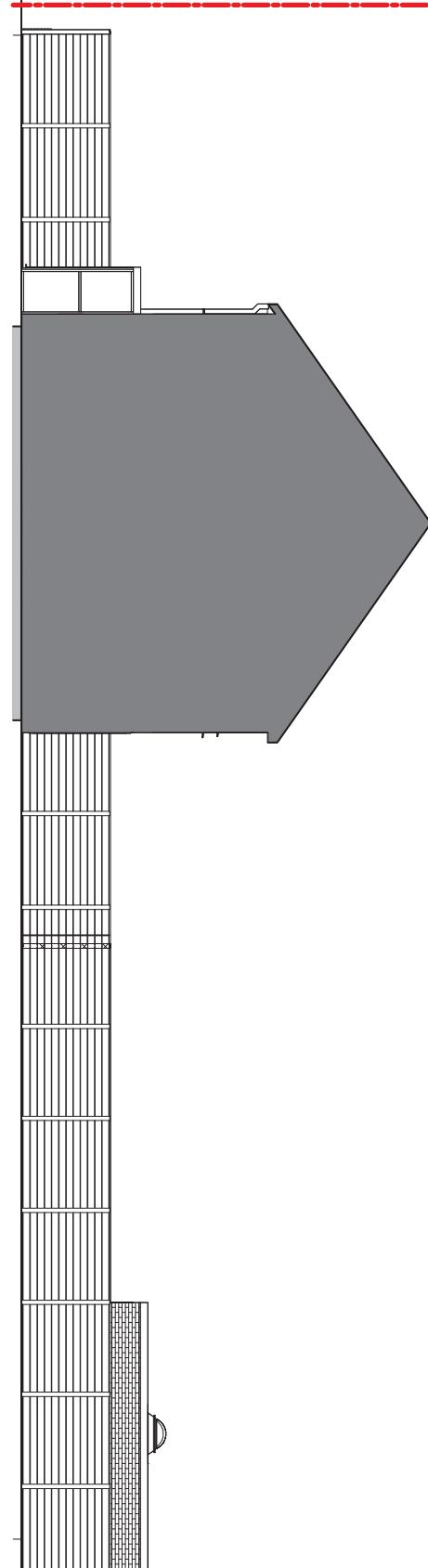
1 : 100



0
1
2
3
4m
1:100

2**EXISTING SIDE ELEVATION 2**

1 : 100



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PURPOSE OF ISSUE
PLANNING

11/11/2024	B	PLANNING	FS FS
22/08/2024	A	ISSUED FOR PRE APP	FS FS
DATE	REV	DESCRIPTION	CHK APP

TITLE
SIDE 2 ELEVATIONS

CLIENT
Mr Ravinder Shoor

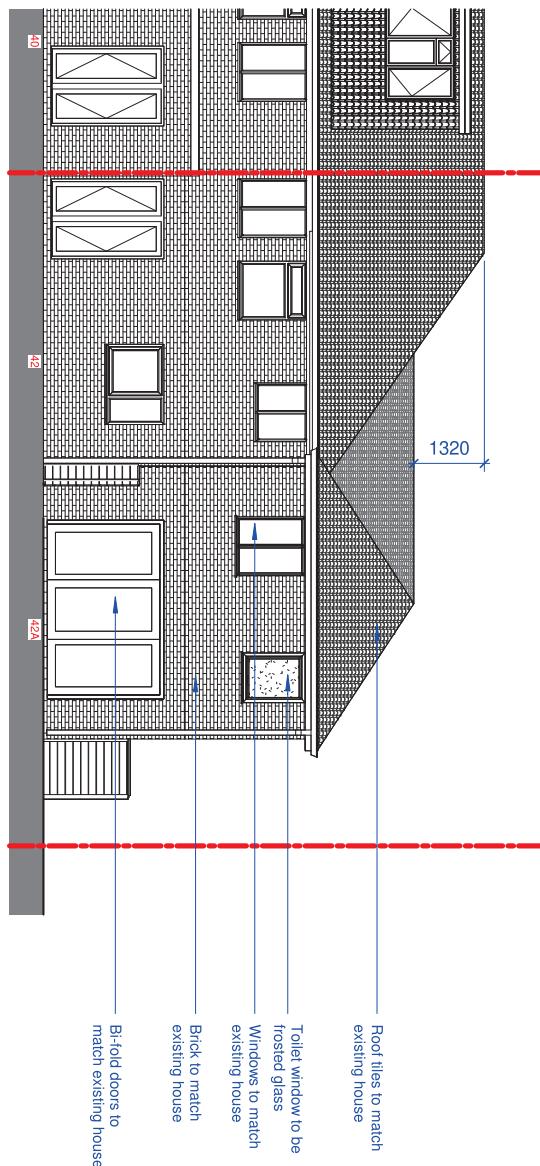
PROJECT
42 The Larches, Uxbridge
UB10 0DL

DRAWN BY	CHECKED BY	DATE
FS	FS	22/08/24
SCALE (@ A3)		

DRAWING NUMBER	REV
A109	B

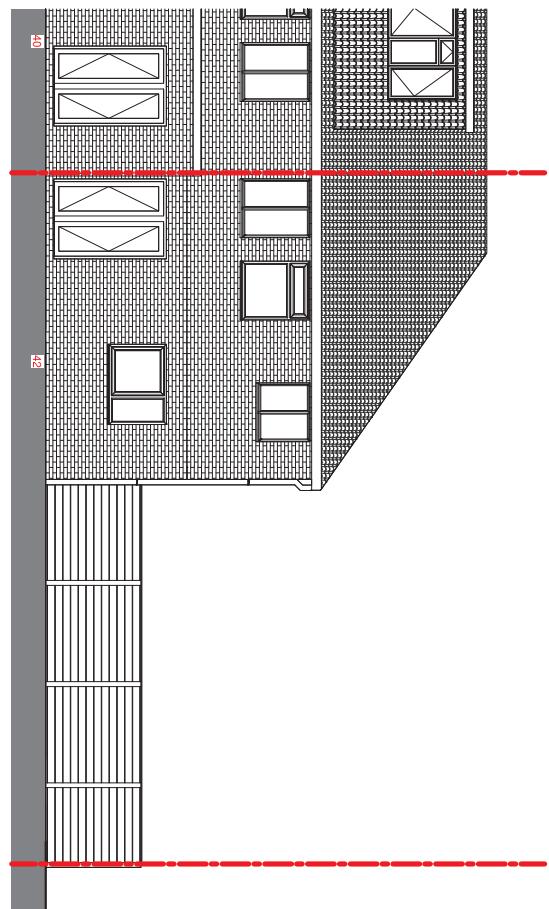
1 PROPOSED REAR ELEVATION

1 : 100



2 EXISTING REAR ELEVATION

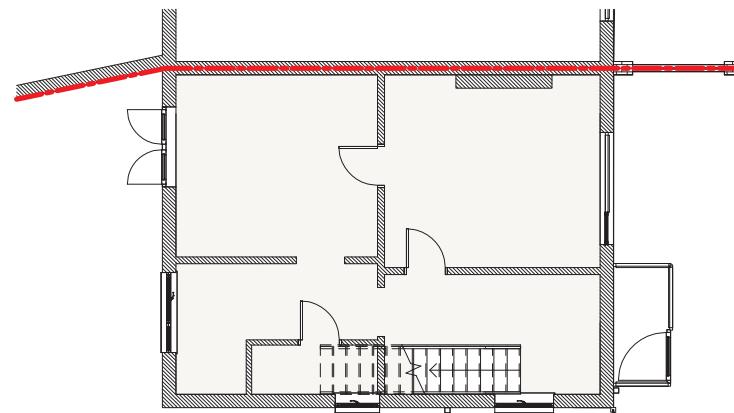
1 : 100



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Page 235			
PROJECT 42 The Larches, Uxbridge UB10 0DL			
TITLE REAR ELEVATIONS			
CLIENT Mr Ravinder Shoor			
DRAWN BY FS	CHECKED BY FS	DATE 22/08/24	
SCALE (@ A3)		PURPOSE OF ISSUE	
1 : 100		PLANNING	
DRAWING NUMBER A107	REV B		

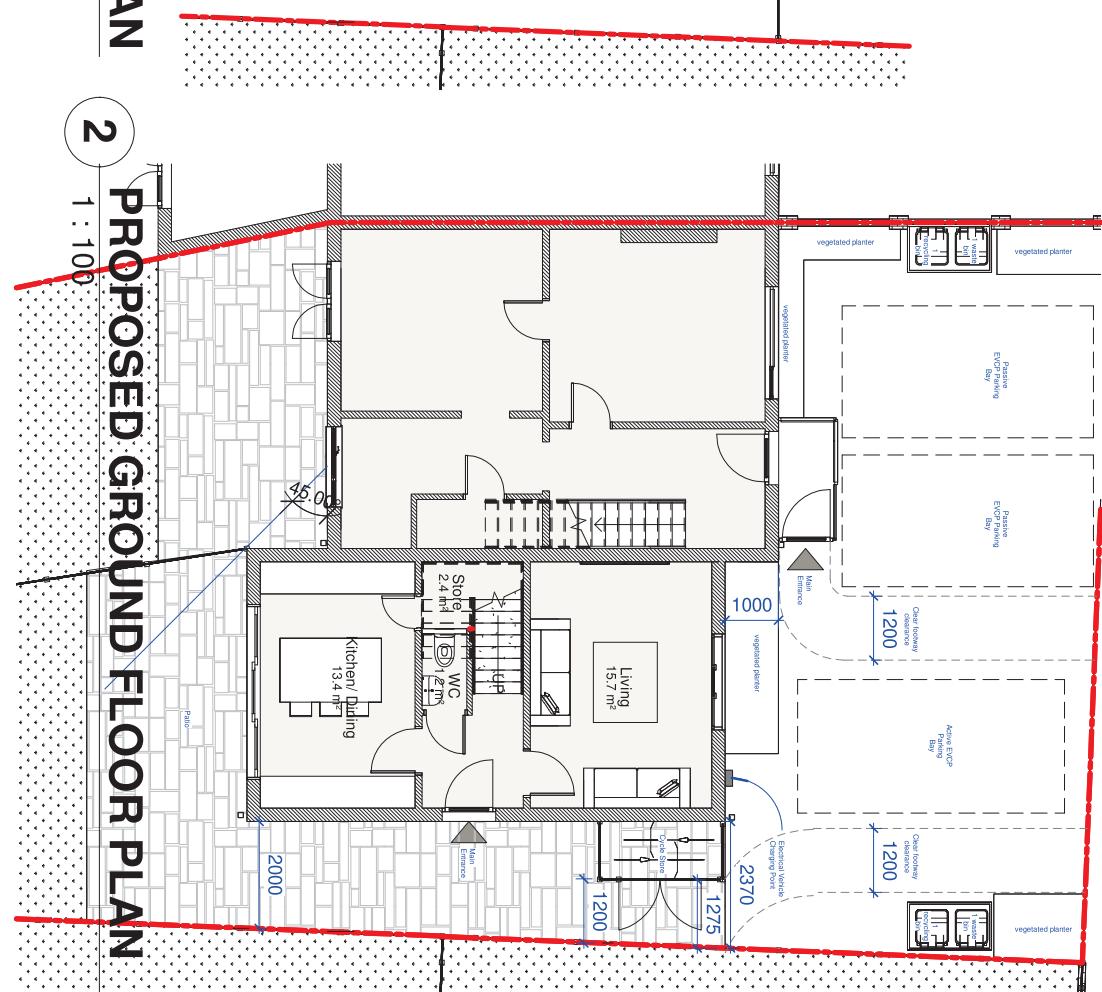
EXISTING GROUND FLOOR PLAN

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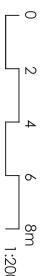
2
~~1 : 100~~
PROPOSED GROUND FLOOR PLAN

100



NEW SIDE HOUSE
GROUND FLOOR = $37m^2$
FIRST FLOOR = $35m^2$
Total = $72m^2$
GARDEN = $85m^2$

NDSS requirement for 2B 3P = 70m²

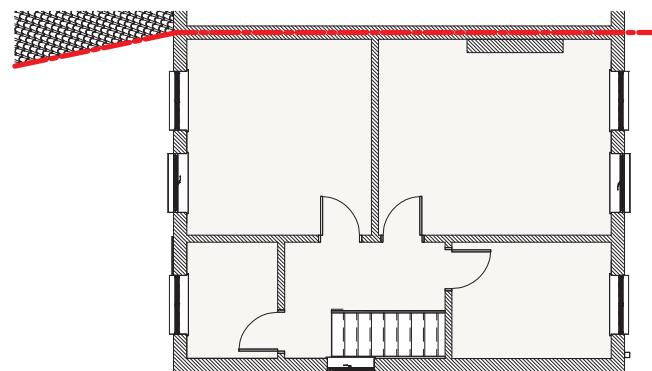


GROUND FLOOR PLAN

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fadihawkat@smastudiobarbican.com
Design + Planning
Page 236

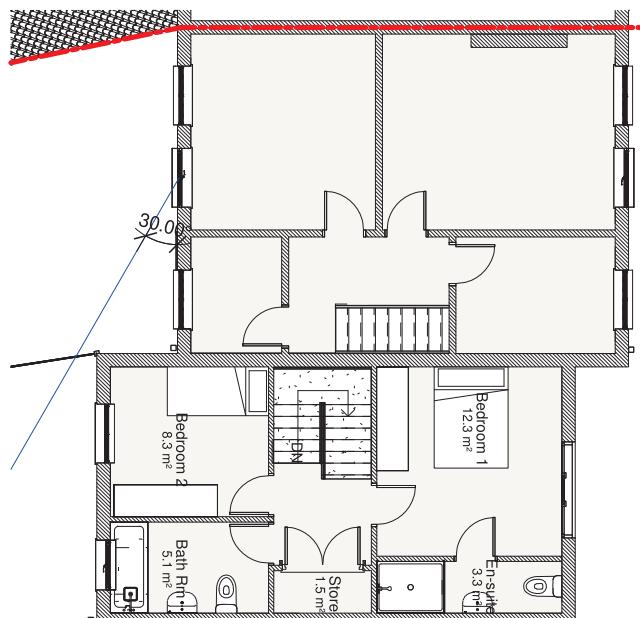
1 EXISTING FIRST FLOOR PLAN

1 : 100



2 PROPOSED FIRST FLOOR PLAN

1 : 100



TITLE
FIRST FLOOR PLANS

CLIENT

Mr Ravinder Shoor

No.42A
NEW SIDE HOUSE
GROUND FLOOR = 37m²
FIRST FLOOR = 35m²
Total = 72m²
GARDEN = 85m²

NDSS requirement for 2B 3P = 70m²

DRAWN BY
FS
CHECKED BY
FS
DATE
22/08/24
SCALE (@ A3)
1 : 100

DRAWING NUMBER
A105

REV
B

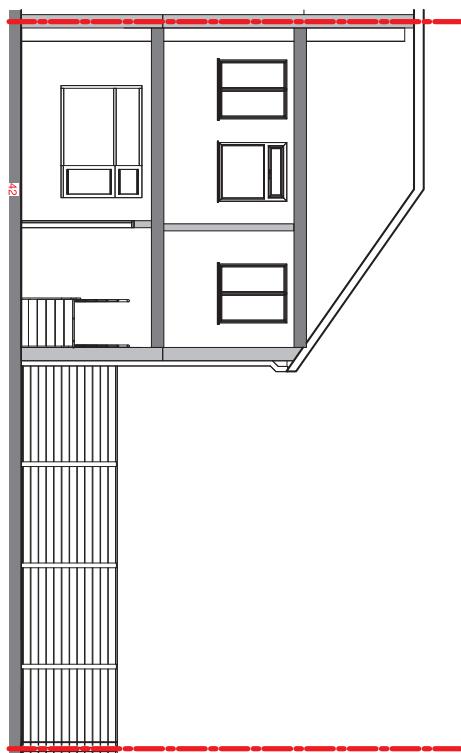
SMA
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Page 237

11/11/2024	B	PLANNING	FS FS
22/08/2024	A	ISSUED FOR PRE APP	FS FS
DATE	REV	DESCRIPTION	CHK APP
		PURPOSE OF ISSUE	
		PLANNING	

1

EXISTING SECTION

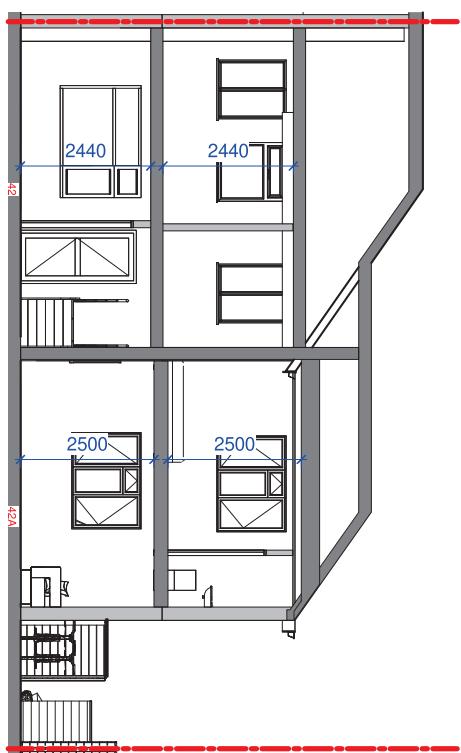
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2

PROPOSED SECTION

1 : 100



0
1
2
3
4m
1:100

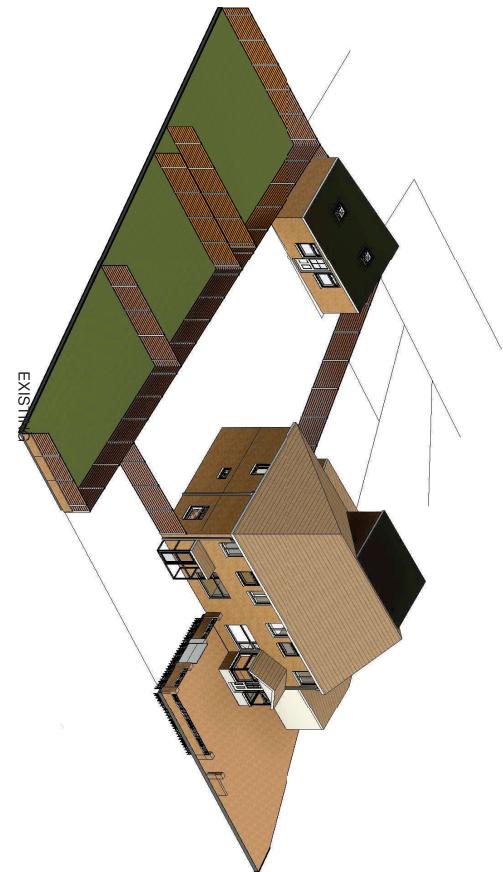
SMA
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11/11/2024	B	PLANNING	FS	FS
22/08/2024	A	ISSUED FOR PRE APP	FS	FS
DATE	REV	DESCRIPTION	CHK	APP

PURPOSE OF ISSUE

PLANNING

DRAWN BY FS	CHECKED BY FS	DATE 22/08/24
SCALE (@ A3) 1:100		
DRAWING NUMBER A111	REV B	



11/11/2024	B	PLANNING	FS FS
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DATE	REV	DESCRIPTION	CHK APP

PURPOSE OF ISSUE
PLANNING

PROPOSED

DRAWN BY FS	CHECKED BY FS	DATE 22/08/24
SCALE (@ A3)		
DRAWING NUMBER A112	REV B	



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Page 241

11/11/2024	B	PLANNING	FS FS
22/08/2024	A	ISSUED FOR PRE APP	FS FS
DATE	REV	DESCRIPTION	CHK APP

PURPOSE OF ISSUE
PLANNING

PROJECT
42 The Larches, Uxbridge
UB10 0DL

TITLE

EXTERNAL VIEW

CLIENT

Mr Ravinder Shoor

DRAWN BY
FS
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FS
DATE
22/08/24

SCALE (@ A3)

DRAWING NUMBER
A113
REV
B



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11/11/2024	B	PLANNING	FS FS
22/08/2024	A	ISSUED FOR PRE APP	FS FS
DATE	REV	DESCRIPTION	CHK APP

PURPOSE OF ISSUE
PLANNING

PROJECT
42 The Larches, Uxbridge
UB10 0DL

TITLE

EXTERNAL VIEW

CLIENT

Mr Ravinder Shoor

DRAWN BY	CHECKED BY	DATE
FS	FS	22/08/24

SCALE (@ A3)

DRAWING NUMBER	REV
A114	B



KEY :

 Site Boundary

ADDRESS :

42 The Larches

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LONDON BOROUGH OF HILLINGDON

**RESIDENTS SERVICES
PLANNING SECTION**

CIVIC CENTRE, UXBRIDGE, UB8 1UW

SCALE :

1:1,250

DATE :

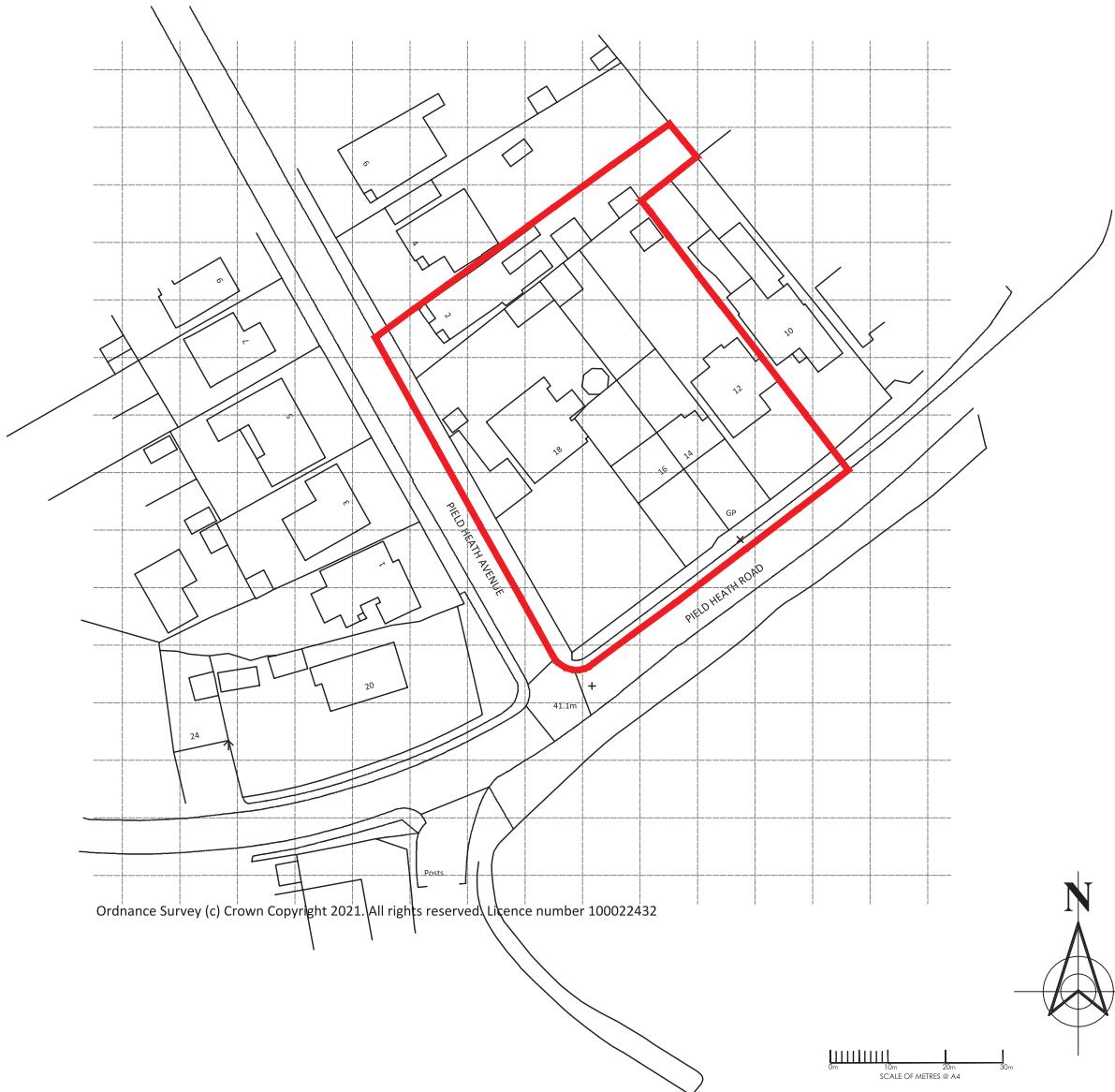


Report of the Head of Development Management and Building Control

Address: 12-18 PIELD HEATH ROAD & 2 PIELD HEATH AVENUE, PIELD HEATH AVENUE

Development: Partially retrospective demolition of four dwellings (Nos. 12, 14, and 16 Pield Heath Road and 2 Pield Heath Avenue) and one Bed and Breakfast (No. 18 Pield Heath Road), and the subsequent erection of a part two storey, part three storey (plus basement) care home (Class C2), with car parking, landscaping, and associated works (revised plans 06.05.25).

LBH Ref Nos: 76760/APP/2024/2720



Notes

1. All dimensions to be checked onsite prior to any manufacture and production of shop drawings by others
2. All discrepancies to be reported to Simply Develop(UK) Ltd before works undertaken
3. Do not scale directly from this drawing for purposes of construction
4. Drawing to be read in conjunction with relevant consultants and specialist drawings
5. Drawing in metric
6. Application boundary based on assumed site boundaries as identified in Topographical survey and should not be regarded as a Title Plan. Refer to separate legal title plan for this information.
7. No reliance on this drawing should be taken for any setting out site purposes and strictly for Planning and information purposes. Refer to separate consultants drawings for site setting out.

Copyright of this drawing is retained by Simply Develop (UK) Ltd and issued on the condition it is not reproduced or copied or disclosed to any unauthorised persons either wholly or in part without written consent of Simply Develop (UK) Ltd.

DATE	REVISION	INITIALS
.	.	.

Status

PLANNING

Project

**PROPOSED CARE HOME
18 PIELD HEATH ROAD, UXBRIDGE**

Description

LOCATION PLAN

Project Nr. SDU-104 Drawing Nr. EX-00 Revision C

Date 25.06.2024 Drawn - Scale 1:1250@A4



Simply Develop
Stewart House,
Pocher Way,
Bathmill, ML4 3HB
Tel: 0141 333 1495
Web: www.simplyuk.co



DISCLAIMER
Trees and landscaping shown indicatively please refer to Landscaping
Architects plans for detailed planting locations, numbers and
species.

Notes

1. All dimensions to be checked onsite prior to any manufacture and production of shop drawings by others

PLANNING

Status	Date	Revision	Initials



DISCLAIMER
Trees and landscaping shown indicatively please refer to Landscaping
Architects plans for detailed planting locations, numbers and
species.

Notes

- 1. All dimensions to be checked onsite prior to any manufacture and production of steps or sweeps by others
- 2. All discrepancies to be reported to Simply Develop Ltd before works undertaken
- 3. Do not scale directly from this drawing for purposes of construction

PLANNING

Project	PROPOSED 81 BEDROOM CARE HOME
Description	18 PIELD HEATH ROAD, UXBRIDGE
SITE PLAN AS PROPOSED	

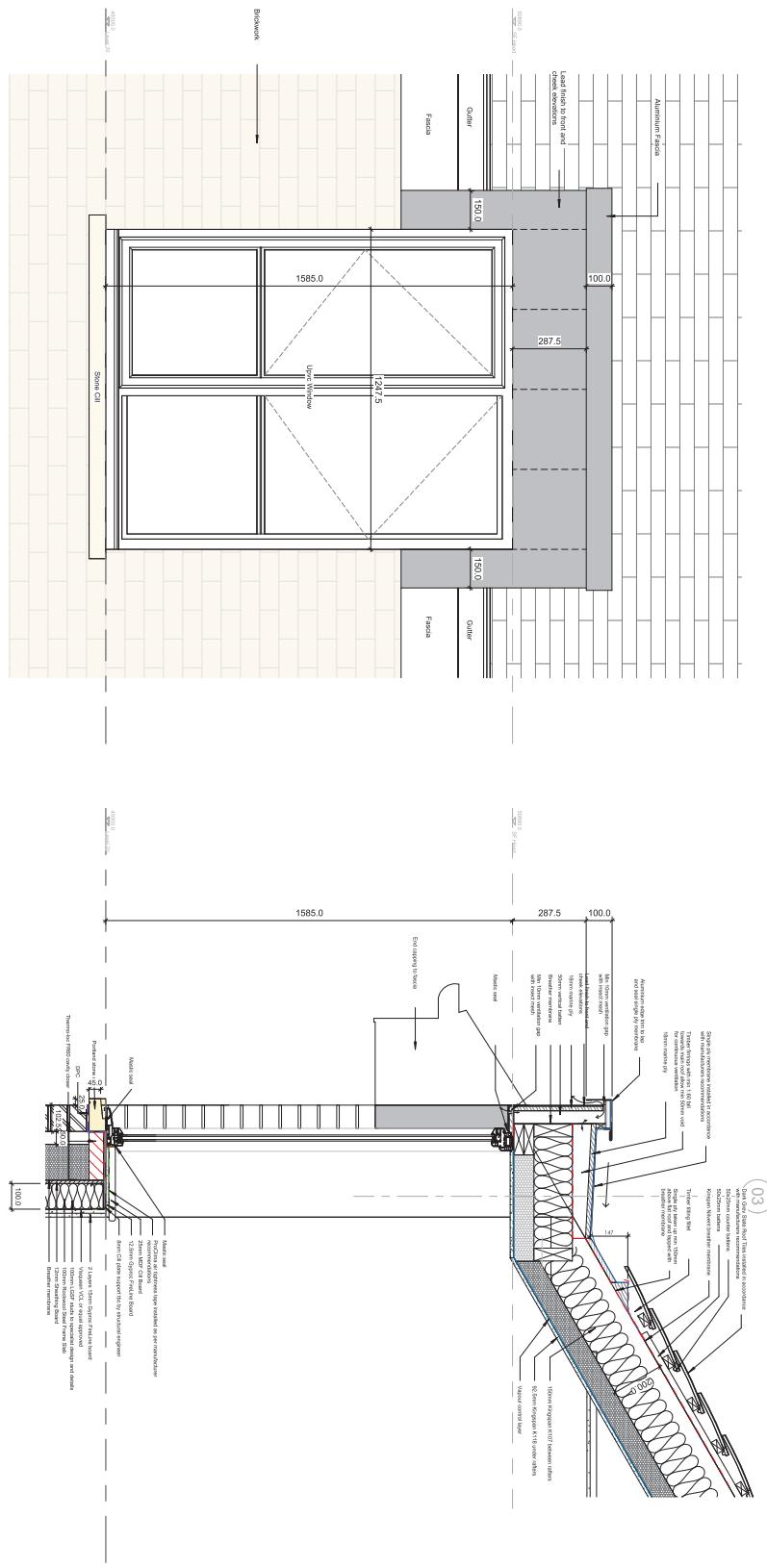
Page 247



Typical Photo Example

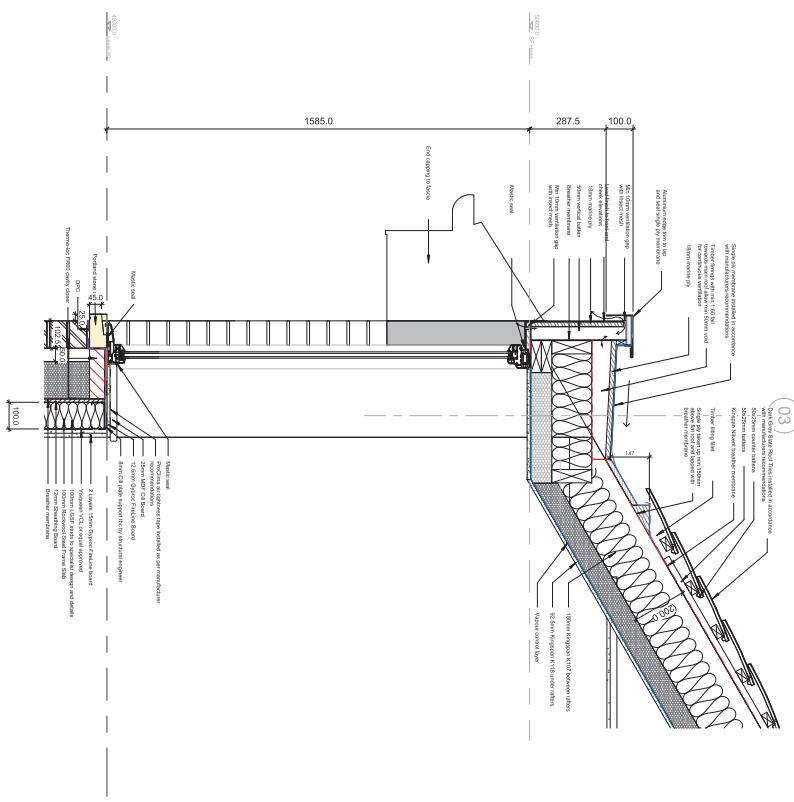
Proposed Typical Dormer Elevation 1:10

10



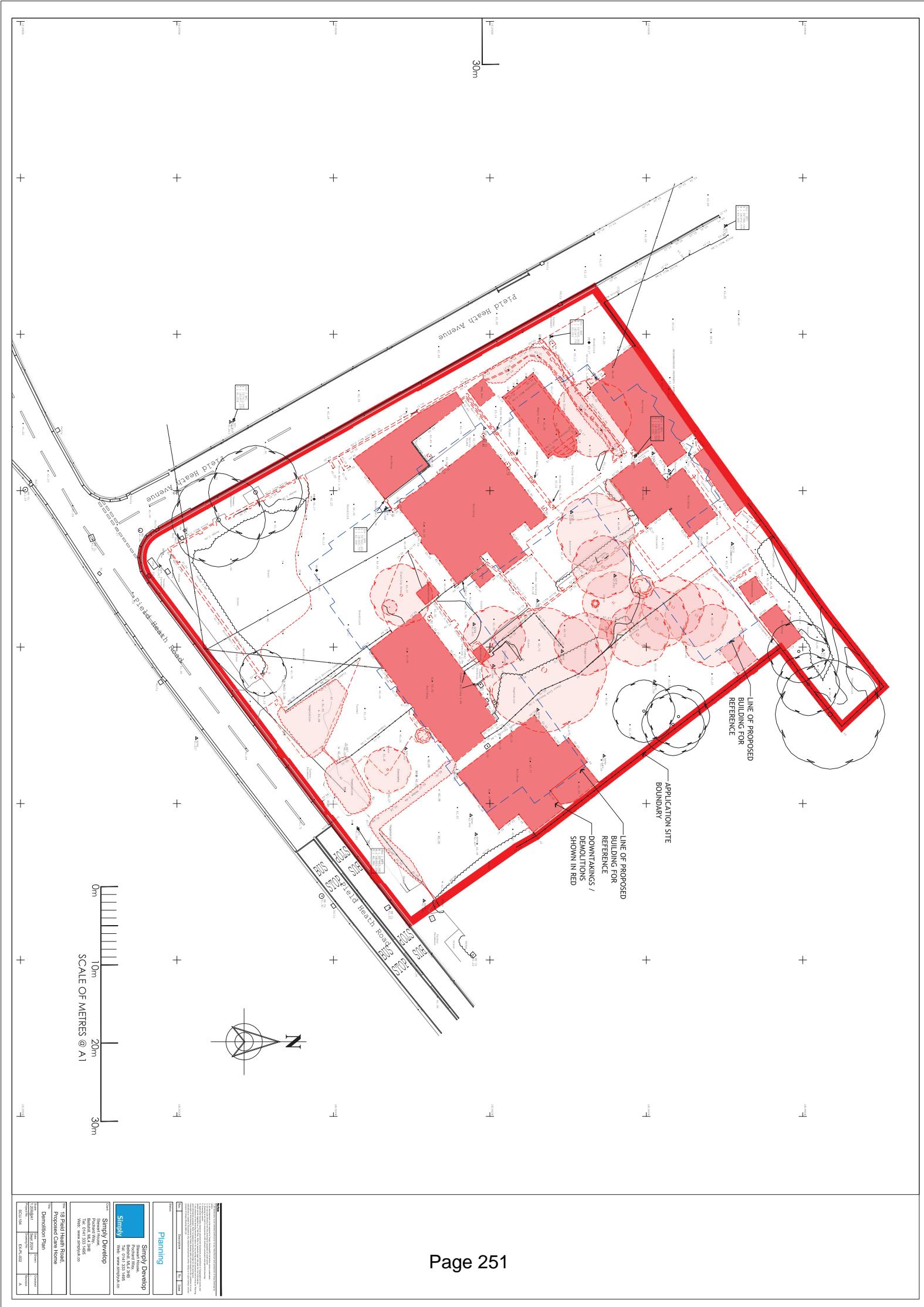
Proposed Typical Dormer Detail

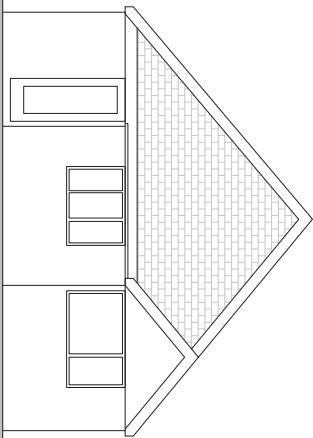
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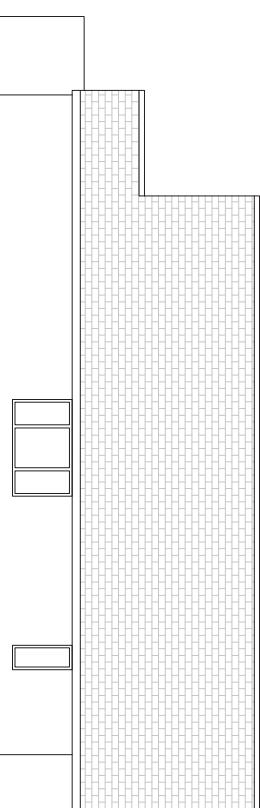
Rev. No.	Date	Description
A	22/01/24	First Issue



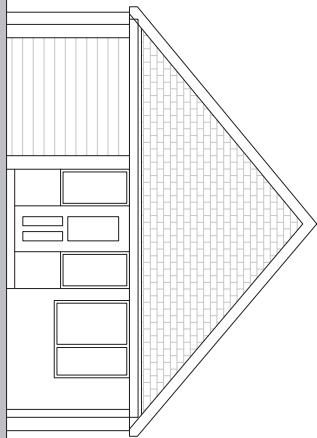




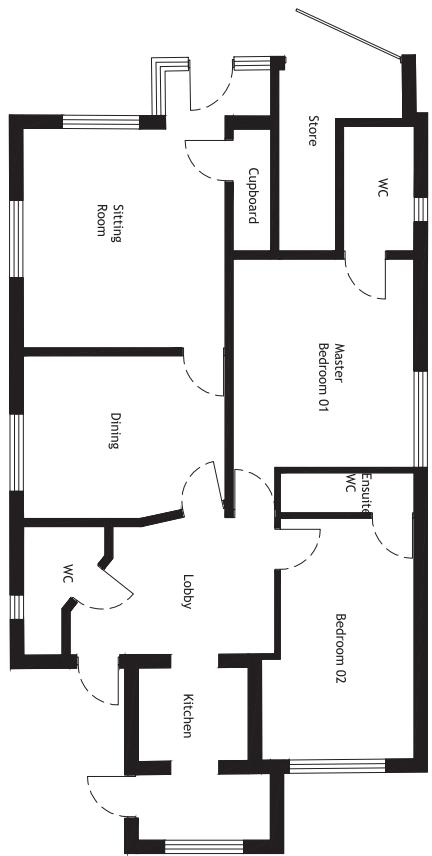
Front South-West Facing
Elevation to Pielot Heath Avenue



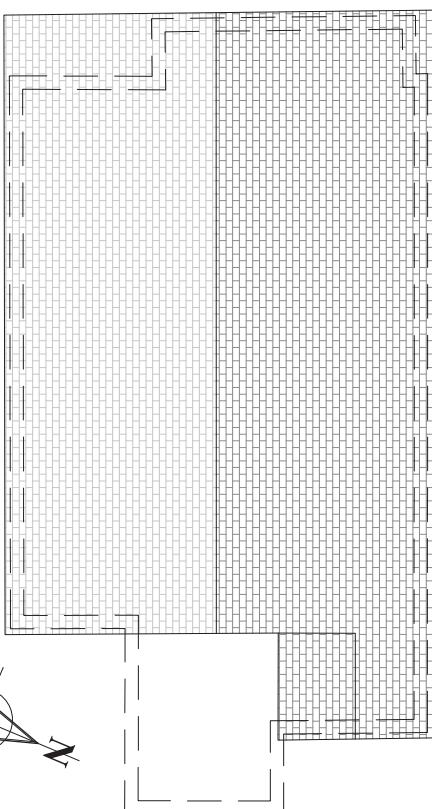
Side South-East Facing Elevation



Floor Plan



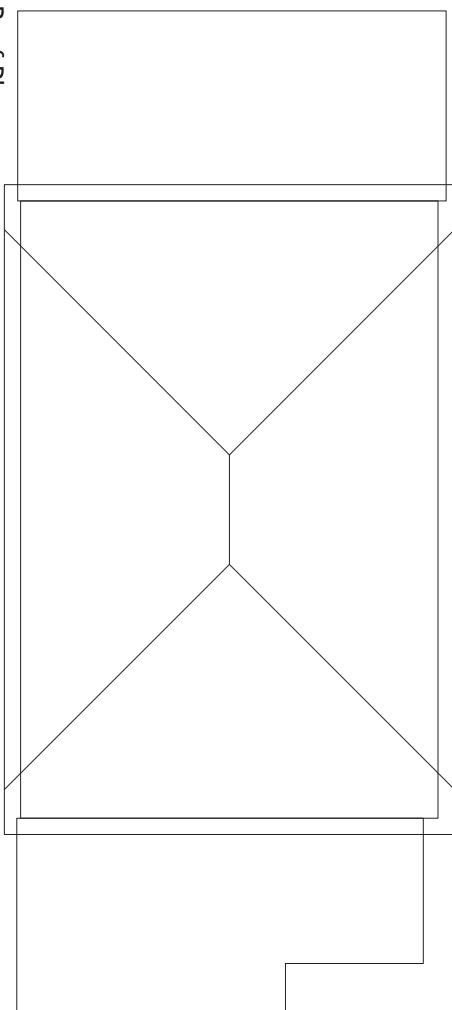
Roof Plan



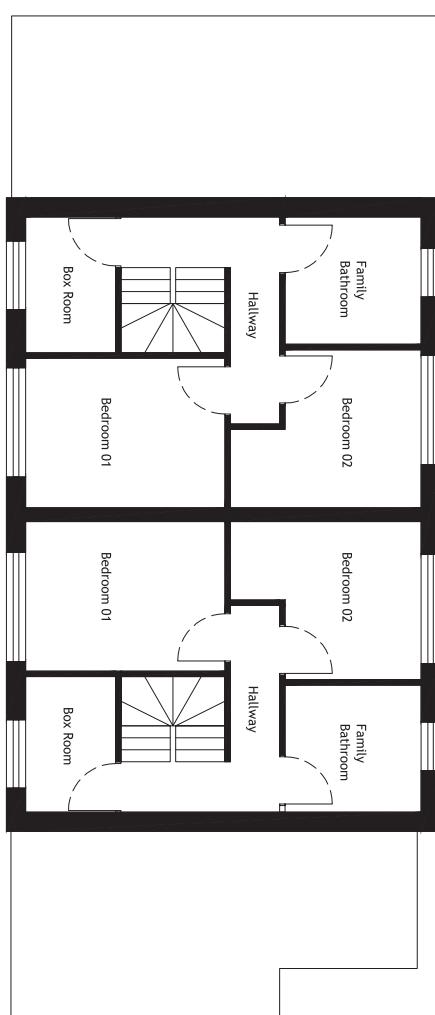
Page 252

<p>Client:</p> <p>Simply Develop</p> <p>Stewart House, Poachers Way, Bellshill ML4 3HB Tel: 0141 333 1495 Web: www.simplyuk.co</p>	<p>Site:</p> <p>18 Pield Heath Road, Nr 2 Pield Heath Avenue</p> <p>Drawings as existing</p> <p>Scale: 1:1000e@3 Date: 13 Sept 2024</p> <p>Project No: SCU-104 Drawing No: EX - PI - 100</p> <p>Drawn: Checked Revised: -</p>
--	--

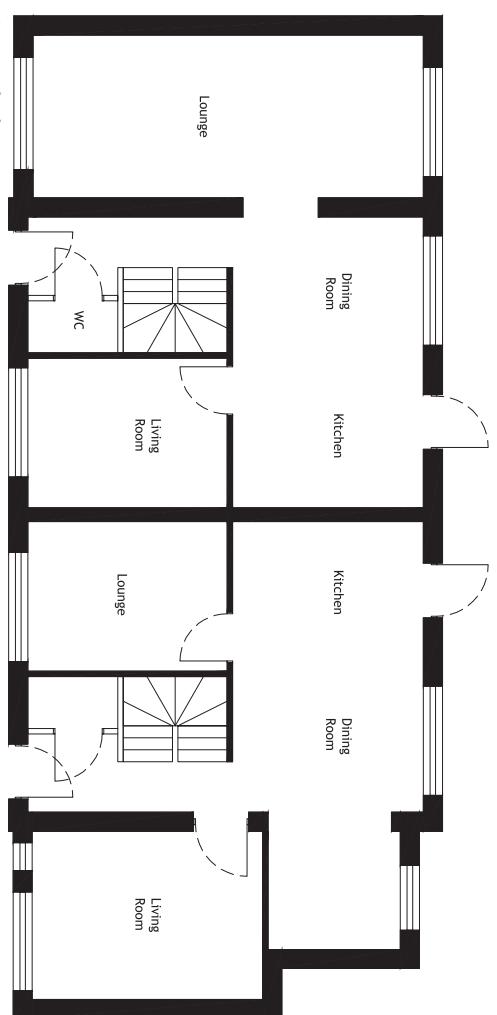
Roof Plan



First Floor



Ground Floor



0m
10m
SCALE OF METRES @ A3



PLANNING

Simply Develop
Stewart House,
Pockart Way,
Bellshill, ML4 3HB
Tel: 0141 333 1485
Web: www.simplyuk.co

Client:
Simply Develop

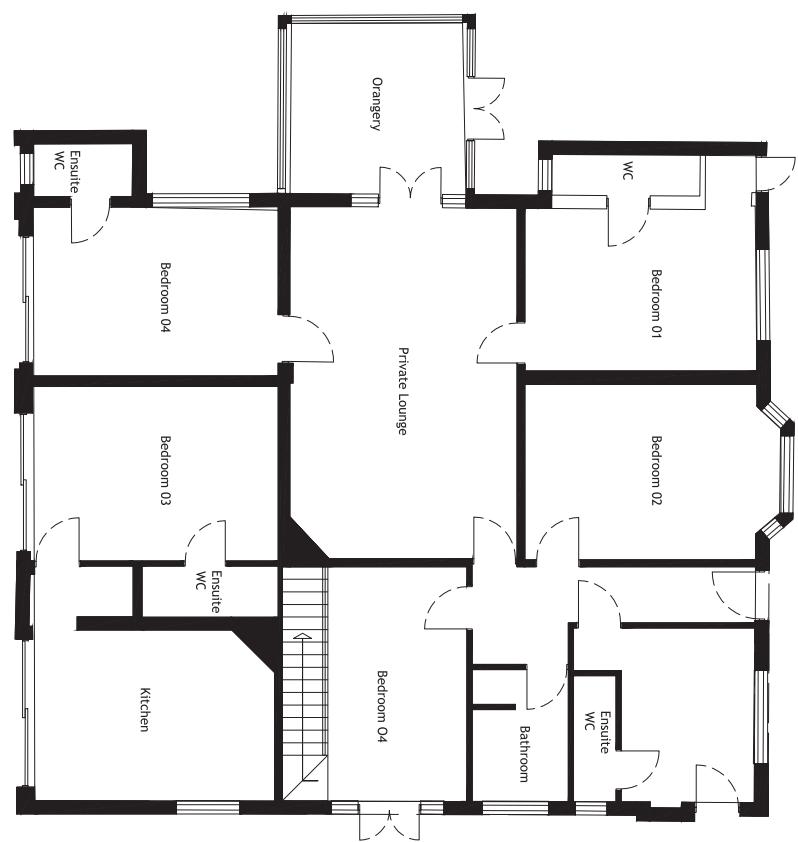
Stewart House,
Pockart Way,
Bellshill, ML4 3HB
Tel: 0141 333 1485
Web: www.simplyuk.co

Site: 18 Pleid Heath Road,
Proposed Care Home
Title: Nr 14 & 16 Pleid Heath Road
Drawings as existing
Scale: 1:1000@A3
Title: Sept 2024
Project No: SCU-104
Drawing No: EX-PL-101
Reason: -

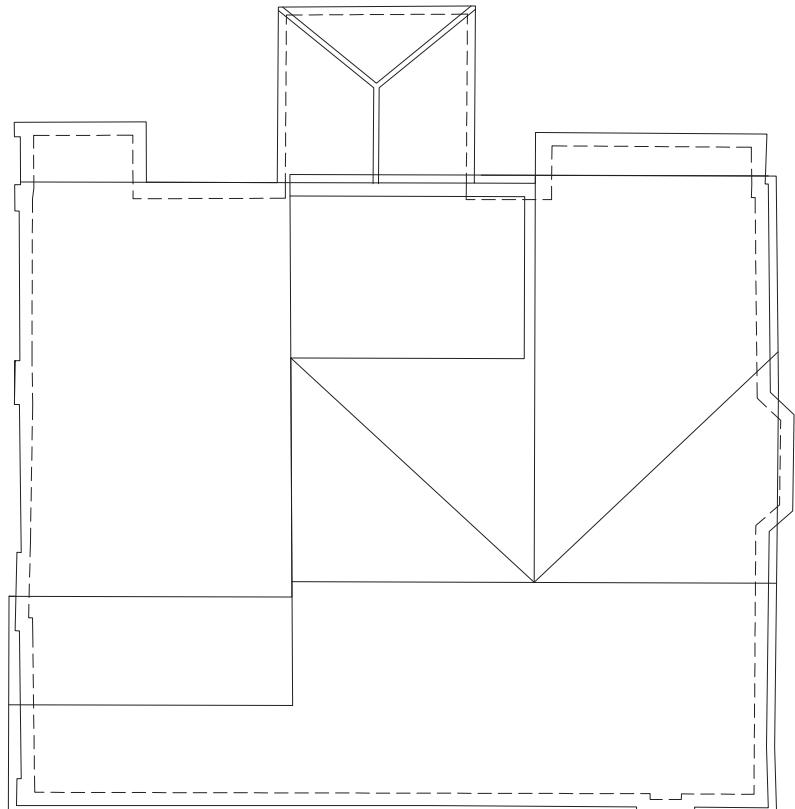
Floor Plan: Main House



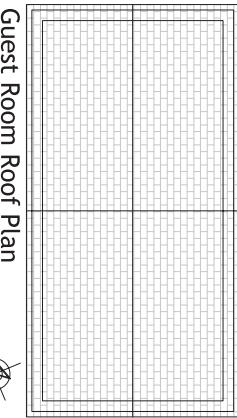
gdd



Roof Plan: Main House



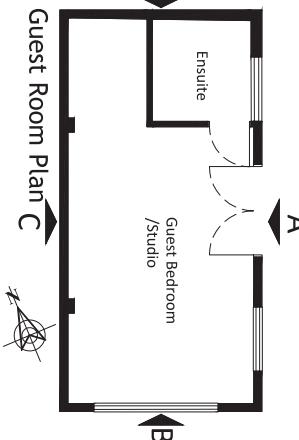
Site:	Simply Develop	Simply Develop
18 Pleid Health Road,	Stewart House,	Stewart House,
Proposed Care Home	Pockart Way,	Pockart Way,
Nr 18 Pleid Health Road	Bolton M14 3HB	Bolton M14 3HB
Drawings as existing	0161 333 495	0161 333 495
Site:	Drawn:	Drawn:
11/000@03	Sept 2024	Sept 2024
Project No:	Checklist:	Checklist:
SCU-104	Drivng No:	Drivng No:
	-	-
	EX - PL - 102	EX - PL - 102



Guest Room Plan C

ELEVATION B: South-West facing to garden

ELEVATION C: North-West facing to boundary fence



Guest Room Plan D

ELEVATION A: South-East facing to private driveway

ELEVATION D: North-East facing to neighbour

SCALE OF METRES @ A3

10m

0m

PLANNING

Simply Develop

Stewart House,
Pockart Way,
Bellshill ML4 3HB

Tel: 0141 333 4955

Web: www.simplyuk.co

Client:

Simply Develop

Stewart House,
Pockart Way,
Bellshill ML4 3HB

Tel: 0141 333 4955

Web: www.simplyuk.co

Title:

Nr 18 Pleid Heath Road

Outbuildings as existing

Date:

Sept 2024

Drawn:

-

Checklist:

-

Designing No.:

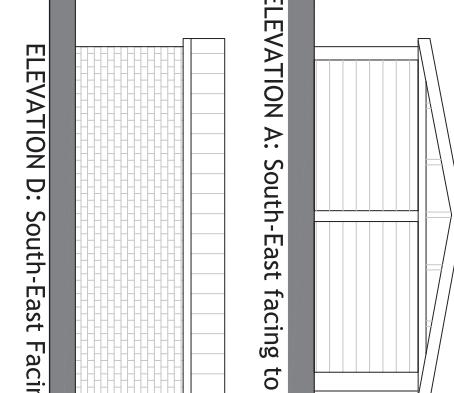
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Reason:

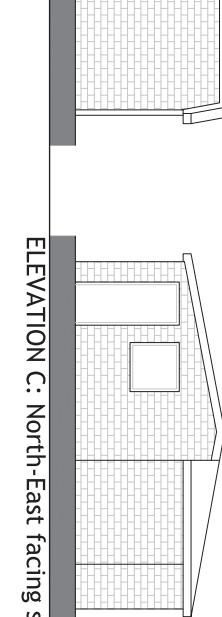
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SCU-104

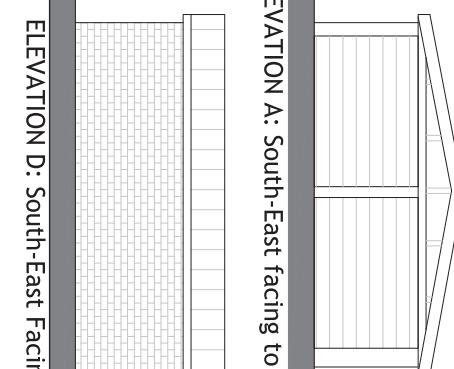
EX - PL - 103



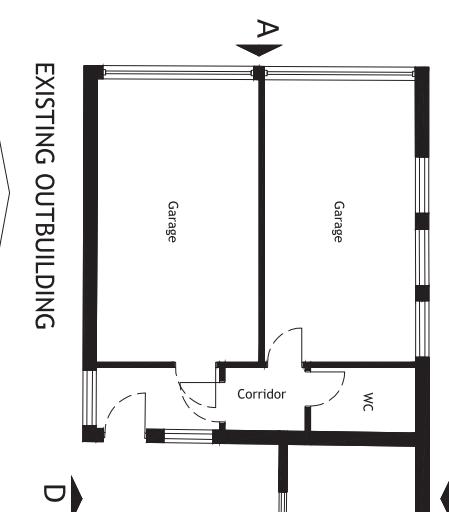
ELEVATION A: South-East facing to private driveway



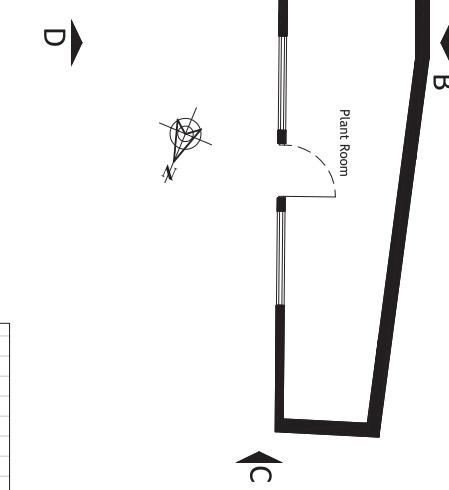
ELEVATION B: North-West Facing boundary wall on Field Heath Avenue



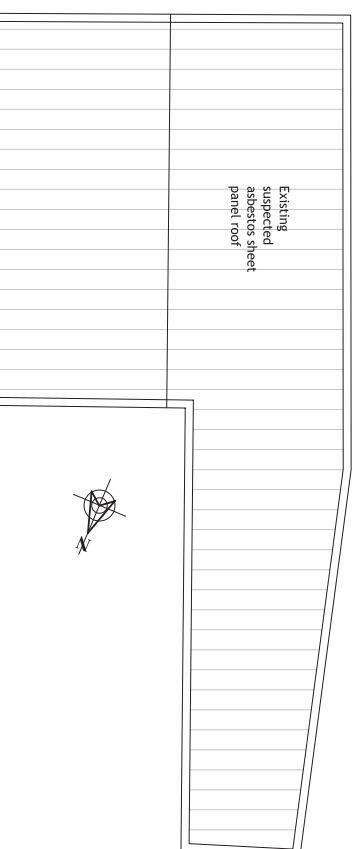
ELEVATION C: North-East facing swimming pool



EXISTING OUTBUILDING



EXISTING OUTBUILDING ROOF

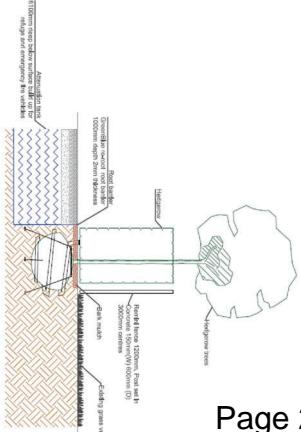




The planting shall be carried out in the first planting (seeding) season following completion of the development (between December and March inclusive).

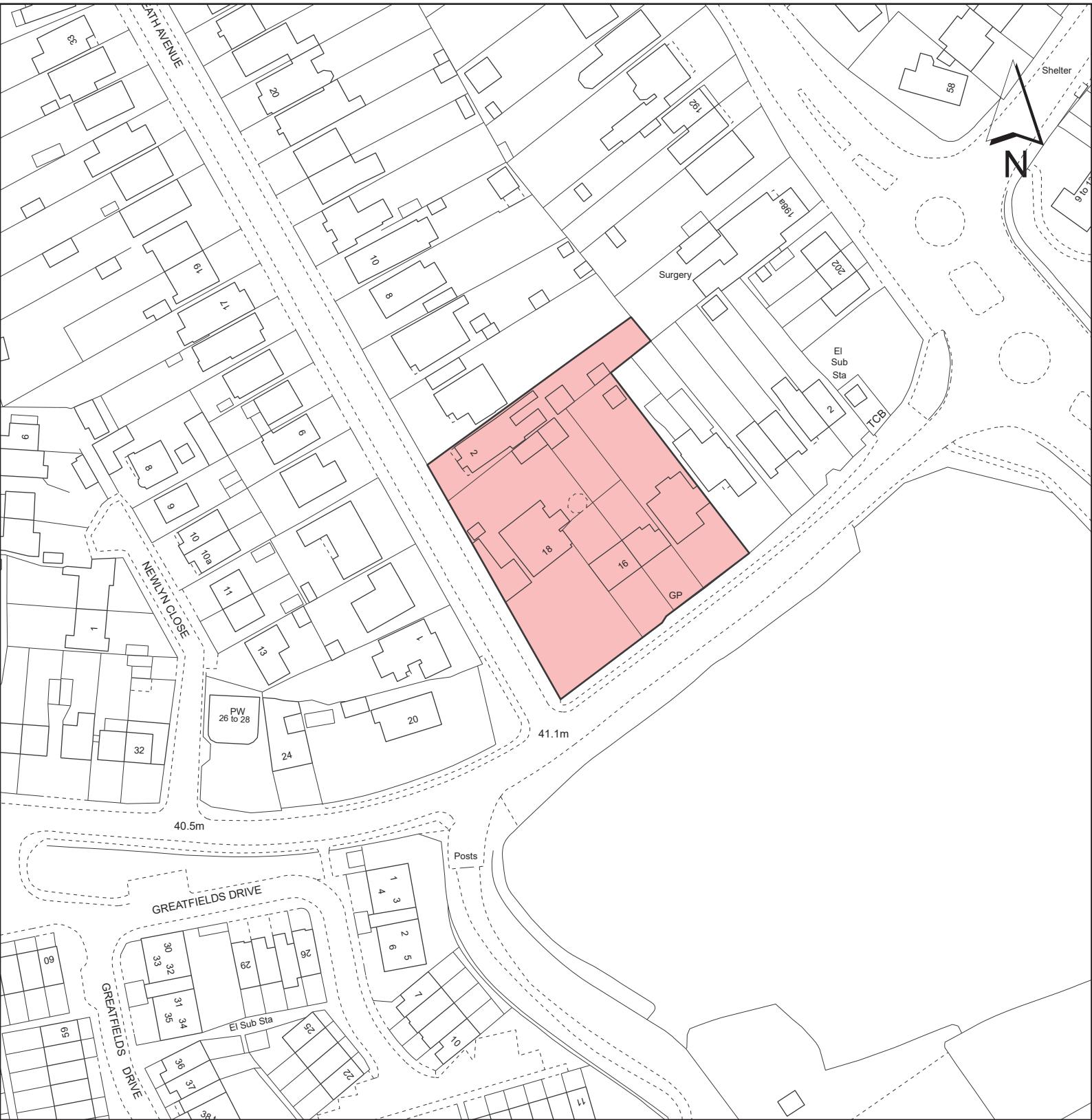
All plant stock, plant handling and planting to be undertaken in accordance with the following British Standard Specifications and Code of Practice:

- BS 3996:1992 Part 1 Nursery Stock - Specification for trees and shrubs;
- BS 3996:1998 Part 10 Nursery Stock - Specification for ground cover plants;
- BS 4428:1989 - Code of Practice for General Landscaping Operations (excluding hard surfaces);
- BS 8545:2014 Trees from Nursery to Independence in the Landscape;
- The Code of Practice for Plant Handling 2002 (Horticultural Trades Association);





Ref	Botanical Name	Size	Total
T01	Acer platanoides 'Pacific Sunset'	14-16cm	11
T02	Magnolia 'Heaven Scent'	14-16cm	2
T03	Malus 'Evereste'	14-16cm	2
T04	Malus ' floribunda'	14-16cm	1
T05	Prunus 'Hilier' Spire	14-16cm	2
T06	Prunus padus	14-16cm	2
T07	Prunus padus	14-16cm	2
T08	Prunus 'Royal Burgundy'	14-16cm	2
T09	Prunus serrulata 'Tibetica'	14-16cm	1
T10	Sorbus 'Sheerwater' Seeding	14-16cm	3
T11	Tilia x euchlora	14-16cm	1
T12	Prunus 'Czar'	Colt	1
T13	Malus 'Red Delicious'	MM106	1
T14	Prunus 'Sunburst'	14-16cm	1



KEY :

Site Boundary

ADDRESS :

12-18 Pield Heath Road &
2 Pield Heath Avenue

LONDON BOROUGH OF HILLINGDON

**RESIDENTS SERVICES
PLANNING SECTION**

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AC0000810857

**PLANNING APPLICATION
REFERENCE :**

76760/APP/2024/2720

SCALE :

1:1,250

PLANNING COMMITTEE :

Page 261 11/06/2025

DATE :

CIVIC CENTRE, UXBRIDGE, UB8 1UW



HILLINGDON
LONDON

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