

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.

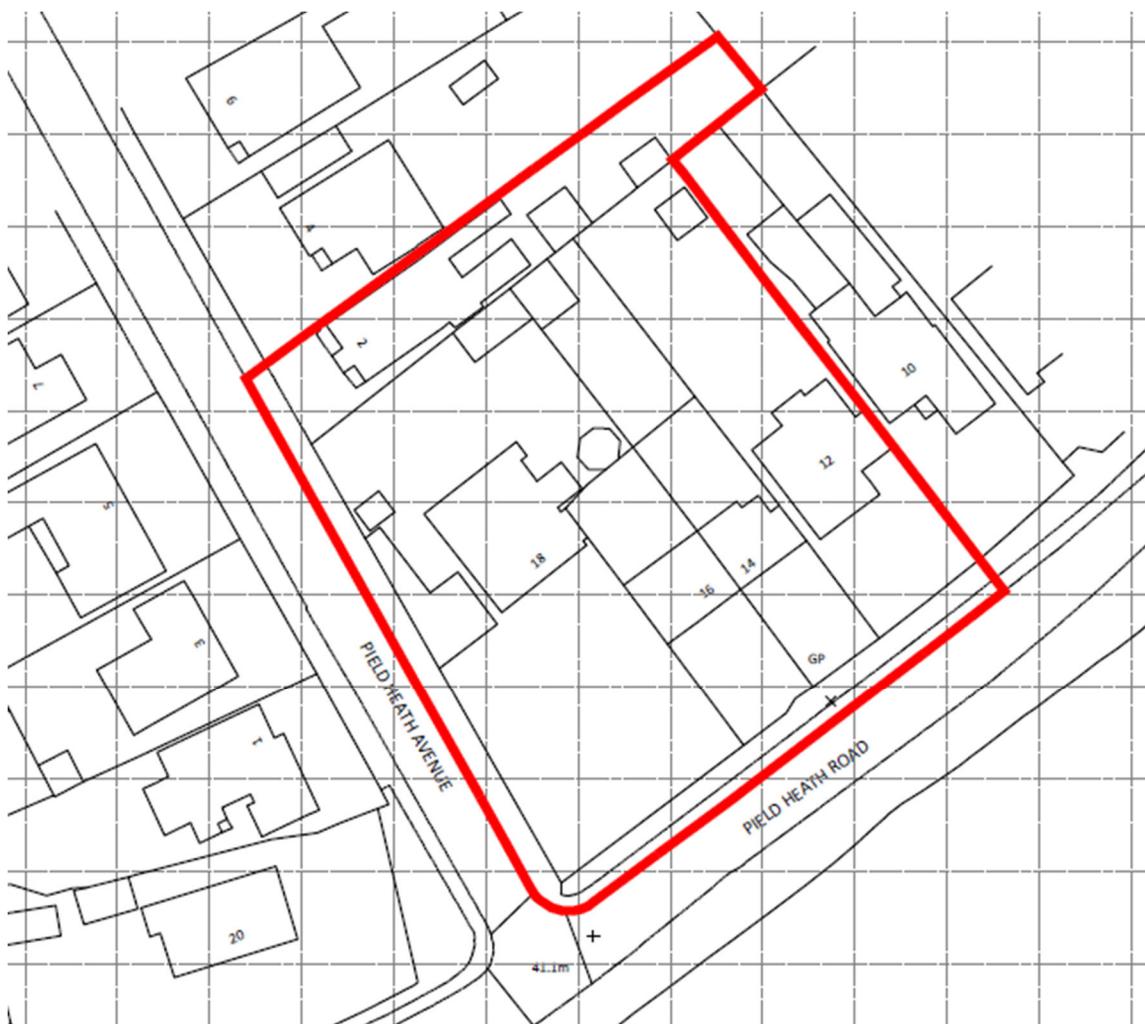


Figure 1: Location Plan (application site edged red)



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. II. Concerns about further expansion. III. Overconcentration of care homes within 1km. IV. Traffic, parking and road safety concerns. V. No needs analysis for this specific area. VI. Noise and disturbance during construction. VII. Noise pollution. VIII. Concerns regarding the length of consultation period following revisions.	Discussed in paragraphs 7.9 to 7.17. The acceptability of the proposal is discussed throughout the committee report. Discussed in paragraph 7.6 Discussed in paragraphs 7.79 to 7.93. Discussed in paragraph 7.7. A condition has been included requiring the submission of a construction management plan. Discussed in paragraphs 7.44 to 7.47. 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>

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<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.

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. SUS5 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
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LPP SI2	(2021) Minimising greenhouse gas emissions
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LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking