



HILLINGDON  
LONDON



# Hillingdon Planning Committee

## Councillors on the Committee

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

**Date:** TUESDAY 5 NOVEMBER  
2024

**Time:** 7.00 PM

**Venue:** COMMITTEE ROOM 5 -  
CIVIC CENTRE

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

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

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# Agenda

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## Chairman's Announcements

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

**Planning Committee Report Part 1\_Standard Information 7 – 14**

## Applications with a Petition

<b>6</b>	140 Linden Avenue  78323/APP/2024/968	Eastcote	Erection of 2no. semi-detached dwellings including habitable accommodation within the roof space and one basement with associated parking and amenity space, following the demolition of existing bungalow.  <b>Recommendation: Approval</b>	15 – 70  202 – 209
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## Applications without a Petition

<b>7</b>	3 The Square, Furzeground Way  57328/APP/2024/345	Hayes Town	Change of use of existing office building (Use Class E) to a post-operative care facility (Use Class C2), including external works to the building, landscaping, parking, and all associated works.  <b>Recommendation: Approve + Sec 106</b>	71 – 108  210 – 235
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<b>8</b>	Barr Lodge 1-16 8948/APP/2024/1666	Yiewsley	The replacement of existing windows and doors with new UPVC windows, fire rated windows and timber door  <b>Recommendation: Approval</b>	109 – 122 236 – 243
<b>9</b>	59 Boniface Road 78960/APP/2024/2107	Ickenham & South Harefield	Conversion of existing refuse storage area to provide disabled access to 1st floor flat with amendments to fenestration and provision of bin stores  <b>Recommendation: Approval</b>	123 – 140 244 – 248
<b>10</b>	Harefield Academy 17709/APP/2024/1802	Harefield Village	Erection of a substation  <b>Recommendation: Approval</b>	141 – 160 249 – 255

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## Minutes

### HILLINGDON PLANNING COMMITTEE

2 October 2024



Meeting held at Committee Room 5 - Civic Centre

	<p><b>Committee Members Present:</b> Councillors Henry Higgins (Chair), Adam Bennett (Vice-Chair), Keith Burrows, Roy Chamdal, Elizabeth Garelick, Gursharan Mand and Jagjit Singh</p> <p><b>LBH Officers Present:</b> Chris Brady – Planning Team Leader Natalie Fairclough – Legal Advisor Jimmy Walsh – Legal Advisor Anisha Teji – Democratic Services Ed Laughton – Area Planning Service Manager (C&amp;S) Eoin Concannon – Planning Team Leader Richard Michalski – Highways Engineer</p>
32.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>There were no apologies for absence.</p>
33.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor Gursharan Mand declared a pecuniary interest in agenda item 8: 152-154 Uxbridge Road (4482/APP/2022/213) as the proposed development was opposite his home. He did not vote on the item and left the room during the discussion on the item.</p>
34.	<p><b>TO RECEIVE THE MINUTES OF THE PREVIOUS MEETING</b> (<i>Agenda Item 3</i>)</p> <p><b>RESOLVED:</b> That the minutes from the meeting on 5 September 2024 be approved.</p>
35.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
36.	<p><b>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THE ITEMS MARKED PART II WILL BE CONSIDERED IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items would be heard in Part I. It was confirmed that all items would be heard in Part I.</p>

37. **19 BEACON CLOSE - 17969/APP/2024/845** (*Agenda Item 6*)

**Demolition of existing bungalow and erection of two pairs of semi-detached dwellings to provide 2 x 3-bedroom dwellings and 2 x 2-bedroom dwellings plus associated hard and soft landscaping.**

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

A petitioner in objection of the application submitted a written representation for the Committee's consideration. This was circulated to Members prior to the meeting. It was noted that this was the third application for the proposed development, with the first two being refused for multiple reasons. The current application, submitted in April 2024, proposed reducing the development from four three-bedroom houses to two pairs of semi-detached houses. However, it was proposed that the development still constituted overdevelopment, increasing the number of families from one to four, which would lead to increased traffic, parking issues and pressure on the drainage system. It was highlighted that the design of the new buildings was inconsistent with the existing street scene. Additionally, the development would add 8-10 cars, exacerbating traffic and safety concerns. The petitioner requested that if the application was to be approved, strict conditions on working hours during demolition and construction should be enforced to minimise disruption. It was emphasised that Beacon Close was a quiet residential street and the proposed development would significantly disrupt local residents. The Committee was asked to refuse the application or at the very least impose stronger conditions.

A nominated speaker on behalf of the application addressed the Committee and noted that this application had officer support. Members heard that the report was extensive, thorough and comprehensive and took account of both local and national policies. The parking provided on the site was at maximum level and the applicant was willing to enter a legal agreement to restrict further parking. The proposed development was in an area where there were mixed property sizes.

Although Members empathised with the concerns raised by the petitioner, it was noted that the applicant had worked with officers to evolve the scheme doing their best to restrict overdevelopment.

In terms of construction management and the possibility of entering a future parking management scheme in the future, it was explained that properties restricted from parking permits were in a database and any requests would be rejected to avoid breaching the local plan's maximum car parking standards. It was confirmed that a construction logistics plan had been secured by a condition, not just an informative.

During Member discussions it was noted that tandem parking was two parking spaces arranged one behind the other. This setup could cause issues if the spaces were shared by different properties but it was acceptable if both spaces served the same property. It was also noted that the proposed development was within a 10-minute walk of Uxbridge town centre, reducing the need for additional parking.

The officers' recommendation was moved, seconded, and when put to a vote, there were six votes in favour and one abstention.

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

38. **39 PARKFIELD ROAD - 24825/APP/2023/81** (*Agenda Item 7*)

**Erection of a replacement dwelling.**

Officers introduced the application, highlighted the information in the addendum and took Members through the plans. A recommendation for approval was made.

A petitioner in objection of the application addressed the Committee and referred to photographs that were circulated to Members prior to the meeting. Concerns were raised about the planning application, stating that it would be detrimental to other residents due to increased car movements and noise. It was submitted that the neighbourhood was not suitable for commercial property development. The importance of preserving the 1930s bungalows, which were suitable for elderly and frail residents and the need for high daylight factors in housing for elderly was emphasised. The petitioner highlighted issues with the overshadowing of neighbouring properties, reducing visibility and sunlight. It was submitted that the proposed development would cause a cold, gloomy, and damp environment. Concerns were also raised about the lack of privacy due to the height of the proposed development and the impact on neighbouring properties front and back gardens. The Committee was urged to insist on higher standards for developments and to consider the full impact of the proposal. The importance of protecting the neighbourhood and preserving the existing housing stock was emphasised.

The agent for the application addressed the Committee and outlined the proposal. It was submitted that the project had been under consideration for over year and the project aimed to keep the new development in line with the changing street scene. An independent verification of the daylight and sunlight assessment had been conducted. Members were assured that the property was intended to be a family home and that there were no plans for it to be used as a House of Multiple Occupancy (HMO) or hotel. The applicant planned to move into the property when the development was complete.

Councillor Martin Goddard, Ward Councillor for Ickenham and South Harefield addressed the Committee and supported the points raised by the petitioners. Parkfield Road was a road that had 66 houses or bungalows, most homes on this street were bungalows. It was submitted that the emphasis placed on larger houses was disproportionate and the considerable impact of these developments on the residents were highlighted to the Committee. They were inconsistencies in the drawings supporting a particular development. The design and intended use of a property with multiple bedrooms and facilities, suggesting it could be used as an HMO with significant implications for the area was questioned.

The Committee noted that this application had been previously deferred for a site visit. At the site visit Members were surprised by the number of similar-sized developments in the area. Many of these developments were approved on appeal, setting a significant precedent. The petitioners' points were acknowledged however there was a concern that if this went to a planning appeal and was allowed, then there would be no or limited opportunity to impose conditions.

Members enquired whether a condition could be imposed restricting the change of use to a HMO. It was explained that permission would need to be granted for a HMO or hotel. If a large HMO was found to be in operation then this would be investigated under the enforcement route.

	<p>During Member discussions it was noted that the daylight and sun assessment had been independently scrutinised, and the standards had been met in full including the 45 degree test on both the front and rear windows. Officers also provided clarification on the number of bedrooms and the location of the two kitchens.</p> <p>It was agreed that if a future application for change of use to a HMO and hotel were to be made by the applicant, then using the Chair's authority this would be considered at a full Committee meeting.</p> <p>The officers' recommendation, was moved, seconded, and when put to a vote, there were six votes in favour and one against.</p> <p><b>RESOLVED: That the application be approved as per officer recommendation.</b></p>
39.	<p><b>152-154 UXBRIDGE ROAD - 4482/APP/2022/213</b> (<i>Agenda Item 8</i>)</p> <p><b>Erection of three storey mixed use retail and 9 residential apartments with ancillary parking, amendments to dropped kerbs, refuse and bicycle storage, following the demolition of existing buildings.</b></p> <p>Officers introduced the application, highlighted the information in the addendum and took Members through the plans. A recommendation for approval was made.</p> <p>Neither the petitioner nor applicant addressed the Committee.</p> <p>Concerns were raised about traffic congestion and the availability of parking. Officers provided further information on the highway impact, stating that the development provided nine car parking spaces in a sustainable area with significant local infrastructure. It was confirmed that the development would be air quality positive.</p> <p>The officers' recommendation, was moved, seconded, and when put to a vote, there were five votes in favour and one abstention.</p> <p><b>RESOLVED: That the application be approved as per officer recommendation</b></p>
40.	<p><b>YEADING INFANT SCHOOL - 17997/APP/2024/1610</b> (<i>Agenda Item 9</i>)</p> <p><b>Installation of solar panels on the school roofs.</b></p> <p>Officers introduced the application and made a recommendation for approval.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, was unanimously agreed.</p> <p><b>RESOLVED: That the application be approved as per officer recommendation.</b></p>
41.	<p><b>PINKWELL PRIMARY - 11242/APP/2024/1302</b> (<i>Agenda Item 10</i>)</p> <p><b>Replacement of the existing timber fence with 3.0m high V mesh security fencing.</b></p> <p>Officers introduced the application and made a recommendation for approval.</p>



	<p>The officer's recommendation was moved, seconded, and when put to a vote, was unanimously agreed.</p> <p><b>RESOLVED: That the application be approved as per officer recommendation.</b></p>
42.	<p><b>LBH CENTRAL DEPOT - 4501/APP/2024/1618</b> (<i>Agenda Item 11</i>)</p> <p><b>Installation of an acoustic wall around service yard.</b></p> <p>Officers introduced the application and made a recommendation for approval.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, was unanimously agreed.</p> <p><b>RESOLVED: That the application be approved as per officer recommendation.</b></p>
	<p>The meeting, which commenced at 7.00 pm, closed at 8.28 pm.</p>

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

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# Planning Committee Report Part 1:

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



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# Part 1: Statutory Planning and Human Rights Considerations

## **1.1 Development Plan**

1.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990, require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

1.1.2 The development plan for the London Borough of Hillingdon consists of the following documents:

- [Hillingdon Local Plan Part 1: Strategic Policies \(2012\)](#)
- [Hillingdon Local Plan Part 2: Development Management Policies \(2020\)](#)
- [Hillingdon Local Plan Part 2: Site Allocations and Designations \(2020\)](#)
- [The West London Waste Plan \(2015\)](#)
- [The London Plan \(2021\)](#)

## **1.2 Equality Act**

1.2.1 Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

1.2.2 The requirement to have due regard to the above goals means that Members should consider whether persons with protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, Members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be considered in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all the circumstances.

## **1.3 Human Rights**

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

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

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

- Article 1 of the First Protocol: Protection of property.

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

- Article 14: Prohibition of discrimination.

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

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

## **1.4 Development in Conservation Areas**

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

## **1.5 Development Affecting Listed Buildings**

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

# **Part 1: Other Relevant Information for Members**

## **2.1 Five Year Housing Land Supply**

- 2.1.1 Land supply is a key part of planning and links plan policies and sites with actual delivery. The need to demonstrate a 5yr rolling supply of sites, known as 5yr housing land supply (5YHLS), is an embedded part of the planning system.
- 2.1.2 When councils are unable to demonstrate a 5YHLS the National Planning Policy Framework 2023 (NPPF) presumption in favour of sustainable development - the so-called ‘tilted balance’ - is engaged. NPPF paragraph 11 (d) ii states that in these circumstances the development plan policies most important for determining the application are to be treated as out-of-date. Therefore, where the presumption applies, planning permission should be granted unless:
1. The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  2. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 2.1.3 Hillingdon Council is currently able to demonstrate a 5yr supply of deliverable housing sites. Therefore, the ‘tilted balance’ is not engaged.

## **2.2 Planning Appeals / Risk of Costs Award Against the Council**

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

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

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

## **2.3 Use of Planning Conditions**

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

## **2.4 Planning Obligations**

- 2.4.1 Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states that whilst infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL), planning obligations will be sought on a scheme-by-scheme basis. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.
- 2.4.2 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful to request planning obligations that do not meet the following tests:
- i. necessary to make the development acceptable in planning terms,
  - ii. directly related to the development, and
  - iii. fairly and reasonable related in scale and kind to the development.
- 2.4.3 The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely



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

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

## **2.5 Community Infrastructure Levy (CIL)**

- 2.5.1 The Community Infrastructure Levy (CIL) allows local authorities to raise funds from developers undertaking new building projects in their area. The Community Infrastructure Levy (CIL) is a charge collected from new developments.
- 2.5.2 The CIL applies to all proposals that add 100 square metres of new floorspace or an extra dwelling. This includes bringing a vacant building back into use. The amount to pay is the increase in floorspace (m<sup>2</sup>) multiplied by the rate in the CIL charging schedule plus indexation.
- 2.5.3 The money raised from the Community Infrastructure Levy pays for the infrastructure required to support development. This includes transport schemes, flood defences, schools, health and social care facilities, parks, open spaces and leisure centres.
- 2.5.4 The London Borough of Hillingdon adopted its [CIL Charging Schedule](#) on 10 July 2014 and it is applied to new developments in the borough since 1 August 2014. The use types that are charged borough CIL is large format retail development (greater than 1,000sqm) outside of designated town centres; offices; hotels; residential dwellinghouses; and industrial storage and distribution.
- 2.5.5 The Mayor's CIL (MCIL)
- The Mayor's CIL applies to all qualifying developments approved on or after 1 April 2012. Hillingdon Council is a CIL collecting authority for the Mayor of London.
- 2.5.6 The Mayoral CIL 1 (MCIL 1) rate was £35 per sqm plus indexation and is used by the Mayor of London to fund the delivery of Crossrail.
- 2.5.7 For planning permissions granted from 1 April 2019, the Mayoral CIL 2 (MCIL 2) rate of £60 per square metre plus indexation applies. This rate may also apply to some phased planning permissions granted before then.

## **2.6 Environmental Impact Assessment**

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

## Report of the Head of Development Management and Building Control Committee Report – Application Report

Case Officer: <b>Emilie Bateman</b>	<b>78323/APP/2024/968</b>
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Date Application Valid:	<b>12.06.2024</b>	Statutory / Agreed Determination Deadline:	<b>08.11.24</b>
Application Type:	<b>Full</b>	Ward:	<b>Eastcote</b>

Applicant: **Mr B Berisha**

Site Address: **140 Linden Avenue, Ruislip**

Proposal: **Erection of 2 No. semi-detached dwellings including habitable accommodation within the roof space and one basement with associated parking and amenity space, following the demolition of existing bungalow.**

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

Reason Reported to Committee: **Required under Part 3 of the Planning Scheme of Delegation (Petition received)**



## **Summary of Recommendation:**

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

### **1 Executive Summary**

- 1.1 Planning permission is sought for the demolition of the existing bungalow and the erection of a pair of semi-detached dwellings to provide 1 x 3-bedroom dwelling and 1 x 4-bedroom dwelling, including associated hard and soft landscaping.
- 1.2 During the course of the assessment, the plans have been revised with the initial two detached dwellings being replaced by two semi-detached dwellings which would be set in from both side boundaries. This would ensure that the development sits comfortably within the context of the wider street. It is considered that the proposed dwellings would not cause harm to the character and appearance of the area. The overall siting, scale, bulk, height and design of both properties would be in line with the prevailing street character which comprises a mixture of detached two storey dwellings and single storey bungalows, with a mixture of architectural styles. Condition 4 has also been included to secure the finer detail of the materials.
- 1.3 Given the separation distances involved, coupled with the siting, scale and height of the proposed dwellings, it is considered that the proposal would not cause undue harm on the residential amenity of neighbouring occupiers.
- 1.4 The proposed dwellings would provide satisfactory internal living conditions and external amenity space for future occupiers.
- 1.5 The on-site car parking provision would be in line with the London Plan's parking requirements and the Council's Highways Department has raised no objections to the parking provision. The Highways Officer is satisfied that the proposal would not lead to parking stress or present a risk to highway safety.
- 1.6 It is noted that the development would be in proximity to a tree protected by a Tree Preservation Order (TPO). An arboricultural report has been submitted with the application. The Council's Trees Officer has reviewed this report and is satisfied that the long-term future of the TPO tree would be secured. The proposal would not adversely impact on the health of the trees on the adjoining site.

**Hillingdon Planning Committee – 5th November 2024**

**PART 1 – Members, Public & Press**

- 1.7 During the process of the application, a petition in objection to the development was received. The main issues which shall be addressed within this Committee Report relate to the intensification of the site and the impact on the character and appearance of the street scene and the road.
- 1.8 Due regard has been given to residents' objections, including the petition against the application. However, it is concluded on balance, that the proposal complies with the Development Plan and no material considerations indicate that a contrary decision should be taken. The planning application is therefore recommended for approval subject to the conditions set out in Appendix 1.

## 2 The Site and Locality

- 2.1 The application site relates to a detached bungalow on the southern side of Linden Avenue, which is a cul-de-sac served by a private road. The site benefits from two garages, both accessed either side of the bungalow from the road.
- 2.2 The street scene on Linden Avenue is a mix of single and double storey detached dwellings, with no prevalent architectural style. The dwellings are set back from the highway with off street parking. The two dwellings to the north of the bungalow on the opposite side of the road, Numbers 177 and 179 Linden Avenue, have dual-pitched roofs with gabled side ends. One benefits from a large flat roofed rear dormer. Number 138 and 138A located adjacent to the site to the southwest are new builds with hipped crown roofs. To the northeast is a pre-school and directly to the east, abutting the site boundary, is green space (Columbia Avenue Field) managed by Hillingdon Council.
- 2.3 According to the Council's GIS, the site is within Flood Zone 1 and a Critical Drainage Area. The site has a Public Transport Accessibility Level (PTAL) of 3 (Moderate). The trees in the green space to the east are protected by Tree Preservation Order 327.

**Figure 1: Location Plan (application site edged red)**



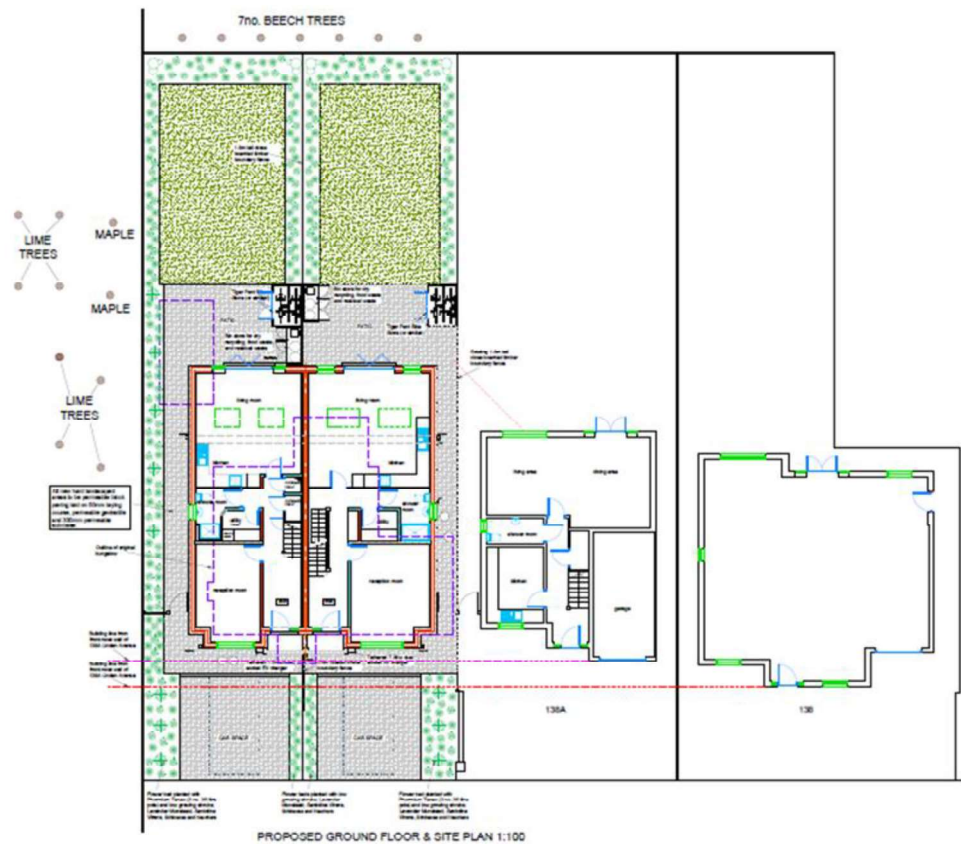
**Figure 2: Photo of the Application Property from the street**



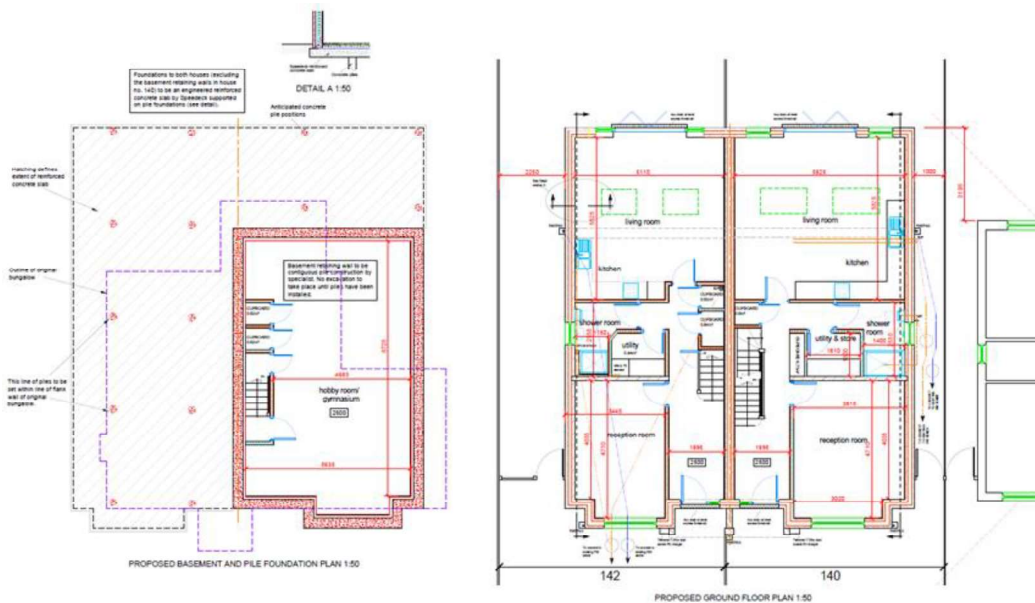
### **3 Proposal**

- 3.1 Planning permission is sought for the erection of 2no. semi-detached dwellings including habitable accommodation within the roof space and one with a basement. Alongside the associated works, parking and amenity space and demolition of existing bungalow.
- 3.2 Revisions have been sought throughout the application process to reduce the height and mass of the proposed dwellings. In addition, revisions sought to address the over provision of car parking, protect adjacent trees and improve soft landscaping.

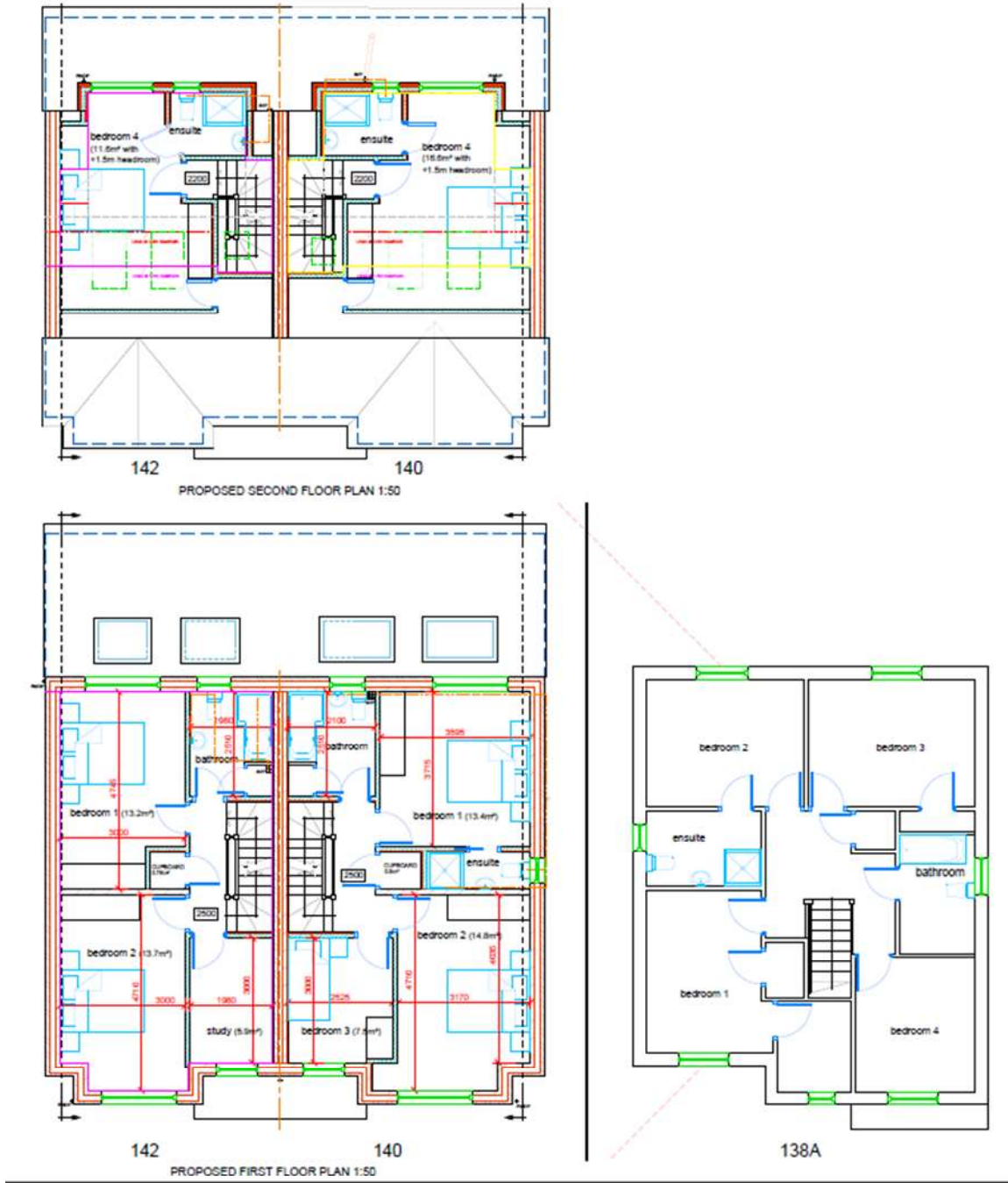
**Figure 3: Proposed Site Plan** (please note – larger version of plan can be found in the Committee Plan Pack)



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



**Figure 5: Proposed First Floor and Loft Plan** (please note – larger version of plan can be found in the Committee Plan Pack)





**Figure 6: Proposed Elevation** (please note – larger version of plan can be found in the Committee Plan Pack)



**Figure 7: Proposed Street Scene Elevation** (please note – larger version of plan can be found in the Committee Plan Pack)



#### 4 Relevant Planning History

4.1 There is no relevant planning history related to the property.

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## 5 Planning Policy

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

## 6 Consultations and Representations

6.1 Eighteen neighbouring properties and the Eastcote Residents' Association were consulted on 18<sup>th</sup> June 2024. A site notice was also displayed on 8<sup>th</sup> July 2024.

6.2 It is noted that originally two detached properties were proposed, with a similar floorplan. Revised plans for semi-detached properties were received which removed the gap between the dwelling and a re-consultation took place on 26<sup>th</sup> June 2024. A further re-consultation took place on 9<sup>th</sup> July 2024 with minor amendments. A final re-consultation took place on 7<sup>th</sup> August 2024 with an updated description. The consultation period expired on 21<sup>st</sup> August 2024.

6.3 Subsequent revisions were received which further reduced the scale of the development. Given these further reductions it was not considered necessary to re-consult.

6.4 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
A petition was received with 22 valid signatures in objection to the proposal	1. Concerns regarding appearance (including dormers and roof profile – shape/height).	Discussed in Para 7.19 of this report.
	2. Concerns regarding proposed basement – removal of soil alone would take significant amount of time.	Discussed at paragraphs 7.22- 7.26 of this report.
	3. Concerns regarding depth of rear extension.	Discussed at paragraph 7.17 of this report.
	4. Design: Not in keeping with the character; Semi-detached is out of	Discussed at paragraphs 7.13-7.21 of this report.

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	character; Size and scale is imposing.	
	5. Overdevelopment – proposed development covers 285 sqm.	Discussed at paragraph 7.15 of this report.
	6. Neighbour amenity issues (Loss of privacy, daylight, outlook and overshadowing).	Discussed at paragraphs 7.28 -7.36 of this report.
	7. Concerns regarding impact on private road due to construction; the street lacks a footpath and residents currently use the narrow road as pedestrian assess.	Given the road is private, this would be a civil matter.  Highways safety and parking matters is also discussed at paragraphs 7.50-7.60 of this report.
	8. Concerns regarding protected trees, including pruning and wildlife concerns.	Discussed at paragraphs 7.65 - 7.72 of this report.
	9. Neighbouring residents were not informed.	On schemes of this scale, community engagement carried out by the applicant prior to submitting an application is not required. Adjoining neighbours were notified as part of the planning process. A site notice was also displayed to the front of the site. The LPA have met the statutory consultation requirements.
	10.Noise and construction impacts; length of time it will take to complete the project.	Noise and disturbance from building works is governed under separate legislation and is not a material planning consideration for this application. A construction management plan would also be conditioned to ensure that the impact on neighbouring properties from traffic and

		disturbance is minimised during the construction phase. This is discussed within paragraph 7.59 of this report.
	11. Structural and foundations concerns.	Should planning permission be granted, structural and foundations issues would be addressed within a subsequent building regulations application. An informative would be added to any approval reminding the applicant of other regulations that need to be complied with.
	12. Drainage concerns, including no Basement Impact Assessment (BIA) submitted – need to submit a comprehensive drainage plan; the plan must address how both surface water and groundwater will be managed to prevent exacerbating the existing drainage issues. It should include details of waterproofing and water management measures and evidence how groundwater will be managed.	During the course of the assessment, a Basement Impact Assessment was provided by the applicant.  Drainage matters are discussed at paragraphs 7.81-7.92 of this report.
Six individual letters of objection have been received	I. Impact on adjoining neighbours' amenity (Loss of privacy, overlooking, outlook, daylight and overshadowing).	Discussed at paragraphs 7.28-7.36 of this report.
	II. Noise and disturbance.	Discussed at paragraphs 7.61-7.62 of this report.

	III. Out of character (including height, disrupts the uniform appearance with introduction of semi-detached properties).	Discussed at paragraphs 7.11-7.21 of this report.
	IV. Concern regarding basement, including BIA – lack of geotechnical survey to understand the structural impact, lack of basement management plan, drainage and flooding, structural and foundations impact from works, basement not in keeping with the existing architectural styles of neighbouring properties.	Discussed in paragraphs 7.86 - 7.92 of this report.
	V. Impact on trees and tree works carried out without necessary permissions from the neighbours.	Discussed at paragraphs 7.65 - 7.72 of this report.
	VI. Overcrowding.	The addition of one dwelling is not considered to result in overcrowding of the area. In addition, the dwellings meet internal and external space standards.
	VII. Overdevelopment (the rear building line exceeds the current building line).	Discussed at paragraph 7.13 – 7.21 of this report.
	VIII. Parking and congestion concerns (including pedestrian safety).	Discussed at paragraphs 7.50 - 7.60 of this report.
	IX. Drainage and flooding of dwellings.	Discussed in paragraph 7.81 - 7.92 of this report.

	Improvements needed to the drainage system. Lacks a comprehensive drainage plan and connects to an inadequate system worsening flood risk.	
	X. Safety and impact concerns for local pre-school.	These concerns are noted and prior to the commencement of building works a Construction Management Plan would need to be agreed, as it is secured by condition (Condition 3).
	XI. Concern regarding the condition of the private road.	It is acknowledged that the site is situated on a private road. The upkeep of this highway would be the responsibility of individual properties along the private road. This is a civil matter between the residents of the private street.
	XII. Ecological, biodiversity and wildlife concerns including reduction in green space.	Discussed at paragraphs 7.73 - 7.80 of this report.
	XIII. Impact on environment including noise, dust and air pollution.	Air quality is discussed at paragraph at 7.63 of this report.  Noise and dust pollution would be mitigated and minimised by the Construction Management Plan which will be secured by Condition 3.
	XIV. Sustainability concerns.	Discussed at paragraphs 7.93 - 7.96 of this report.
	XV. Impact on services such as water supply,	This utilities servicing of the site is not a material

	sewage, drainage and gas.	planning consideration. It is dealt with outside the realms of the planning legislation post decision through building regs and other associated regulations.
	VI. Construction concerns due to nature of private road.	Potential construction impacts and disturbance would be addressed and minimised by the Construction Management Plan which will be secured by Condition 3.
	VII. Lack of detailed assessment.	Additional information has since been provided. The Committee Report details how the submission is adequate, subject to conditions.
	VIII. Insurance and liability concerns.	This is not a material planning consideration. As such this matter has not been discussed further.
	IX. Sets a precedent and the cumulative impact of similar proposals.	Discussed at paragraph 7.2 of this report.
	X. Impact on access of emergency services.	Discussed at paragraph 7.57 of this report.
	XI. Incorrect certificate signed as it appears that the creation of the basement could encroach onto neighbouring property.	<p>Certificate A has been signed to declare that the owner has Sole Ownership and there is no agricultural tenants.</p> <p>The basement is proposed within the red line site boundary.</p> <p>An encroachment informative has been added.</p>
	XII. Objection via The Party Wall Act 1996.	An informative has been added regarding The Party Wall Act 1996, which is not

		a material planning consideration.
Eastcote Residents Association	Concerns regarding the description of development and ensuring it is accurate (summarised).	Following receipt of ERA's representation, a re-consultation took place with a clear description which includes reference to habitable accommodation in the roofspace and the basement.
	Concerns regarding revised plans. Noted that the original plans showed detached dwellings. Second/third set of revisions did not include a first-floor plan.	Similarly, a re-consultation took place following receipt of the revised plans on 07-08-24. It is noted that the first-floor plan only marginally varies from the first set of plans which were consulted on.
	The design: - The width and height of two semi-detached house, create a very bulky and overbearing effect in this corner of Linden Avenue and particularly against 138a.	Discussed at paragraphs 7.11-7.21 of this report.
	The basement: - Apart from the basement being on the drawings, the application includes no information whatsoever to comply with the requirements of DMHD3.	Discussed at paragraphs 7.22 -7.27 and 7.81 - 7.92 of this report.
	Trees: - The site borders on Columbia Avenue Recreation Ground and there are a significant number of mature trees very close to the fencing which separates one side of the property from the recreation ground.	Discussed in paragraphs 7.65 -7.72 of the report.



	<p>The application seems to have had difficulty identifying the trees and the drawings give no sense of the actual number, position and size. A tree survey and a tree protection plan are urgently needed.</p>	
	<p>Landscaping: - Particularly in relation to the front gardens, details of the percentage and planting of green areas and the permeability of the hard landscaping should be provided.</p>	<p>These details are noted on the site plan.</p>
	<p>Sustainable drainage: - Relative to the size of the site, with the increased number of people accommodated, and the increased number of areas using water, there will be a significant increase in water usage. The application has not provided any information on the provision of SuDS solutions.</p> <p>LBH's website states that 'sustainable drainage is now a material planning consideration for the local planning authority'. In addition, the government has recommended that sustainable drainage systems become mandatory for new developments in England from 2024. Whilst it is understood that this is still to be ratified, the imperative for developers</p>	<p>Discussed at paragraphs 7.81 - 7.92 of this report.</p>

	to be held to account to provide and, more importantly, go on to enact, effective drainage design is even greater than ever.	
	Accessibility: - Level access thresholds were detailed in the initial detached drawings but are not shown on the ground floor semi-detached drawings. There is no information that suggests that the development will ensure the requirements of Part M4(2) are met.	Discussed at paragraph 7.49 of this report.
	Secure by Design: - Addressing security issues seems important particularly as property 142 will be adjacent to open land on one side, creating a vulnerability.	Discussed at paragraph 7.18 of this report.
	No Design and Access Statement	A Design and Access Statement was requested and supplied.

**Table 2: Summary of Consultee Responses**

<b>Consultee and Summary of Comments</b>	<b>Planning Officer Response</b>
<p><b>Access Officer</b></p> <p>This proposal for the erection of two semi-detached dwellings has been reviewed with reference to London Plan Policy D7. No accessibility concerns are raised subject to the following Conditions attached to any approval:</p> <p>Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. The measures implemented as approved shall be retained thereafter.</p>	<p>Noted. These conditions have been included in this recommendation.</p>

<p>REASON To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).</p> <p>The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.</p> <p>REASON: To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.</p>	
<p><b>Tree Officer</b></p> <p>T1, T2, T3 and G1 are situated within an LBH managed open space. We would not allow residents to remove trees owned by us.</p> <p>T4 and T6 are both Lime trees. This species is more tolerant of pruning than other species and should be OK with the proposed crown pruning. However, the potential for root disturbance is high and I have concerns about this.</p> <p>REVISED COMMENTS FOLLOWING REVISED PLANS AND AMENDED TREE SURVEY 14.10.24</p> <p>I have read their reply and updated documents. No objections so happy for you to approve, subject to a condition securing the formal Tree Protection Plan and Method Statement.</p>	<p>The applicant has confirmed the trees are to remain, the report highlighted that they were Cat U.</p> <p>Noted that the proposed crown pruning is acceptable.</p> <p>Revisions were sought regarding the root disturbance which included reducing the proposed width of No.142 and providing additional information regarding the foundations (engineered floor slab supported on concrete piles) and utilities.</p>

	<p>It is noted that T1, T2, T3 and G1 are outside of the red line boundary and the agent has confirmed the proposal does not propose the removal of them.</p>
<p><b>Highways</b></p> <p>Concerns regarding overprovision of parking</p> <p>REVISED COMMENTS FOLLOWING REVISED PLANS</p> <p>The maximum requirement for a three to four-bedroom dwelling with curtilage is in the region of 1 space to be provided on-site to comply with the overriding regional parking standard. This level of provision is proposed which conforms to the standard.</p> <p>In terms of cycle parking there should be a provision of 1 secure and accessible space per unit. Secure accommodation of 3 spaces per unit is indicated to the rear of the build which is considered an appropriate arrangement.</p> <p>In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provision. In this case, the proposal should incorporate 1 'active' space per unit which the applicant has confirmed.</p> <p>In safety terms, any frontage boundary treatment with Linden Avenue should be avoided (as is the case at present) to help ensure satisfactory sight-line inter-visibility between vehicles and pedestrians using the roadway.</p> <p>There will be little discernible difference in vehicle bound activity as compared to activity linked with the existing single dwelling hence any generated activity can therefore be absorbed within the local road</p>	<p>Noted. Revisions secured and reconsulted.</p> <p>Noted.</p>

<p>network without notable detriment to traffic congestion and road safety.</p> <p>Refuse collection would continue via the roadway. In order to conform to accepted 'waste collection distances' from the public highway, the storage area should ideally be positioned within 10m of a refuse vehicle. A bin storage area for both dwellings is depicted to the rear of the build which exceeds the said parameter. However, it is accepted that it is highly likely that an informal on-plot management regime will be established to ensure that any refuse is positioned within the above distance parameter on collection days. There are no further observations.</p> <p>A full and detailed CMP would be a requirement given the constraints and sensitivities of the local residential road network to avoid/minimise potential detriment to the public realm. It will need to be secured under a suitable planning condition.</p> <p>The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Plan Policies DMT 1, DMT 2 &amp; DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).</p>	
<p><b>Environmental Specialist Team</b></p> <p>No objections to the proposed development. The Council's Head of Environmental Specialists is satisfied with the information submitted within the Basement Impact Assessment. The basement is not shown to be within an area with a susceptibility to groundwater flooding. Consequently, there is a low risk of harm associated with the basement in relation to flood risk. The area is not prone to any other form of flooding (i.e. at risk of flooding in a 1:100-year event). No potential concerns for groundwater impacts have been identified in recent times. This is supported by the flood mapping data which demonstrates that there is no known flooding problems mapped at the site.</p>	<p>These comments and no objection are noted.</p> <p>Further assessment on the basement and concerns regarding potential flooding are addressed at Paragraphs 7.80-7.86 of this report.</p>

It is noted that further requirements and investigation works related to the delivery of the basement would be required within a Building Control application which would thoroughly review the stability of the structure and water tightness.	
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## 7 Planning Assessment

### Principle of Development

- 7.1 Policy DMH 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the net loss of existing self-contained housing will be resisted unless the housing is replaced with at least equivalent residential floorspace. Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in residential schemes to reflect the Council's latest information on housing need.
- 7.2 The principle of residential use has already been established by the existing dwelling at the site. The existing bungalow is simplistic in design and of no significant architectural merit. The property is not a listed building or within a designated heritage area that would provide some level of protection in relation to demolition. The character of the area adjacent the site is two storey properties with many having received planning permission in recent times. The proposal would not lead to any precedent for similar styles or have a detrimental cumulative impact. The design section of this report (paras. 7.11-7.26) covers the development in more detail. It is also noted that the principle of demolishing the existing bungalow and replacing it with two dwellings was established on the neighbouring plot at Numbers 138 and 138A Linden Avenue (ref: 11121/APP/2012/1922). These properties are situated directly opposite the application site and provide some variance to the street scene in their overall architectural style.
- 7.3 Whilst an existing family sized dwelling would be demolished, it would be replaced by 1 x three-bedroom and 1 x four-bedroom dwellings. The proposal would therefore not result in a net loss of family sized housing (defined as three-bedroom or more units in the London Plan) and would contribute 1 x additional family sized dwelling to the borough's housing stock. The proposal is therefore in accordance with Policies DMH 1 and DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).
- 7.4 Due to the position of the proposed dwellings, it is considered that the proposal would not constitute as backland or garden development. As such, Policy DMH 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) is not applicable, in this instance.

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- 7.5 It should also be noted that the Council is currently able to demonstrate at least a five-year supply of deliverable housing sites. As such, the "tilted balance" as set out in Paragraph 11d) of the NPPF (2023) is not engaged.
- 7.6 Notwithstanding the above, there are other planning considerations that need to be considered which are discussed in the other sections of this report, including the proposal's impact on the character and appearance of the area and neighbouring residential amenity. Consequently, the principle of residential development in this location is acceptable, subject to other planning considerations.

#### *Housing Mix*

- 7.7 Policy H10 of the London Plan (2021) states that new development should consist of a range of unit sizes. Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3-bedroom properties, as identified in the Strategic Housing Market Assessment 2016.
- 7.8 In accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), developments should demonstrate how the provision of family housing has been optimised to address local needs. The proposed housing mix comprises 1 x three-bedroom and 1 x four-bedroom dwellings. Therefore, the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

#### Density

- 7.9 Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.
- 7.10 Numerical density levels are considered more appropriate to larger sites and are not typically used in the assessment of schemes of less than 10 units. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the locality and would respect residential amenity considerations. Please refer to the other sections of this report which assesses these planning considerations in further detail.

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

- 7.11 Policies D3 and D4 of the London Plan (2021) requires that new development is of high-quality design and responds to a site's context. Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place.
- 7.12 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all development will be required to be designed to the highest standards and incorporate principles of good design. Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) advises that development should be well integrated with the surrounding area.
- 7.13 This part of Linden Avenue is residential in character and includes both two-storey and single-storey dwellings. There is large variation in terms of their architectural style and detailing, with a number of newer developments on the road. The application site is situated to the south-eastern end of Linden Avenue and is the end property along the street, abutting a club and public field to the east. Within this immediate section of Linden Avenue, there is a variance in the overall design styles with two storey dwellings dominating the overall character. Whilst there are no semi-detached dwellings on this section of the road, there are multiple within the surrounding roads as well as two-storey terraced dwellings on Linden Avenue itself. The properties opposite the application site at Nos 177 and 179 Linden Avenue, whilst technically detached properties in overall design, they give the appearance of a terrace or semi-detached format from longer viewpoints along this street. Both these properties are distinctively different and add to the variance in the overall street design as can be seen in Figure 8 below.
- 7.14 The proposed dwellings would be set in approximately 1 to 2.3 metres from each side boundary and measure at max 7.64m in height. Notably the neighbouring dwelling at No.138a measures 7.415m in height and opposite Number 175 measures 8.27m in height. Numbers 177 and 179 measure 7.95m in height. Therefore, the overall height of the proposed building will not appear at odds with the established character. It would be modestly higher than the adjoining neighbour and given the set in from the boundary and narrow viewpoints of the building line from the street, this would not be prominent. As this is an end property along the street, there is also more scope for a modest variation in height from its neighbour. This height variance is quite evident from the properties on the opposite side of the street shown in Figure 8 below. These properties opposite the site would continue to be higher than the application site.
- 7.15 Revisions have been received during the course of the application ensuring the bulk, scale, mass and general appearance of the properties align with the prevailing character. Whilst it is acknowledged that the properties are largely detached along Linden Avenue, there is a variety in overall styles. The proposed dwellings would appear similar in size and design to surrounding properties and as such would integrate well with the character and appearance of the street scene. The size and positioning is proportionate and would not lead to an

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overdevelopment of the site. Sufficient garden space is demonstrated to the front and rear property lines, with set-ins from both boundaries, thereby ensuring the buildings do not appear cramped in appearance.



**Figure 8: Street scene directly opposite the application site.**

- 7.16 The proposed development has incorporated within its design finish, established features along the street. As noted above, Numbers 177 and 179 Linden Avenue benefit from gable-end roofs and Number 175 benefits from a projecting gable bay feature, both of which are design features in the proposed dwellings. The centrally positioned double height projecting gable bay features enhance the gable-end roofs by providing a level of visual interest to the façade. It visually breaks up the eaves to the betterment of the overall design. Decorative brickwork would be installed above the fenestration with the windows of suitable slimline glazing which further enhances the design finish. The façade would be in red brick work, which is established along the street, together with Redland plain roof tiles to match those on Number 138 Linden Avenue. These details would be secured via condition (Condition 4). Given the overall quality of the finish, the dwellings would blend into the immediate character. In turn, the development would respond positively along the street scene when viewed from longer viewpoints, where the gable bay features would blend in with the wider street appearance and character.
- 7.17 In addition, the proposed dwellings respect the front and rear building lines of the adjoining dwellings, with the single storey rear element projecting 3.4m past the principal rear elevation of the proposed dwelling and that of the neighbouring dwelling. The single storey element, whilst extending beyond the neighbours' rear elevation, is of a modest depth and height. Both ground and first floor windows serving the neighbours would sit comfortably outside of the 45-degree sight lines. The proposed development would maintain adequate separation distances to the surrounding properties with a 1m distance retained from the common boundary with Number 138a Linden Avenue.
- 7.18 Both properties would have passive surveillance to the front of the street and rear. Whilst No 142 would be the end property along the street adjacent to a green space, there is a buffer of landscaping dividing this space. The level of passive surveillance to both the front and rear provides sufficient security measures for future occupants. A landscaping condition is also attached which would secure the

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finer details of boundary treatments which would provide further security measures.

- 7.19 Both proposed dwellings would benefit from rear dormers to accommodate habitable rooms within the roof. Following revisions to reduce the bulk, the dormers are set in from the sides and are considerably set up from the eaves. Number 179 also features a large rear dormer, as does Number 30 Oak Grove which is diagonal to the rear of the application site. Therefore, the proposed dormers would not be out-of-character with the area. The dormers have been revised during the course of the assessment to ensure they appear subservient within the rear roof slope. They would maintain a set in from the perimeters of the roof slopes and the overall design and use of matching materials would support the quality of the architectural design of the dwellings.
- 7.20 The proposed roof lights are centrally placed and would be in alignment with each other. It is therefore considered that the front roof lights would appear as discreet additions when viewed from the street scene.
- 7.21 As such, it is considered that the design is in keeping with the character and appearance of the surrounding area and its visual impact is considered acceptable, subject to the submission and approval of the details of proposed materials (Condition 4). The proposal as submitted shows that an appropriate level of landscaping can be achieved. The details and specification for the landscaping would be secured by Condition 5.

#### *Basement (Design)*

- 7.22 Part B and C of Policy DMHD 3 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) focus on the design implications of basements in terms of neighbours and local character. It states:
- B) Schemes should ensure that they:
- i) do not harm the amenity of neighbours;
  - ii) do not lead to the loss of trees of townscape or amenity value;
  - iii) do provide satisfactory landscaping, including adequate soil depth;
  - iv) do not harm the appearance or setting of the property or the established character of the surrounding area, for example through the introduction of front lightwells; and
  - v) do protect important archaeological remains.
- C) The Council will not permit basement schemes which include habitable rooms and other sensitive uses in areas prone to flooding.
- 7.23 The application proposes the creation a basement beneath one of the proposed dwellings. In terms of the overall design of the basement, it would be sited under the footprint of the two-storey element of proposed Number 140 Linden Road and would measure approximately 49sqm in floorspace with a floor to ceiling height of 2.5m. It would be set in from the boundary of the existing adjoining neighbours and as such would not cause any harm to this neighbours' amenity given the set in and subterranean location. The proposed use would be as a hobby room or

home gym for the proposed dwelling; therefore, no concerns are raised regarding outlook from and light to this proposed space.

- 7.24 A basement is not proposed for the eastern dwelling (shown as Number 142 on the proposed drawings) due to the proximity to trees. The basement is proposed only under the western dwelling to ensure it is outside of root protection areas. The basement visually would not be seen from the street scene and does not feature a light well. Therefore, there would not be any harmful impact on the visual amenity or character of the area and street scene.
- 7.25 Concerns have been raised regarding the construction management of the basement, potentially leading to surface flooding and structural issues. A construction management plan would be secured by condition in relation to the development. Whilst soil would be removed from the site to facilitate the basement, this would be a modest basement in the context of the overall site. A construction management plan is sufficient to ensure that its construction would be carried out with minimal impacts on the wider neighbourhood. As the proposed dwelling would not be attached to any existing neighbouring dwellings, it would not cause any structural concern from a planning perspective. It would however be required to meet building regulations criteria which would look thoroughly into any structural and drainage matters. An informative is attached reminding the applicant of the need to comply with other regulations including building control and environmental regs outside the realms of the planning assessment.
- 7.26 The overall size, positioning and design of the basement would therefore comply with Parts B and C of Policy DMHD 3 of the Hillingdon Local Plan Part 2: Development Management Policies (2020). Part A of this policy (Drainage, flooding and groundwater conditions) are discussed further within paragraphs 7.85-7.91 of this report below.

#### *Conclusion (Design/Character and Appearance)*

- 7.27 Overall, the proposed design of the development would fit in with the character and appearance of the street scene. Whilst it would create a pair of semi-detached properties towards the end of the street, their overall style, design features and roof form would ensure both properties blend into the wider streetscape. The proposed massing and layout are comparable with the prevailing character along this part of Linden Avenue and visually would appear proportionate to the site. In light of the above, it is considered that the proposed development would not cause harm to the character and appearance of the area, in accordance with Policies D3 and D4 of the London Plan (2021), Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) and Policies DMHD 3 , DMHB 11 and DMHB12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### Residential Amenity

- 7.28 Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all development will be required to be designed to the highest standards and incorporate principles of good design. It

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should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The Council will aim to ensure that there is sufficient privacy for residents, and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties or onto private open spaces.

- 7.29 Numbers 138 and 138A Linden Avenue are adjacent to the site along its side boundary to the southwest. These are new builds with hipped crown roofs, with No.138A sharing the mutual boundary with the application site. To the north of the site, across the road, are numbers 177 and 179 Linden Avenue. Number 2 Beech Avenue is located to the southeast of the site, adjoining the rear boundary of the application site. Given separation distances, there are no other neighbouring properties considered potentially affected.

*Number 138A Linden Avenue*

- 7.30 The proposed development would be set in an appropriate distance from the common boundary with No 138A Linden Avenue. The proposed dwelling at 140 would be set approximately 1m off the mutual boundary with Number 138A and would be over 2m from the side wall of the neighbouring dwelling. No138A benefits from two side windows which serve bathrooms. To the front, the building lines generally align with a slight projection forward for the proposed gable feature. The gable feature would be set in further from the boundary and generally aligns with the entrance door to No. 138A. Given this arrangement to the front, Officers are satisfied that the nearest front elevation window serving the kitchen at Number 138A would not be impacted in terms of loss of outlook, daylight, sunlight or sense of enclosure. This nearest window would also comfortably pass the 45-degree test.
- 7.31 To the rear, the proposed development would be part single storey, part two storey. The two-storey rear building line (the principle rear building line) would align with No.138A. The proposed single storey rear projection would extend 3.4m past the rear elevation of No.138A. The depth of this projection is widely accepted in local policy for residential dwellings (notably 3.6m in the local plan with respect to single storey rear extensions for semi-detached properties such as these proposed). The proposed single storey rear extension/element would clear the 45-degree sight line at both ground and first floor level windows of this neighbouring dwelling. The nearest window at ground floor of No 138A would serve a living area. Given that the single storey element is set in from the common boundary, it would not lead to a loss of outlook or sense of enclosure or overbearing impact. As the window is also outside the 45-degree line of the development, it would meet the BRE Daylight Sunlight guidance and as such would not cause any harmful loss of daylight, sunlight or overshadowing concerns.
- 7.32 Officers are also satisfied that the neighbouring garden would meet BRE guidance set out in para 3.3.7 which recommended that at least half of the amenity areas or garden can receive at least 2 hours of sunlight on 21 March. Due to the overall size of the neighbours garden, it would comply with this criteria.

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7.33 The proposed dwellings would benefit from side windows which would serve bathrooms. A condition (Condition 14) would secure this as obscured glazing and non-opening below 1.8m. The first-floor rear windows would face onto the rear garden with no direct overlooking of immediate private amenity space of the neighbours. Therefore, it is not considered that this would cause any loss of privacy or overlooking.

*Numbers 177 and 179 Linden Avenue*

7.34 Directly opposite the site to the north lies Nos. 177 and 179 Linden Avenue. The views from the front elevation windows of the application site would not be too dissimilar to that of the existing arrangement, and it is generally expected that fenestration arrangements fronting a highway would have less reliance on protecting amenity space. These windows provide a level of security onto a street and are already compromised by passing pedestrians and traffic. Notwithstanding this, the proposal would maintain approximately 21m distance between the first-floor windows and the front windows of both these neighbouring properties. This is in the line with the policy requirements. Consequently, there would be no harm to the residential amenity of these neighbouring properties.

*Number 2 Beech Avenue*

7.35 The proposed development abuts the rear garden of No.2 Beech Avenue to the south. It is acknowledged that the proposed first floor rear windows would provide oblique views into the rear garden of Number 2 Beech Avenue. However, a mutual degree of overlooking between first floor windows from Number 2 and the rear garden of the application site already exists, which is not uncommon in suburban locations such as this. In addition, at first floor there is approximately 30m separation distance between the first-floor windows at No.2 and the application site. It is therefore considered that the proposed first floor rear windows would not result in such a material loss of privacy as to warrant a reasonable ground for refusal on this basis. This property is also sufficient distance away to not adversely impact on the daylight, sunlight or sense of enclosure experienced by residents of Number 2 Beech Avenue,

7.36 Consequently, the proposal is not considered to result in an unneighbourly form of development, or to adversely affect neighbouring residential amenity. Having regard to the above, it is considered that the proposed development would not unduly impact on the living conditions of neighbouring occupiers. It would therefore comply with Policy DMHB 11 part B) of the Hillingdon Local Plan: Part 2- Development Management Policies (2020).

Quality of Residential Accommodation (Internal and External)

*Internal*

7.37 Regarding internal accommodation, Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy. Table 3.1 of the London Plan (2021) sets out the

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same gross internal area space standards set out in the technical housing standards - nationally described space standard (2015). Policy DMHB 16 of the Local Plan (2020) aligns with this policy.

- 7.38 Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space to provide an appropriate living environment. The space standards set out in Table 5.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) are the same as those found in Table 3.1 of the London Plan (2021).
- 7.39 The London Plan and nationally described space standard (2015) requires double bedrooms to have a floor area of at least 11.5 square metres and be 2.55m wide, and for single bedrooms to have a floor area of at least 7.5 square metres and be 2.15m wide.
- 7.40 The proposed development comprises 2 new dwellings (1 x three-bedroom and 1 x four-bedroom). Within Table 3.1 of London Plan (2021) Policy D6 requires the following:  
Two storey, three-bedroom and 6 person = 102sqm + 2.5sqm storage  
Two storey, four-bedroom and 7 person = 115sqm + 3sqm storage
- 7.41 The proposed development would provide the following:  
Number 142 Linden Avenue: 131.1sqm (two storey, three-bedroom and 6 person)  
Number 140 Linden Avenue: 200.4sqm (two storey, four-bedroom and 7 person)
- 7.42 As demonstrated above and on the plans, both proposed units would meet the minimum space standard requirement set out in Policy D6 of the London Plan (2021). Each of the proposed double bedrooms would have a floor area of at least 11.5 square metres, and the single bedrooms have a floor area of at least 7.5 square metres. In addition, they would have adequate storage and room widths. All the habitable rooms would be served by windows fitted in the front or rear elevation, thereby providing adequate levels of light and outlook.
- 7.44 On the above basis, it is considered that the proposed development would provide satisfactory internal living conditions for future occupants, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 -Development Management Policies (2020) and Policy D6 of the London Plan (2021).

#### *External*

- 7.45 Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.3, which requires flats with three bedrooms to provide a minimum of 30 square metres of private useable amenity space.

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- 7.46 The proposed development would provide the following private amenity space provision:  
Number 140 = 112 sqm  
Number 142 = 119sqm
- 7.47 The figures quoted above do not include the side passageways leading to the rear gardens because these areas do not constitute 'useable private amenity space'. There is an acceptable provision of private amenity space that would be afforded to the future occupiers of the proposed dwellings.
- 7.48 The proposal would be in accordance with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### Accessibility

- 7.49 This proposal for the erection of two semi-detached dwellings has been reviewed with reference to London Plan Policy D7. No accessibility concerns are raised subject to the two conditions securing step free access (Condition 9) and compliance with the technical specifications for an M4(2) dwelling (Condition 10).

#### Highways and Parking

##### *Site Characteristics and background*

- 7.50 The site is located at the end of a cul-de-sac positioned within a private (unadopted) section of Linden Avenue in Ruislip. In the main, the surrounding properties exhibit frontages with on-plot parking. The area is devoid of parking controls and exhibits a public transport accessibility level (PTAL) rating of 2 which is considered 'poor' and as such, heightens dependency on private car ownership and usage

##### *Parking Provision & Internal Parking Layout*

- 7.51 Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network. London Plan (2021) Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.
- 7.52 The requirement for a three/four bedroom dwelling with curtilage is for 1 space to be provided on-site to comply with the overriding regional parking standard. Revisions were sought to reduce the two spaces per unit to one space per unit, to conform with planning policy. The revisions provided now show one vehicle space per new dwelling which would be in line with the policy criteria. The Highway's Officer has raised no objection to this parking provision and does not envisage highway safety or traffic concerns to the wider street scene.

### *Electric Vehicle Charging Points (EVCPs)*

- 7.53 In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provision. In this case, the proposal should incorporate 1 'active' space per unit which the applicant has confirmed on the proposed site plan.

### *Cycle Parking*

- 7.54 In terms of cycle parking there should be a provision of 1 secure and accessible space per unit to conform to the adopted borough cycle parking standard. Secure accommodation of 3 spaces per unit is indicated to the rear of the build which is considered an appropriate arrangement. The details and specification of the cycle store will be secured by Condition 5.

### *Vehicular Access Provision/ Access Visibility Requirements*

- 7.55 There are currently two carriageway crossings emerging onto the roadway and it should be noted that owing to the private 'unadopted' status of this section of Linden Avenue, the Highway Authority (HA) has no direct jurisdiction over any amendments that may be required and therefore cannot impose appropriate scale or construction design parameters/standards.
- 7.56 Notwithstanding this point, these crossings are to remain but with minor realignment for the purposes of the new build which is considered acceptable in principle subject to satisfying the safety requirement. In safety terms, any frontage boundary treatment with Linden Avenue should be avoided (as is the case at present) to help ensure satisfactory sight-line inter-visibility between vehicles and pedestrians using the roadway. This would be secured by Condition 15.

### *Vehicular Trip Generation*

- 7.57 Local Plan: Part 2 Policies DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. There will be little discernible difference in vehicle bound activity as compared to activity linked with the existing single dwelling. Hence any generated activity can therefore be absorbed within the local road network without notable detriment to traffic congestion and road safety. Sufficient room for manoeuvring would remain for emergency service vehicles. Given the sites location towards the end of a private road, sufficient space would be maintained for emergency vehicles to access the site without causing any road safety issues.

### *Refuse Collection*

- 7.58 Refuse collection will continue via the roadway. To conform to accepted 'waste collection distances' from the public highway, the storage area should ideally be

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positioned within 10m of a refuse vehicle. A bin storage area for both dwellings is depicted to the rear of the build which exceeds the said parameter. However, it is accepted that it is highly likely that an informal on-plot management regime will be established to ensure that any refuse is positioned within the above distance parameter on collection days. The details and specification for the bin stores will be secured by Condition 5.

#### *Construction Management Plan (CMP)*

- 7.59 A full and detailed CMP would be a requirement given the constraints and sensitivities of the local residential road network to avoid/minimise potential detriment to the public realm. This would be secured by Condition 3.

#### *Conclusion (Highways and Parking)*

- 7.60 The Highways Authority have been consulted on the application and are satisfied that the proposal would not discernibly exacerbate congestion or parking stress and would not raise any measurable highway safety concerns, subject to appropriate conditions as discussed above.

#### Noise

- 7.61 Policy D14 of the London Plan (2021) requires that proposals minimise noise pollution and Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) promotes the maximum possible reduction in noise levels and seeks to ensure that noise impacts can be adequately controlled and mitigated.
- 7.62 The site would be used in an exclusively residential capacity. As such, in terms of the operational phase of the proposed development, no significant issues are considered to be raised by the proposal, in respect to noise. Condition 3 has been added requiring the submission of a Construction Management Plan to minimise noise and other emissions caused during the construction phase as far as practicable.

#### Air quality

- 7.63 The application site is not located within an Air Quality Management Area nor Focus Area.

#### Security

- 7.64 The proposed development is not considered to compromise the security of the application site or adjoining sites. The overall design of the building is satisfactory and would provide natural surveillance on the street scene to the wider benefit of the area.

#### Trees and Landscaping

- 7.65 Policy D5 of the London Plan (2021) states that development proposals should
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integrate green infrastructure to contribute to urban greening, including the public realm. Policy DMHB 14 of the Hillingdon Local Plan: Part Two – Development Management Policies (2020) requires that all development retains or enhances existing landscaping, trees, and biodiversity.

- 7.66 The trees located on the land adjacent to the application site are subject to Tree Preservation Orders (TPOs) and are managed by Hillingdon Council. Revisions to the development were sought following concerns raised by the Tree Officer regarding potential root disturbance.
- 7.67 The revisions included reducing the width of Number 142 and providing additional information regarding the foundations (engineered floor slab supported on concrete piles) and utilities. It is noted that T1, T2, T3 and G1 are outside of the red line boundary and the agent has confirmed the proposal does not propose the removal of any of these trees.
- 7.68 The utilisation of engineered foundations and use of minimal-dig sub-base and porous paving for hard landscaped areas would minimise the construction-related impacts associated with the proposed new dwellings upon the root systems of trees within neighbouring land to the east of the existing property.
- 7.69 Some confined excavation would be necessary to install new utility services within the root protection area (RPA) of T4 and the impacts associated with this could be minimised using hand digging. Facilitation pruning is necessary to implement the proposed scheme and the Council's Tree Officer has confirmed that this would not adversely affect the trees' health, appearance, or amenity value.
- 7.70 The proposed scheme accords with council policy DMH6 (point iv) on the basis that all trees potentially affected would be retained. It also accords with policy DMHB14 on the basis that:  
A) all trees potentially affected by the development would be retained  
D) this report provides an accurate survey of all trees potentially affected by the development that indicates their height, spread, species and Root Protection Areas, and provides draft protection recommendations.
- 7.71 The application is supported by an Arboricultural Impact Assessment Report and a draft Tree Protection Plan. The report has been reviewed by the Council's Tree Officer and Landscape Officer and found to be acceptable, subject to the receipt of a detailed Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP). These would be secured by Condition 6.
- 7.72 The proposed development would include landscaping works to the front, sides and rear gardens as demonstrated with the proposed block plan. The level of landscaping proposed would create sufficient greenspace and improve its overall quality on the current situation. The landscaping would help integrate the development with the surrounding properties and subject to a comprehensive landscaping plan (secured by Condition 5), it is considered that the proposed development would comply with Policy DMHB14 of the Hillingdon Local Plan (2020).

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## Ecology and Biodiversity

- 7.73 Policy DME17 of Hillingdon Council's Local Plan Part Two Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution and enhancement of the site or feature of ecological value.
- 7.74 The site does not contain any ponds, open woodland or dense scrub and shrubbery. It is therefore considered that the likelihood of protected species being present at the site is low. As such, an ecology assessment is not required. The position would be in accordance with 'Circular 06/05: Biodiversity and Geological Conservation – Statutory Obligations and their impact within the Planning System' which states that *"bearing in mind the delay and cost that may be involved, developers should not be required to undertake surveys for protected species unless there is a reasonable likelihood of the species being present and affected by the development"*.
- 7.75 In the event of an approval, an informative would be secured advising that should protected species be found on the site, the applicant must fulfil their duties under the Wildlife and Countryside Act 1981.

### *Biodiversity Net Gain*

- 7.76 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). It became mandatory for major developments on 12 February 2024 and small sites on 2 April 2024. Developers must deliver a BNG of at least 10%. This means a development will result in more or better-quality natural habitat than there was before development. The landowner is legally responsible for creating or enhancing the habitat and managing that habitat for at least 30 years to achieve the target condition.
- 7.77 Policy 15 of the National Planning Policy Framework (2023) states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and provide net gains for biodiversity.
- 7.78 Paragraph 8.6.6 of Policy G6 of The London Plan (2021) states that biodiversity net gain is an approach to development that leaves biodiversity in a better state than before. Losses should be avoided, and biodiversity offsetting is the option of last resort. Policy EM7 of Hillingdon Council's Local Plan Part One Strategic Policies (2012) states that Hillingdon's biodiversity and geological conservation will be preserved and enhanced, with particular attention given to improving biodiversity from all development.
- 7.79 During the process of the application a Biodiversity Net Gain Assessment was  
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requested and provided. The BNG metric confirms at least 15% net gain would be achieved. The figures demonstrate that the habitat being put back into the site would be increased to the front, along the sides and to the rear garden. The landscaping works would be a better-quality arrangement than the existing site circumstances and given their locations within the perimeter of the boundary, the Local Planning Authority are satisfied that the management of these areas can be maintained over a 30-year cycle as required. Since the metric was submitted, revisions indicate an increase in soft landscaping, which would result in more than this being provided. The improvement on the existing BNG value is therefore accepted and Condition 8 has also been attached to ensure that the BNG would be managed and monitored as required by the statutory regulations.

- 7.80 As such, the application would be able to provide a 10% increase in biodiversity. Therefore the statutory condition (Condition 8) and informative have been added to the recommendation which requires a written 30-year Habitat Management Plan (HMP) for the site to be submitted to and approved in writing by the Local Planning Authority.

#### Flooding and Drainage

- 7.81 Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.
- 7.82 Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.
- 7.83 Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.
- 7.84 The application site lies within Flood Zone 1 of the Environment Agency's Flood Risk Map and a Critical Drainage Area. This means the site is classified as being at low risk and defined as having a less than 1 in 1,000 annual probability of fluvial and tidal flooding. Notwithstanding this point, all development applications for residential development should actively demonstrate how water generated by the site shall be managed within the site boundary.
- 7.85 In the event of approval, a condition (Condition 11) would be secured requiring a sustainable water management scheme, with the incorporation of Sustainable Urban Drainage Systems (SUDS), to be submitted to the Council for consideration.

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*Basement (Drainage, Flooding, Groundwater Conditions)*

- 7.86 Part A of Policy DMHD 3 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) focuses on the drainage, flooding, groundwater aspects of a basement development. It states:  
'A) When determining proposals for basement and other underground development, the Council require an assessment of the scheme's impact on drainage, flooding, groundwater conditions and structural stability. The Council will only permit basement and other underground development that does not cause harm to the built and natural environment and local amenity and does not result in flooding or ground instability. Developers will be required to demonstrate by methodologies appropriate to the site that their proposals: i) avoid adversely affecting drainage and run-off or causing other damage to the water environment; ii) avoid cumulative impacts upon structural stability or the water environment in the local area.
- 7.87 A Basement Impact Assessment (BIA) was requested and received during the course of the application. The BIA was carried out by GEA Geotechnical Consultancy and signed off by the Consultancy Senior Geotechnical Engineer. Part 3 of the BIA provided details of the site ground conditions including accompanying Geological Survey Map which indicates that Lambeth Group rock is likely to be prevailing geological rock strata within the site. This is supported by evidence from borehole digs at a neighbour site (Eastcote Industrial Estate) drilled approximately 170-190m north-east of the site. The Lambeth Group type rock is classified by the Environment Agency as a Secondary A Aquifer which comprise permeable layers that can support local water supplies at a local level which is significant in ensuring reduction of surface water.
- 7.88 The BIA report also notes that the nearest surface water feature to the site is located 419m to the southeast and likely to be a drain within Pine Recreation Ground. It also notes that the site is note in an area at-risk of flooding from rivers or sea or having a surface water flood risk or ground water flood risk.
- 7.89 The BIA indicates that the basement would extend a depth of 2.5m where Lambeth Group rock is likely to be the predominant rock type. Any groundwater occurrences within this area is unlikely to form a coherent water table or support any significant groundwater flow. Any such water can also flow around the proposed basement given the set-ins from the site boundaries. An accompanying Envirocheck report also confirms that the site is not located within an area at risk from surface water or groundwater flooding. There is also sufficient garden and drainage space retained on the site were surface water to occur.
- 7.90 The BIA has been reviewed by the Council's Head of Environmental Specialists. They have raised no objections to the detail included within the report. The Officer highlights that the basement is not shown to be within an area with a susceptibility to ground water flooding and there is a very low risk of harm associated with the basement in relation to flooding. The Environment Agency's Susceptibility to Flooding map demonstrates that the site is situated a significant distance away from the nearest areas susceptible to flooding risk. The Council's

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Environmental Officer is therefore satisfied that there is no known flooding problems mapped at the site and as such raises no objections to the modest basement extension. Given the basement does not extend the full width of the site, which allows space for groundwater to move around the site without increasing risk to the surrounding properties, there is no objection in principle to a proposed basement on drainage principles.

- 7.91 The Environmental Officer has also noted that the structural stability of the basement and water tightness would also be secured under a building regulation application which is outside the remit of the planning regulations. An informative has been recommended to ensure the applicant is aware of the need to comply with building and environmental regulations.
- 7.92 It is considered that the proposal would not significantly increase the risk of flooding at the site or elsewhere, in compliance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

#### Sustainability

- 7.93 Policy DMEI 2 of the Hillingdon Local Plan (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan targets.
- 7.94 The proposed development is of a minor scale therefore whilst the principle of SI 2 (carbon reduction) is relevant, the London Plan Policy applies more specifically, to major scale applications. The applicant is therefore not required to submit an energy statement with the application or demonstrate a policy level of on-site savings. Notwithstanding this point, the modern construction of the development would be considered as providing sufficient energy savings itself and therefore, the development would comply with the principles of the carbon saving development plan policies.
- 7.95 A condition (Condition 11) would be secured requiring the proposed development to achieve as a minimum, a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the option requirement defined within Approved Document G of the Building Regulations).
- 7.96 The proposal would therefore be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### Airport Safeguarding

- 7.97 Policy DMAV 1 of the Hillingdon Local Plan (2020) states that the Council will ensure that uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

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- 7.98 The application site is within 3km of the Northolt RAF site. However, as the site is within an established residential area within this zone, it is considered that visibility and audibility of aircraft operations associated with RAF Northolt would not be of significant harm to the living conditions of future occupiers.
- 7.99 It is therefore considered that it would be unreasonable to refuse the application on the ground of harm to the residential amenity of the future occupiers, in respect to aircraft noise associated with RAF Northolt.

#### Land Contamination

- 7.100 The site is not located within an area identified as being subject to potential land contamination.

#### Fire Safety

- 7.101 Policy D12 of the London Plan states that all developments must achieve the highest standards of fire safety. However, it is major developments that require the submission of a supporting Fire Statement.
- 7.102 Given that the proposal is for two dwellings that would have a street frontage there is unobstructed outside space on the road to accommodate fire appliances and to serve as an evacuation assembly point. It is considered that the design of the proposal would enable effective evacuation from each dwelling. The application is therefore considered to be in general accordance with Policy D12 of the London Plan.

### **8 Other Matters**

#### Human Rights

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

#### Equality

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

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## Local Finance Considerations and CIL

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

## **9 Conclusion / Planning Balance**

- 9.1 On balance, the proposed development would have a satisfactory impact on the character and appearance of the area and would not give rise to any undue harm to neighbouring amenities, or the local highway network. Additionally, adequate living accommodation would be provided for future residents. The proposal would contribute additional family sized dwellings to the borough's housing stock.
- 9.2 The proposal is considered to comply with the Development Plan and no material considerations indicate that a contrary decision should be taken. Consequently, the application is recommended for approval subject to the conditions set out in Appendix 1.

## **10 Background Papers**

Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at [planning@hillingsdon.gov.uk](mailto:planning@hillingsdon.gov.uk).



# **APPENDICES**

## **Planning Application**

**78323/APP/2024/968**

# Appendix 1: Recommended Conditions and Informatives

## Conditions

### 1. RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

#### REASON

To comply with Section 91 of the Town and Country Planning Act 1990

### 2. RES4 Accordance with Approved Plans

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

Location Plan

102 Rev B

103 Rev C

104 Rev C

105 Rev C

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

#### REASON

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

### 3. OM19 Construction Management Plan

Prior to development commencing, a demolition and construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vi) The storage of demolition/construction materials on site.

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

#### REASON

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

#### **4. COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

#### REASON

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

#### **5. RES9 Landscaping (car parking & refuse/cycle storage)**

Notwithstanding the approved details and prior to any works on site above damp proof course level, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

##### 1. Details of Soft Landscaping

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

##### 2. Details of Hard Landscaping

- 2.a Means of enclosure/boundary treatments (no more than 0.6m along the site frontage to meet highway visibility sightlines)
- 2.b Details of secured and covered cycles stand for at least two bicycles per dwelling

##### 3. Details of Landscape Maintenance

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

##### 4. Details of refuse and recycling storage

4.a Details of secured and covered bin storage including specification and location.

## 5. Schedule for Implementation

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

## REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policies G5 and T6.1 of the London Plan (2021).

## 6. RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A detailed method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

NOTE: The detailed Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) should align with the Arboricultural Impact Assessment Report (ref: 2149DCS241009 dated 10/10/24) and draft Tree Protection Plan (ref: 2149\_Draft\_TPP)

#### REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020)

#### 7. RES10 **Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority. The planting shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### 8. NONSC **BNG Condition**

No development shall take place on any part of the site until a written 30-year Habitat Management Plan (HMP) for the site has been submitted to and approved in writing by the Local Planning Authority.

The approved HMP shall be strictly adhered to, and development shall commence and

operate in accordance with it.

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 and;
- 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.

#### REASON

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

#### **9. NONSC Step Free Access**

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

#### REASON

To ensure that the dwelling is of an inclusive and accessible design in accordance with Policies D5 and D7 of the London Plan (2021).

#### **10. NONSC Category 2 M4(2) dwelling**

The ground floor dwelling hereby approved shall be constructed to meet the standards for a Category 2, M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015.

#### REASON

To ensure that the dwelling is of an inclusive and accessible design in accordance with Policies D5 and D7 of the London Plan (2021).

#### **11. RES15 Sustainable Water Management (changed from SUDS)**

No development approved by this permission shall be commenced until a scheme for the

provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development and will:

- i. Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. A timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

- iv. Provide details of water collection facilities to capture excess rainwater;
- v. Provide details of how rain and grey water will be recycled and reused in the development.
- vi. Details of how the dwelling will achieve a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the optional requirement defined within Approved Document G of the Building Regulations).

#### REASON

To ensure the development does not increase the risk of flooding in accordance with Policy DME1 10 of the Hillingdon Local Plan Part 2 (2020) and London Plan (2021) Policies SI 12 and SI 13 of the London Plan (2021).

### **12. RES14 Outbuildings, extensions and roof alterations**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

#### REASON

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

### **13. RES12 No additional windows or doors**

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

## REASON

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

### **14. RES13 Obscure Glazing**

The side facing windows shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

## REASON

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

### **15. COM28 Visibility Splays - Pedestrian**

The access for the proposed car parking shall be provided with those parts of 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.

## REASON

In the interests of highway and pedestrian safety in accordance with policy DMT 2 of the Hillingdon Local Plan Part 2 (2020)

## **Informatives**

### **1.**

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

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

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

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

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the



statutory exemptions or transitional arrangements listed below are considered to apply.

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

1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
  - (i) the original planning permission to which the section 73 planning permission relates\* was granted before 12 February 2024; or
  - (ii) the application for the original planning permission\* to which the section 73 planning permission relates was made before 12 February 2024.
4. The permission which has been granted is for development which is exempt being:
  - 4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
    - i) the application for planning permission was made before 2 April 2024;
    - ii) planning permission is granted which has effect before 2 April 2024; or
    - iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates\* was exempt by virtue of (i) or (ii).
  - 4.2 Development below the de minimis threshold, meaning development which:
    - i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
    - ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).
  - 4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.
  - 4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).
  - 4.5 Self and Custom Build Development, meaning development which:
    - i) consists of no more than 9 dwellings;
    - ii) is carried out on a site which has an area no larger than 0.5 hectares; and
    - iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined

in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

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

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

#### Irreplaceable habitat

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

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

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

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

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

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

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

## **2. 152 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).

### **3. 170 LBH worked applicant in a positive & proactive (Granting)**

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

### **4.**

The applicant is reminded of the need to comply with other regulations and legislation that is outside the realms of the planning assessment under the current application.

These regulations include (but not limited to)

- Building Regs Act
- Environmental Acts including Control of Pollution Act 1974
- Water Industry Act 1991
- Fire Safety Regs

### **5. 173 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](mailto: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](http://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.

### **6. 115 Control of Environmental Nuisance from Construction Work**

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

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

7.

The applicant is advised that the Building Regulations are legal requirements that apply to building work and are aimed at achieving minimum standards of construction to ensure the health and safety of people in or around buildings, including fire safety.

Approval under the Building Regulations is requirement and you are advised to seek the advice of the Council's Building Control Service or an Approved Inspector prior to the commencement of works.

For more information on Building Regulations requirement and the Council own service please visit the following weblink below.

<https://www.hillingdon.gov.uk/article/1025/Planning-and-building-control>

## 8. 12 **Encroachment**

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

## 9. 16 **Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

## **10. I47      Damage to Verge - For Council or Private Roads:**

For Council Roads:

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

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

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

For Private Roads:

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

## **11. IT05      Wildlife and Countryside Act 1981**

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, if applicable, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

## **12. I5      Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control

Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

### **13. I3 Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 558170).

### **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.

DMEI 10	Water Management, Efficiency and Quality
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G7	(2021) Trees and woodlands
LPP SI12	(2021) Flood risk management

LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change

## **Appendix 2: Relevant Planning History**



### **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

Part 2 Policies:

DMEI 9 Management of Flood Risk

DMEI 10 Water Management, Efficiency and Quality

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 16 Housing Standards

DMHB 18 Private Outdoor Amenity Space

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

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

LPP D5 (2021) Inclusive design

LPP D6 (2021) Housing quality and standards

LPP D7 (2021) Accessible housing

LPP G7 (2021) Trees and woodlands

LPP SI12 (2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

LPP SI2 (2021) Minimising greenhouse gas emissions

LPP T5 (2021) Cycling

LPP T6	(2021) Car parking
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
LPP T6.1	(2021) Residential parking

## Report of the Head of Development Management and Building Control Committee Report – Application Report

Case Officer: <b>Alan Corcoran</b>	<b>57328/APP/2024/345</b>
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Date Application Valid:	<b>08.03.24</b>	Statutory / Agreed Determination Deadline:	<b>31.10.24</b>
Application Type:	<b>Full</b>	Ward:	<b>Hayes Town</b>

Applicant: **F&C Commercial Property Holdings**

Site Address: **3 The Square, Furzeground Way, Stockley Park**

Proposal: **Change of use of existing office building (Use Class E) to a post-operative care facility (Use Class C2), including external works to the building, landscaping, parking, and all associated works.**

Summary of Recommendation: **GRANT planning permission subject to section 106 legal agreement and conditions**

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



## **Summary of Recommendation:**

GRANT planning permission subject to the completion of a satisfactory section 106 legal agreement to secure the heads of terms set out below, and subject to the conditions as set out in Appendix 1.

Section 106 Heads of Terms are as follows:

1. Air Quality Mitigation contribution of £271,320.
2. A Healthy Streets/Active Travel Zone contribution of £105,720.
3. Cycle Hire Contribution of £21,000.
4. Carbon Offset contribution of £359,100.
5. Energy performance monitoring (be seen).
6. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.

## **1 Executive Summary**

- 1.1 This proposal seeks to change the use of an office building (Use Class E) to a post-operative medical care facility (Use Class C2). No structural changes are required and no additional floorspace is proposed. The proposal mostly retains and renovates the existing building, with internal reconfiguration, refurbishment of the existing external glazing, and extensive soft landscape works.
- 1.2 The office has been vacant for over three years since August 2021, despite ongoing marketing since 2020. The site is designated as an Office Growth Location and Locally Significant Employment Location and within the Heathrow Opportunity Area. As such, a post-operative medical care facility would be a departure from the local development plan. Notwithstanding, the Applicant has submitted robust evidence to justify the change of use in this instance. The Council's Planning Policy Team and the Greater London Authority (GLA) have reviewed the submission and raise no objections. Council and GLA planning officers support the upgrading and reuse of the underutilised site.
- 1.3 In addition to the building's refurbishment and return to use, the proposal includes replacing 100 existing car parking spaces with planting and landscaping across the west of the site. The remaining retained car parking spaces would be fitted with Electric Vehicle Charging Points and an additional 46 cycle parking spaces would be installed on the site.
- 1.4 The site is within Stockley Park: Business Park, country park and golf course. This is a designated Grade II Listed Park and Garden. No harm is identified to heritage assets and no objection or concerns have been raised by the Council, the GLA, or The Gardens Trust. The proposal to remove hardstanding car parking and replace it with a landscaped garden would enhance the Listed Park and Garden.

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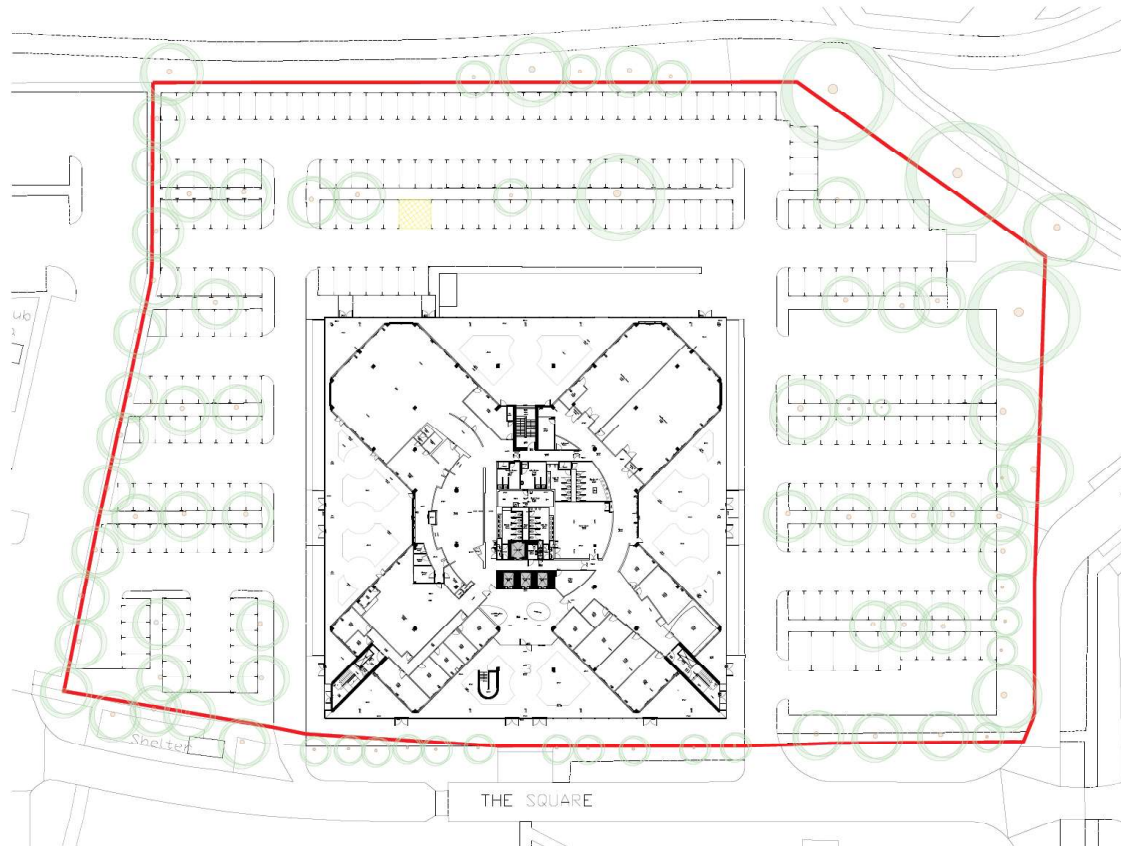
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- 1.5 No public comments have been received.
- 1.6 The proposed change of use from an office (Use Class E) to a post-operative medical care facility (Use Class C2) is considered appropriate.
- 1.7 Therefore, approval is recommended subject to the completion of a satisfactory section 106 legal agreement and recommended conditions in Appendix 1.

## **2 The Site and Locality**

- 2.1 The 1.37-hectare application site (3 The Square) is east of Furzeground Way, within Stockley Business Park. The existing five-storey over basement (8,550 sq. m.) building has been vacant for over three years since August 2021. The permitted use of the building is as offices. The structure has a glazed envelope housing a cruciform internal second skin and is surrounded by a large expanse of hardstanding car parking.
- 2.2 The site is designated as an Office Growth Location and Locally Significant Employment Location. It is also within the Heathrow Opportunity Area, designated by The London Plan (2021).
- 2.3 The site is in Flood Zone 1 – the lowest probability of flooding from rivers and the sea. Further to this, the surrounding Stockley Park land is also Flood Zone 1.
- 2.4 No Statutory or Locally Listed buildings are on or near the site. Notwithstanding, the site and surrounding area is designated as Grade II Listed Park and Garden (Stockley Park: Business Park Phases I and II, and the country park and golf course).
- 2.5 The site falls within Hillingdon's Air Quality Management Area (AQMA), which covers the southern half of the borough, and an Air Quality Focus Area is approximately 290 metres southeast of the site.
- 2.6 The site has a Public Transport Accessibility Level (PTAL) of 2, on a scale of 0 to 6b, where 6b is the highest.
- 2.7 Green Belt land neighbours the site to the north, containing the Stockley Park Golf Club. Land to the south, east, and west are within Stockley Business Park and contains similar, large office buildings.

***Figure 1: Location Plan (application site edged red)***



**Figure 2: Street View Image of the Application Property**



**Figure 3: The Application Site in Context**



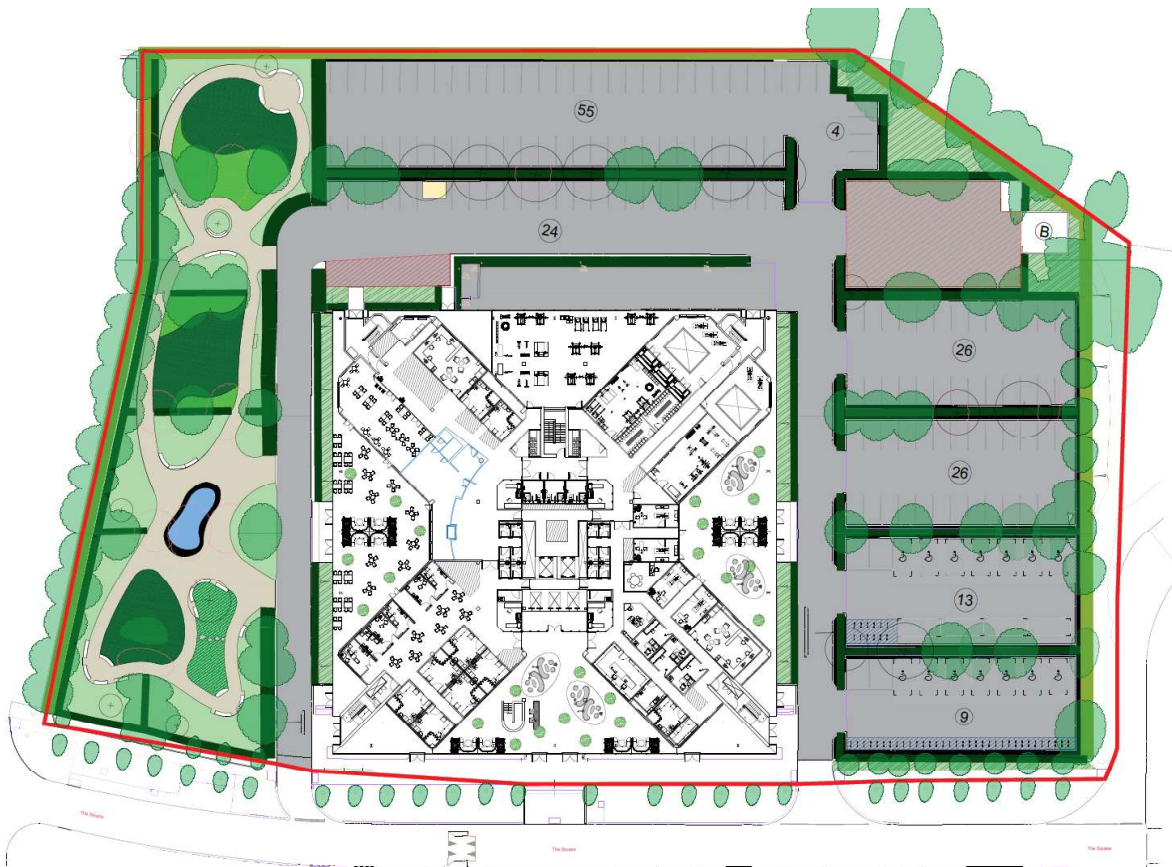
### **3 Proposal**

- 3.1 The proposal seeks to change the use of the unoccupied building from an office (Use Class E) to a post-operative medical care facility (Use Class C2). No structural changes are required and no additional floorspace is proposed. The proposal seeks to mostly retain and renovate the existing building, with internal reconfiguration, refurbishment of the existing external glazing, and removal of car parking to be replaced by additional tree planting and landscaping.
- 3.2 The proposal seeks to accommodate approximately 100 one-bed patient rooms, examination rooms, MRI, radiology equipment, and hydrotherapy pools within the existing building envelope.
- 3.3 Notably, the proposal includes reducing the on-site car parking provision by 100 spaces, from 350 to 250, and removing hardstanding to increase on-site tree planting and soft landscaping. The existing car park spaces would be upgraded to include active and passive electric vehicle charging infrastructure. Also, 46 on-site cycle parking spaces are proposed to be added to the site.
- 3.4 The Applicant anticipates that there would typically be 145 full-time equivalent (FTE) staff members on-site at any given time – 57 full-time, 157 part-time, and 17 freelancers.

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



#### **4 Relevant Planning History**

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

#### **5 Planning Policy**

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

#### **6 Consultations and Representations**

6.1 The Council sent consultation letters to 12 neighbouring properties on 13-03-24. The Council also advertised the application with a site notice and press notice on 21-03-24.

6.2 The consultation period expired on 13-04-24.

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- 6.3 No comments have been received from the public.
- 6.4 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**

<b>Representations</b>	<b>Summary of Issues Raised</b>	<b>Planning Officer Response</b>
N/A	N/A	N/A

**Table 2: Summary of Consultee Responses**

<b>Consultee and Summary of Comments</b>	<b>Planning Officer Response</b>
<b><u>External Consultee Comments</u></b>	
<p><b>Greater London Authority:</b></p> <p>No objection. The proposal raises no strategic planning issues and there is no need for it to be referred back to the Mayor.</p> <p>The revitalisation of the site by virtue of the proposed change in land use from office to post-operative care facility does not raise strategic concern. The applicant has overcome London Plan Policy E1 and S2 conflicts related to the loss of office in Stockley Park, and it is a logical site for the intended end use and easily accessible.</p> <p>Conditions recommended regarding Circular Economy Post-Construction Monitoring, Whole Life-Cycle Carbon Assessment, and Digital Connectivity Infrastructure and 'Be Seen' energy monitoring to be secured within the S106 legal agreement.</p>	<p>Appropriate planning conditions suggested and the be seen energy monitoring has been included within the heads of terms for the proposed legal agreement.</p>
<p><b>London Fire Brigade:</b></p> <p>No objection.</p>	<p>Noted.</p>
<p><b>Metropolitan Police Designing Out Crime Group:</b></p> <p>No Comments.</p>	<p>Noted.</p>

<p><b>Thames Water Utilities:</b></p> <p>No objection. Informative recommended.</p>	<p>Informative suggested</p>
<p><b>The Gardens Trust:</b></p> <p>No Comments.</p>	<p>Noted.</p>
<p><b>Transport for London:</b></p> <p>No objection.</p>	<p>Noted.</p>
<p><b><u>Internal Consultee Comments</u></b></p>	
<p><b>Urban Design Officer Comments:</b></p> <p>No objection.</p>	<p>Noted.</p>
<p><b>Economic Development Officer:</b></p> <p>No objection subject to securing an appropriate Employment and Skills Strategy.</p>	<p>The Employment and Skills Strategy will be included in the legal agreement.</p>
<p><b>Accessibility Officer Comments:</b></p> <p>No objection subject to conditions regarding disabled person car parking, accessible changing facilities, and accessible fire evacuation lift.</p>	<p>Appropriately worded conditions proposed.</p>
<p><b>Refuse and Recycling Officer Comments:</b></p> <p>No objection.</p>	<p>Noted.</p>
<p><b>Planning Policy Officer Comments:</b></p> <p>No objection.</p>	<p>Noted.</p>
<p><b>Highways Officer Comments:</b></p> <p>No objection subject to conditions regarding a Travel Plan, Construction Logistics Plan, Service and Delivery Plan, Parking Design and Management Plan, and cycle parking, and a Section 106 contribution of £105,720 to provide public realm improvements and £21,000 towards a Bike Hire docking station with bicycles.</p>	<p>Appropriate highways planning conditions are proposed, and the financial contribution would be included in the legal agreement.</p>

<p><b>Air Quality Officer Comments:</b></p> <p>No objection subject to conditions regarding a Low Emission Strategy and Delivery Plan, Construction Logistics Plan, and Non-Road Mobile Machinery, and a Section 106 air quality contribution of £271,320.</p>	<p>Appropriate air quality planning conditions are attached, and the financial contribution will be included in the legal agreement.</p>
<p><b>Noise Pollution Officer Comments:</b></p> <p>No objection.</p>	<p>Noted.</p>
<p><b>Environmental Specialist (Energy and Biodiversity) Comments:</b></p> <p>No objection subject to conditions regarding energy strategy, energy monitoring, and biodiversity net gain, and a Section 106 carbon offsetting payment of £359,100.</p>	<p>Appropriate renewable energy and biodiversity conditions are attached, and the and the financial contribution will be included in the legal agreement alongside the energy monitoring (be seen) requirement.</p>

## 7 Planning Assessment

### Principle of Development

- 7.1 The site is designated as an Office Growth Location and Locally Significant Employment Location. It is also within the Heathrow Opportunity Area, designated by The London Plan (2021).
- 7.2 Policy S2 of The London Plan (2021) states that development proposals that support the provision of high-quality new and enhanced health and social care facilities to meet identified need and new models of care should be supported. Policy SD1 seeks to ensure that Opportunity Areas fully realise their growth and regeneration potential. Policy E1 specifically mentions Stockley Park as an area of London where offices should be consolidated and – where viable – extended.
- 7.3 Policy E2 of Hillingdon Council’s Local Plan Part 1 (2012) states that The Council will accommodate 9,000 new jobs during the plan period. Most of this employment growth will be directed towards suitable sites in the Heathrow Opportunity Area, Strategic Industrial Locations (SILs), Locally Significant Employment Locations (LSEL), Locally Significant Industrial Sites (LSIS), Uxbridge Town Centre, and Hayes Town Centre.

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- 7.4 Policy DME 3 of Local Plan Part 2 (2020) resists non-office uses within Stockley Business Park and states that proposals involving loss of office floorspace in preferred locations for office growth, which fall outside of existing permitted development procedures, should include information to demonstrate that the site has been actively marketed for two years, the site is no longer viable for office use, taking account of the potential for internal and external refurbishment and surrounding employment uses will not be undermined.
- 7.5 To overcome this policy conflict, the Applicant has submitted robust evidence and justification to address criteria within these policies, including market trends in the office space and economic benefits assessment in line with paragraph 6.1.7 of The London Plan (2021). The existing space has been marketed since 2020 and has been unsuccessful as the existing condition is not fit for purpose due to the building layout being difficult to reconfigure to suit multiple occupancies and an EPC rating of G. The Applicant has submitted evidence regarding various office spaces available within Stockley Park and vacancy rates. Furthermore, Hillingdon Council's Employment Land Review (2023) supports alternative (non-office) uses within Stockley Business Park that benefit the park's overall viability and vitality. Whilst the site is in a Locally Significant Employment Location, it does not currently offer any employment opportunities since Canon terminated their tenancy. The proposed healthcare use would typically have 145 full-time equivalent (FTE) staff members on-site at any given time, returning employment to the underutilised building.
- 7.6 In accordance with Policy S2 of The London Plan (2021), the proposal would support the provision of high-quality new healthcare facilities. Considering Part C of Policy S2, whilst the site has a low PTAL rating, the facility would be easily accessible via the Stockley Park privately run shuttle bus service and the 'borrow-bike' scheme. An additional bike share docking station and bicycles would be secured through this permission (secured by the S106 legal agreement), contributing towards sustainable transport access. Furthermore, local convenience facilities, including food and beverages, can be accessed within a 15-minute walk of the site. Moreover, it is noted that given the intended rehabilitation nature of the facility, in-patients will likely arrive via private means (ambulance), which is catered for via service bays. The proposal thus complies with Policy S2 of The London Plan (2021) and is acceptable.
- 7.7 The Council's Policy Team has been consulted and supports the proposed healthcare use within the vacant building.
- 7.8 The GLA has also raised no objection to the loss of office space and deems the proposed post-operative care use to be appropriate on this site, stating that 'The revitalisation of the site by virtue of the proposal change in land use from office to post-operative care facility does not raise strategic concern.' The applicant has overcome London Plan policy conflicts related to the loss of office in Stockley Park, and it is a logical site for the intended end use and is easily accessible.
- 7.9 The proposal complies with Policy S2 of The London Plan (2021). Considering the robust supporting justification for the proposed change of use, the Applicant has appropriately addressed Policies SD1 and E1 of The London Plan (2021), Policy E2

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of Hillingdon Council's Local Plan Part 1 (2012), and Policy DME 3 of Local Plan Part 2 (2020), and in this instance, the principle is accepted.

### **Heritage**

- 7.1 0 The National Planning Policy Framework (2023) states that when considering the impact of the proposal on the significance of a heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be.
- 7.1 1 Policy HC1 of The London Plan (2021) states that proposals affecting heritage assets, and their settings should conserve their significance, avoid harm, and identify enhancement opportunities.
- 7.1 2 Policy HE1 of the Hillingdon Local Plan Part 1 (2012) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, settings, and the broader historic landscape.
- 7.1 3 Policy DMHB 1 of the Hillingdon Local Plan Part 2 (2020) states that the Council will expect development proposals to avoid harm to the historic environment.
- 7.1 4 The site is within Stockley Park: Business Park Phases I and II, and country park and golf course, a designated Grade II Listed Park and Garden.
- 7.1 5 The Applicant submitted a Heritage Statement. The proposal would incorporate modest changes to the external appearance of the building, which would not impact the Listed Park and Garden. The proposal to remove hardstanding car parking and replace it with a landscaped garden would enhance the Listed Park and Garden. No harm is identified to heritage assets.
- 7.1 6 The Gardens Trust was consulted, and their conservation officer raised no concerns or objections. Likewise, the GLA has raised no heritage concerns.
- 7.1 7 The proposal complies with the National Planning Policy Framework (2023) and Policy HC1 of The London Plan (2021), Policy HE1 of the Hillingdon Local Plan Part 1 (2012), and Policy DMHB 1 of the Hillingdon Local Plan Part 2 (2020).

### **Impact on Character and Appearance**

- 7.1 8 Policy BE1 of the Hillingdon Local Plan Part 1 (2012) seeks a quality of design in all new development 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.
- 7.1 9 Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design. Policy DMHB 12 states that development should be well integrated with the surrounding area.

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- 7.2 No additional floor space is proposed, and the building would retain its elevations, form, and appearance. The replacement of a relatively large expanse of car parking with landscaping would enhance the quality of the public realm and respect local character. The Council's Urban Design Officer has been consulted, and they are supportive of the proposed development.
- 7.2 The proposal complies with Policy BE1 of the Hillingdon Local Plan Part 1 (2012) and Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part 2 (2020).

### **Pedestrian Safety, Cycle and Car Parking, and Traffic Impact**

- 7.2 Paragraph 115 of the NPPF (2023) 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.
- 7.2 Policy T4 of The London Plan (2021) states that development proposals should not increase road danger. Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment where people choose to cycle. Policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Appropriate disabled persons parking for Blue Badge holders should be provided, and where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Policy T7 states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage, and deliveries should be made off-street, with on-street loading bays only used where this is not possible.
- 7.2 Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan Part 2 (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows, and conditions of general highway or pedestrian safety. Policy DMT 5 states that development proposals will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1. Policy DMT 6 requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues relating to congestion and amenity.
- 7.2 The site has a Public Transport Access Level (PTAL) of 2, on a scale of 0 to 6b, where 6b is the highest.
- 7.2 The Council's highways team has reviewed the proposal and raised no concerns or objections subject to conditions regarding a Travel Plan, Construction Logistics Plan, Service and Delivery Plan, Parking Design and Management Plan, and cycle parking, and a Section 106 obligation of £126,720 to contribute towards highways and public realm improvements and the installation of a bike hire docking station with bicycles.
- 7.2 The proposal includes a significant reduction in on-site car parking provision by 100 spaces, from 350 to 250, removing hardstanding to increase on-site tree planting

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and soft landscaping. This substantial car parking reduction will assist in encouraging sustainable and active travel to and from Stockley Park, whilst retaining appropriate carparking provision for the proposed use. The considerable reduction of car parking from this site is supported by the GLA, TfL, and Council's Highways Team.

- 7.2 The existing car parking spaces would be upgraded to include active and passive vehicle charging infrastructure, which is secured through conditions.
- 7.2 There is a proposed provision of 46 on-site cycle parking spaces, which exceeds The London Plan's minimum requirements. The cycle parking is secured through condition.
- 7.3 Sixteen car parking spaces shall be designated for disabled person parking only, with a further ten car parking spaces to be enlarged parking bays capable of accommodating disabled person parking. This level of provision adheres to the requirements of The London Plan (2021) and is accepted. A condition is attached to ensure they are available upon occupation and retained.
- 7.3 A condition is attached to secure the submission and approval of an appropriate Delivery and Servicing Plan to ensure compliance with Policy T7 of The London Plan (2021).
- 7.3 Policy T6 of The London Plan (2021) requires the submission of a Parking Design and Management Plan alongside all applications which include car parking provision. This is recommended to be secured by a planning condition.
- 7.3 The proposed development complies with Paragraph 115 of the NPPF (2023), Policies T4, T5, T6, and T7 of The London Plan (2021), and Policies DMT 1, DMT 2, DMT 5, and DMT 6 of Hillingdon Council's Local Plan Part 2 (2020).

### **Disabled Persons Access**

- 7.3 Policy D5 of The London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. Developments should be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building. Policy D12 of The London Plan (2021) states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety.
- 7.3 The Council's Accessibility Officer has reviewed the proposed development and raised no objection subject to conditions regarding the provision of appropriate disabled person car parking, accessible changing facilities, and accessible fire evacuation lift. Accordingly, suitable conditions are attached to this planning permission.

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7.3 Subject to adherence to the attached conditions, the proposal complies with Policies  
7 D5 and D12 of The London Plan (2021).

### **Biodiversity Net Gain**

7.3 In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the  
8 Town and Country Planning Act 1990 (as inserted by Schedule 14 of the  
Environment Act 2021). Developers must deliver a BNG of ten per cent. This means  
a development will result in more or better-quality natural habitats than there were  
before development.

7.3 Policy 15 of the National Planning Policy Framework (2023) states that planning  
9 decisions should contribute to and enhance the natural and local environment by  
minimising impacts on and providing net gains for biodiversity.

7.4 Paragraph 8.6.6 of The London Plan (2021) states that biodiversity net gain is an  
0 approach to development that leaves biodiversity in a better state than before. This  
means that where biodiversity is lost due to development, the compensation  
provided should be of an overall greater biodiversity value than that which is lost.  
This approach does not change the fact that losses should be avoided, and  
biodiversity offsetting is the option of last resort.

7.4 Paragraph 6.28 of Hillingdon Council's Local Plan Part 2 (2020) states that it is  
1 important that planning decisions are appropriately informed by the right level of  
survey and information on ecology features. Where appropriate, the Council will  
require the use of the approved DEFRA biodiversity impact calculator to inform  
decisions on no net loss and net gain.

7.4 The Applicant submitted a Biodiversity Net Gain Assessment (dated February 2024).  
2 The assessment identifies a relatively low-quality baseline position due to the  
ornamental and urban planting with low ecological value. The submitted Ecological  
Assessment confirms that the site has low to negligible value for protected species.  
The proposal would create additional onsite habitats that would result in a ten  
percent BNG.

7.4 The Council's Environmental Specialist (Energy and Biodiversity) has reviewed the  
3 scheme and raised no objections subject to a Habitat Management Plan condition  
and the development adhering to the submitted plans and documents. These are  
recommended to be secured through Condition 15.

7.4 Subject to the above the proposal complies with Schedule 7A of the Town and  
4 Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act  
2021), Policy G6 of The London Plan (2021), Policy EM7 of the Hillingdon Local Plan  
Part 1 (2012), and Policies DMEI 7 and DMHB 14 of the Hillingdon Local Plan Part  
2 (2020).

### **Waste Management**

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7.4 Policy D6 of The London Plan (2021) states that developments should ensure that recycling and waste disposal, storage, and any on-site management facilities are convenient in operation and location, appropriately integrated, and designed to work effectively for residents, management, and collection services.

7.4 Waste management within the building would be through dedicated sluice and disposal hold rooms. Waste and recycling would be collected from these spaces and moved to the external bin store towards the site's northeast corner. The bin store would have a capacity for 15 (1700-litre) waste containers that a closeboard timber structure would enclose.

7.4 The Council's Refuse Recycling Officer was consulted and raised no objections to the proposed change of use.

7.4 The scheme is therefore considered to comply with Policy D6 of The London Plan (2021).

### **Renewable Energy and Sustainability**

7.4 Policy SI 2 of the London Plan (2021) states that major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

7.5 Policy DMEI 2 of the Hillingdon Local Plan Part 2 (2020) states that all developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

7.5 The Council's Environmental Specialist (Energy and Biodiversity) has reviewed the change of use proposal and raised no objections regarding energy and sustainability subject to conditions regarding the Energy Strategy and energy monitoring and a Section 106 carbon dioxide offsetting payment of £359,100.

7.5 The submitted Energy Strategy is acceptable and demonstrates an effective re-use of a building whilst refurbishing it to a high standard of energy savings.

7.5 The proposed development would achieve an approximate minimum 72 per cent reduction in carbon dioxide emissions, following the Energy Hierarchy methodology. The remaining 126 tonnes of carbon dioxide per annum of non-domestic emissions from the development will be offset through a cash-in-lieu contribution of £359,100 secured within the legal agreement.

7.5 A condition is attached to ensure the development is implemented in accordance with the Energy Strategy.

7.5 Subject to condition and legal agreement, the proposal complies with Policy SI 2 of The London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan Part 2 (2020).

### **Circular Economy and Whole Life-Cycle Carbon**

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7.5 Policy SI 7 of The London Plan (2021) states that referable applications should  
6 promote circular economy outcomes and aim to be net zero-waste. Policy SI 2 states  
that development proposals referable to the GLA should calculate whole life-cycle  
carbon emissions through a nationally recognised Whole Life-Cycle Carbon  
Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

7.5 The Applicant has submitted a Circular Economy Statement and Whole Life-Cycle  
7 Carbon (WLC) Assessment in accordance with the GLA guidance. The GLA has  
recommended a condition to require the Applicant to submit a post-construction  
monitoring report to maximise the re-use of materials in the interest of sustainable  
waste management and to complete the post-construction tab of the GLA's Whole  
Life-Cycle Carbon Assessment template in the interests of sustainable development  
and to maximise on-site carbon dioxide savings.

7.5 Subject to condition, the proposal complies with Policies SI 7 and Policy SI 2 of The  
8 London Plan (2021).

### **Air Quality**

7.5 Policy SI 1 of The London Plan (2021) states that development proposals should  
9 ensure that where emissions need to be reduced to meet the requirements of Air  
Quality Neutral or to make the impact of development on local air quality acceptable,  
this is done on-site.

7.6 Policy DMEI 14 of Hillingdon Council's Local Plan Part 2 (2020) states that  
0 development proposals should demonstrate appropriate reductions in emissions to  
sustain compliance with and contribute towards meeting EU limit values and national  
air quality objectives for pollutants. The London Borough of Hillingdon requires  
developments to incorporate air quality positive design measures from the outset  
and suitable mitigation measures to reduce pollution, especially with impacts in  
areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-  
2024), namely Focus Areas.

7.6 The proposed development is located within the borough's Air Quality Management  
1 Area, with the total traffic generated by its operation impacting the borough's Air  
Quality Focus Area.

7.6 The Applicant submitted an Air Quality Assessment. The proposed development  
2 would be air quality neutral but not air quality positive. The Council's Air Quality  
Officer has reviewed the proposal and raised no objection subject to conditions  
regarding a Low Emission Strategy and Delivery Plan, Construction Logistics Plan,  
and Non-Road Mobile Machinery, and a Section 106 air quality improvements  
payment of £271,320. Appropriate air quality conditions are attached, and the  
financial contribution will be included in the legal agreement.

7.6 Subject to conditions and the legal agreement, the proposal complies with Policies  
3 SI 1 and D3 of The London Plan (2021) and Policy DMEI 14 of Hillingdon Council's

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Local Plan Part 2 (2020), and Hillingdon Council's Air Quality Local Action Plan 2019-2024.

### **Noise**

- 7.6 Policy D14 of The London Plan (2021) states that development proposals should  
4 reduce, manage, and mitigate noise to improve health and quality of life.
- 7.6 Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) states that development  
5 proposals should not adversely impact the amenity.
- 7.6 The Applicant submitted a Noise Impact Assessment. The Council's Noise Pollution  
6 Officer has reviewed the submitted details and confirmed they have no objections to  
the development.
- 7.6 The proposed development would comply with Policy D14 of The London Plan  
7 (2021) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

### **Trees, Landscaping, and Urban Greening Factor**

- 7.6 Policy G5 of The London Plan (2021) states that major development proposals  
8 should contribute to the greening of London by including urban greening as a  
fundamental element of site and building design, and by incorporating measures  
such as high-quality landscaping (including trees), green roofs, green walls and  
nature-based sustainable drainage. Policy G5 recommends a target Urban  
Greening Factor (UGF) score of 0.3 for predominately commercial development.  
Policy G7 of The London Plan (2021) states development proposals should ensure  
that, wherever possible, existing trees of value be retained.
- 7.6 Policy DMHB 14 of Hillingdon Council's Local Plan Part 2 (2020) states that all  
9 developments will be expected to retain or enhance existing landscaping, trees,  
biodiversity, or other natural features of merit. Planning applications for proposals  
that would affect existing trees will be required to provide an accurate tree survey  
showing the location, height, spread, and species of trees. Where the tree survey  
identifies trees of merit, tree root protection areas and an arboricultural method  
statement will be required to show how the trees will be protected. Where trees are  
to be removed, proposals for replanting of new trees on-site must be provided or  
include contributions to offsite provision.
- 7.7 The Applicant submitted an Urban Greening Factor Assessment, a Tree Survey, and  
0 an Arboricultural Impact Assessment and Method Statement.
- 7.7 The proposed development presents a well-considered approach to integrating  
1 green infrastructure and urban greening. Seventy-one trees are proposed to be  
retained. Six category U trees, two groups of trees, five entire hedges and a section  
of seven further hedges would be removed to enable the proposed development.  
Seventeen new trees would be planted as part of the site's landscape scheme. The  
proposed trees would increase the species diversity and age range of trees in the  
local area and contribute towards the site's ten per cent BNG and 0.3 UGF score.

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Delivery of the onsite BNG is secured by condition 15 and 0.3 UGF score is secured by condition 16. Tree planting and protection is secured through adherence with the submitted Arboricultural Impact Assessment and Method Statement and landscape plan (condition 2 and 3). The reduction in hardstanding, increase in soft landscaping, increase in on-site trees, and 0.3 UGF score are acceptable.

- 7.7 The proposal would comply with Policies G5 and G7 of The London Plan (2021) and  
2 Policy DMHB 14 of Hillingdon Council's Local Plan Part 2 (2020).

### **Fire Safety**

- 7.7 Policy D12 of The London Plan (2021) states that all development proposals must  
3 achieve the highest standards of fire safety. 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.

- 7.7 The scheme is non-residential and does not exceed 18 metres in height. The  
4 application is supported by a Fire Safety Strategy prepared by Bespoke, a qualified third-party consult. The report outlines that fire service appliances can park within 18 metres of the building's access points and details that the building would be refurbished and upgraded to an improved fire safety standard, including a detection and alarm system, smoke detectors, fire-resistant walls, and an evacuation lift.

- 7.7 Based on the submitted Planning Fire Safety Strategy, the proposal is considered  
5 to comply with Policy D12 of The London Plan (2021) and Fire Safety draft LPG.

### **Digital Connectivity Infrastructure**

- 7.7 Policy SI 6 of The London Plan (2021) states that development proposals should  
6 ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users.

- 7.7 The GLA advised that a planning condition should be secured, requiring the  
7 submission of detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure. A planning condition has been attached.

- 7.7 Subject to condition, the proposal would comply with Policy SI 6 of The London Plan  
8 (2021).

### **Impact on the Green Belt**

- 7.7 Policy 13 of the National Planning Policy Framework (2023) attaches great  
9 importance to Green Belts. Green Belt policy aims to prevent urban sprawl by keeping land open permanently; its essential characteristics are openness and permanence.

- 7.8 Policy G2 of The London Plan (2021) states that planning authorities should protect  
0 the Green Belt from inappropriate development. Development proposals that would

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harm the Green Belt should be refused except in very special circumstances. The policy further states that openness and permanence are essential characteristics of the Green Belt.

7.8 Paragraph 8.20 of Hillingdon Council's Local Plan Part 1 (2012) states the most  
1 crucial attribute of Green Belts is their openness.

7.8 Policy DMEI 4 of Hillingdon Council's Local Plan Part 2 (2020) states inappropriate  
2 development in the Green Belt will not be permitted unless there are very special  
circumstances.

7.8 The proposed development is adjacent to the Green Belt. Given the nature of the  
3 proposed development to change the existing building's use, it would not harm the  
openness or visual amenity of the adjoining Green Belt.

7.8 The proposal would comply with Policy 13 of the National Planning Policy  
4 Framework (2023), Policy G2 of The London Plan (2021), Hillingdon Council's Local  
Plan Part 1 (2012), and Policy DMEI 4 of Hillingdon Council's Local Plan Part 2  
(2020).

### **Flooding and Drainage**

7.8 Policy SI 13 of The London Plan (2021) states that development proposals should  
5 aim to achieve greenfield run-off rates and ensure that surface water run-off is  
managed as close to its source as possible.

7.8 Policy DMEI 10 of the Hillingdon Local Plan Part 2 (2020) states that a SuDs system  
6 should drain developments and include appropriate methods to avoid polluting the  
water environment.

7.8 The site is in Flood Zone 1 – the lowest probability of flooding from rivers and the  
7 sea. Further to this, the surrounding Stockley Park land is also Flood Zone 1.  
Examination of the Environment Agency's Flood Risk from Surface Water extent  
mapping shows the site is in an area considered to be at 'very low' risk of flooding.  
The proposed development would not create any additional floor space.

7.8 The Applicant submitted a Flood Risk Assessment (FRA). It identifies that the  
8 proposed healthcare use is 'More Vulnerable' and confirms that Flood Zone 1 is an  
appropriate location for 'More Vulnerable' uses without the need for an Exception  
Test. The FRA further demonstrates that there is an acceptable level of flood risk to  
the site if its recommended mitigation strategies are implemented in the scheme and  
the development does not increase flood risk off site or to the wider area. A condition  
is attached to ensure the development is carried out in accordance with the  
submitted FRA.

7.8 The proposed development complies with Policy SI 13 of The London Plan (2021)  
9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020).

### **Planning Obligations**

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7.9 Policy DMCI 7 of the of the Hillingdon Local Plan Part 2 (2020) states that to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL). Planning obligations will be sought on a scheme-by-scheme basis to secure the provision of affordable housing in relation to residential development schemes; where a development has infrastructure needs that are not addressed through CIL; and to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

7.9 Should the application be approved, planning obligations would be sought to mitigate the impact of the development, in accordance with Policy DMCI 7 of the of the Hillingdon Local Plan Part 2 (2020).

7.9 The obligations sought are as follows:  
2

1. Air Quality Mitigation contribution of £271,320.
2. A Healthy Streets/Active Travel Zone contribution of £105,720.
3. Cycle Hire Contribution of £21,000.
4. A Carbon Offset contribution of £359,100.
5. Energy performance monitoring (be seen).
6. An Employment/ Construction Training Scheme secured in accordance with the Council's Planning Obligations SPD.

7.9 The Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area. This application is not CIL liable as no residential floorspace would be created and no additional floorspace would be constructed.

7.9 In addition to the London Borough of Hillingdon CIL, the Mayor of London's CIL has a charging system within Hillingdon of £60 per square metre (as of the 1st of April 2019) of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is not CIL liable as no residential floorspace would be created and no additional floorspace would be constructed.

## 8 Other Matters

### Human Rights

8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been

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balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

### Equality

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

### Local Finance Considerations and CIL

- 8.3 The Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area. This application is not CIL liable as no residential floorspace would be created and no additional floorspace would be constructed.

## **9 Conclusion / Planning Balance**

- 9.1 The existing office development has been vacant for over three years since August 2021, despite ongoing marketing since 2020. The applicant proposes to change the use of the office (Use Class E) to a post-operative medical care facility (Use Class C2). The proposal seeks to mostly retain and renovate the existing building, with internal reconfiguration, refurbishment of the existing external glazing, and removal of 100 car parking spaces to be replaced by additional tree planting and landscaping. There would typically be 145 full-time equivalent (FTE) staff members on-site at any given time and the proposal would accommodate approximately 100 one-bed patient rooms, examination rooms, MRI, radiology equipment, and hydrotherapy pools within the existing building envelope. Additional Electric Vehicle Charging Points and cycle parking would be installed on the site.
- 9.2 The provision of a healthcare facility is supported, and in this instance, given the robust submission evidence, the loss of office space is accepted. Council planning officers support the upgrading and reuse of the underutilised site.
- 9.3 The Council's Planning Policy Team raised no objections or concerns about the proposed change of use.
- 9.4 The Greater London Authority raised no objections or concerns about the proposed development.
- 9.5 The proposal would not harm heritage assets. Replacing 100 car parking spaces with extensive landscaping would enhance the Grade II Listed Park and Garden.
- 9.6 The proposal is considered acceptable. Consequently, the application is recommended for approval subject to a Section 106 legal agreement and the conditions set out in Appendix 1 (below).

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## **10 Background Papers**

- 10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the Council's website here, by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at [planning@hillingdon.gov.uk](mailto:planning@hillingdon.gov.uk).



# **APPENDICES**

## **Planning Application**

**57328/APP/2024/345**

# Appendix 1: Recommended Conditions and Informatives

## Conditions

### 1. COM3 **Time Limit**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

#### REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

### 2. COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 21087-HALE-XX-00-DR-A-1002-Rev-04; 21087-HALE-B1-B1-DR-A-1009-Rev-01; 21087-HALE-B1-XX-DR-A-1030-Rev-01; 21087-HALE-B1-XX-DR-A-1031-Rev-01; 21087-HALE-XX-00-DR-A-0001-Rev-02; 02.3-Rev-A; 02.4-Rev-A; 02.1-Rev-A; 02.2-Rev-A; 02.3-Rev-A; 02.4-Rev-A; 21087-HALE-XX-00-DR-A-0002-Rev-01; 21087-HALE-B1-XX-DR-A-1021-Rev-01; 21087-HALE-B1-01-DR-A-1011-Rev-03; 21087-HALE-B1-04-DR-A-1014-Rev-02; 21087-HALE-B1-GF-DR-A-1010-Rev-03; 21087-HALE-B1-XX-DR-A-1020-Rev-01; 21087-HALE-B1-02-DR-A-1012-Rev-03; 21087-HALE-B1-03-DR-A-1013-Rev-03.

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

#### REASON

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

### 3. COM5 **General compliance with supporting documentation**

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

Transport Assessment, prepared by Icen Projects, dated February 2024; Planning Statement, prepared by Icen Projects, dated February 2024; Urban Greening Factor Assessment Technical Note, prepared by Icen Projects, dated January 2024; Design and Access Statement, dated 05.02.2024; Heritage Statement, prepared by Icen Projects, dated February 2024; Circular Economy Statement, prepared by Icen Projects, dated February 2024; Operational Waste Management Strategy, prepared by Icen Projects, dated February 2024; Site Waste Management Plan, prepared by Icen Projects, dated February 2024; Whole Life Carbon Assessment, prepared by Icen Projects, dated October 2024; Sustainability and Energy Statement, prepared by Icen Projects, dated October 2024; Air Quality Assessment-Rev-02, prepared by Hoare Lea, dated 01.02.24; Flood Risk

Assessment & Surface Water Drainage Strategy, Issue 1, reference AEG3378\_UB11\_Uxbridge\_07, prepared by aegaea, dated 02.02.24; Planning Fire Safety Strategy-Rev-01, prepared by Bespoke Fire Safety Design, dated 06.02.24; Arboricultural Impact Assessment and Method Statement, reference J21357\_Arb, prepared by Greenspace Ecological Solutions, dated 08.02.24; Tree Survey, ref J21357\_Arb, prepared by prepared by Greenspace Ecological Solutions, dated 20.12.23 ; Preliminary Ecological Report-Rev-A, report number J21358, prepared by Greenspace Ecological Solutions, dated 01.02.24; Biodiversity Net Gain Assessment, Report Number J21358, prepared by Greenspace Ecological Solutions, dated February 2024; Biodiversity Net Gain Excel, reference J21358; Noise Impact Assessment-Rev-01, prepared by Hoare Lea, dated 06.02.2023.

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

#### REASON

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

#### **4. OM19 Construction Management Plan**

Prior to the commencement of development (including ground works and site clearance), a Construction Management Plan shall be submitted to and approved by the Local Planning Authority. The plan shall detail:

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

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

#### REASON

To reduce the impact on air quality during construction, protect amenity, and ensure highways safety in compliance with Policies T7 and SI 1 of The London Plan (2021) and The

GLA's Control of Dust and Emissions during Construction and Demolition SPG.

**5. NONSC Non Standard Condition - Disabled Person Parking Provision**

Prior to the first use of the development hereby approved, at least sixteen car parking spaces shall be designated for disabled person parking only, in accordance with BS8300: 2018, and a minimum of a further ten car parking spaces shall be enlarged parking bays capable of accommodating disabled person parking. These designated and enlarged parking bays shall be available to use prior to first use of the approved development and shall be retained as such in perpetuity unless agreed in writing by the Local Planning Authority, expect for the conversion of enlarged bays to designated disabled-person bays.

**REASON**

To ensure the healthcare facility caters for people with complex and multiple disabilities in accordance Policy T6 .5 of The London Plan (2021).

**6. NONSC Non Standard Condition - Travel Plan**

Prior to the first use of the development hereby approved, a Travel Plan shall be submitted to and approved by the Local Planning Authority. The approved details shall thereafter be adhered to in perpetuity.

**REASON**

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

**7. NONSC Non Standard Condition - Delivery and Service Plan**

Prior to the first use of the development hereby approved, a Delivery and Service Plan shall be submitted to and approved by the Local Planning Authority. The approved details shall thereafter be adhered to in perpetuity.

**REASON**

To ensure compliance with Policy T7 of The London Plan (2021).

**8. NONSC Non Standard Condition - Car Park Design and Mgmt Plan**

Prior to the first use of the development hereby approved, a Parking Design and Management Plan shall be submitted to and approved by the Local Planning Authority. The approved details shall thereafter be adhered to in perpetuity.

**REASON**

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

**9. H15 Cycle Storage - In accordance with approved plans**

At least forty-six Sheffield cycle parking spaces shall be installed and available for use in accordance with approved plans and the London Cycle Design Standards prior to the first use of the development hereby approved. The cycle parking spaces shall thereafter be permanently retained on site, maintained, and be kept available for use.

#### REASON

To ensure appropriate cycle parking provision in accordance with Policy T5 of The London Plan (2021) and Policies DMT 2 and DMT 5 of Hillingdon Council's Local Plan Part 2 Development Management Policies (2020).

### **10. NONSC Non Standard Condition - Shower and Changing Facilities**

Prior to the first use of the development hereby approved, employee shower and changing facilities shall be provided in the building and available for use by staff. Thereafter, the employee shower and changing facilities shall be retained in perpetuity.

#### REASON

To encourage sustainable travel in accordance with Policy T5 of The London Plan (2021).

### **11. NONSC Non Standard Condition - Electric Vehicle Charging Points**

(i) Prior to the first occupation of the development hereby approved, active electric vehicle charging facilities shall be installed and available for use at 20% of car parking spaces (50 spaces). The active electric vehicle charging infrastructure shall thereafter be permanently retained on site, maintained, and be kept available for use.

(ii) Prior to the first occupation of the development hereby approved, passive electric vehicle charging facilities shall be installed at the remaining 80% of car parking spaces (200 spaces). The passive electric vehicle charging infrastructure shall thereafter be permanently retained on site and be available for upgrading to active electric vehicle charging.

#### REASON

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

### **12. NONSC Non Standard Condition - Low Emission Strategy**

Prior to the commencement of development (excluding ground works and site clearance), a low emission strategy (LES) and accompanying delivery plan (DP) shall be submitted to and approved by the Local Planning Authority. The LES and DP shall specify ways to reduce air pollution emissions to the maximum possible extent to conform with the London Borough of Hillingdon Local Action Plan. The measures are to include but not be restricted to:

- 1) Installation of EV fast charging points to promote the use of zero emission vehicles.
- 2) Give priority to Euro 6/VI and zero emission vehicles.

- 3) Charge more for parking for non-zero emissions vehicles.
- 4) Develop anti-idling behaviours rules and associated implementation.

The plan shall have a clear set of actions defined, associated with clear time frames for each action, a person responsible for its delivery, and measure the results in a tangible way.

The approved measures shall be implemented within the agreed time frames and maintained throughout the life of the development.

#### REASON

To reduce the impact on air quality in accordance with Policies SI1 and T4 of The London Plan (2021), Policy EM8 of the of the London Borough of Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the London Borough of Hillingdon Local Plan: Part 2 (2020), and the London Borough of Hillingdon Air Quality Action Plan 2019-2023.

### **13. NONSC Non Standard Condition - Non-Road Mobile Machinery**

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during demolition, site preparation, and construction 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

To ensure compliance with the London's Low Emission Zone for non-road mobile machinery in accordance with the London Environment Strategy, Policy SI 1 of The London Plan (2021), and The GLA's Control of Dust and Emissions during Construction and Demolition SPG.

### **14. NONSC Non Standard Condition - Fire Evacuation Lift(Accessibility)**

The development hereby approved shall include 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. The lift shall be available for use upon first use of the development hereby approved and shall thereafter be retained, maintained, and available for use in perpetuity.

#### REASON

To ensure the development can accommodate robust emergency evacuation procedures, including measure for those who require step-free egress, in accordance with Policies D5(B5) and D12(A) of The London Plan (2012).

### **15. NONSC Non Standard Condition - BNG and Habitat Management Plan**

(i) Approved Biodiversity Net Gain measures (Biodiversity Net Gain Assessment, Report Number J21358, prepared by Greenspace Ecological Solutions, dated February 2024; Biodiversity Net Gain Excel, reference J21358; and 21087-HALE-XX-00-DR-A-1002-Rev-04) to achieve a minimum of a ten per cent onsite Biodiversity Net Gain shall be implemented in the nearest planting season (1 October to 28 February inclusive) following first use of the approved development at the latest.

(ii) Prior to the first use of the development hereby permitted, a 30-year site Habitat Management Plan (HMP) shall be submitted to and approved by the Local Planning Authority. The HMP shall 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 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; and
- h) Details of the persons responsible for the implementation and monitoring.

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

(iii) The Applicant shall report the state of the Biodiversity Net Gain requirements of the development to the Council in years 1 (post-completion), 3, 5, 10, 20 and 30, with biodiversity reconciliation calculations at each stage.

#### REASON

To ensure the development delivers a biodiversity net gain and secures the protection and effective management of on-site habitat in accordance with Policy G6 of The London Plan (2021), Policy EM7 of the Hillingdon Local Plan Part 1 (2012), and Policies DMEI 7 and DMHB 14 of the Hillingdon Local Plan Part 2 Development Management Policies (2020).

#### **16. NONSC Non Standard Condition - Urban Greening Factor**

(a) Approved Urban Greening Factor and landscaping measures (Urban Greening Factor Assessment Technical Note, prepared by Icen Projects, dated January 2024 and 21087-HALE-XX-00-DR-A-1002-Rev-04) to achieve a minimum Urban Greening Factor score of 0.3 shall be implemented in the nearest planting season (1 October to 28 February inclusive) following first use of the approved development at the latest.

(b) Within six months of implementation of Urban Greening Factor measures, details of onsite green infrastructure shall be submitted to and approved by the Local Planning Authority to verify the UGF score of 0.3 has been attained.

The approved Urban Greening Factor measure to achieve a score of 0.3 shall permanently

be maintained as such thereafter.

#### REASON

To ensure appropriate levels of high-quality landscaping and urban greening measures are provided in accordance with Policy G5 of The London Plan (2021).

#### **17. NONSC Non Standard Condition - Circular Economy Monitoring**

Prior to the first use of the development hereby approved, a post-construction monitoring report shall be completed in line with the GLA's Circular Economy Statement Guidance and submitted to and approved by the Local Planning Authority.

#### REASON

To maximise the re-use of materials and in the interests of sustainable waste management in accordance with Policy SI 7 of the London Plan (2021).

#### **18. NONSC Non Standard Condition - Whole Life-Cycle Carbon Assessment**

Prior to the first use of the development hereby approved, the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. Together with any supporting information, it shall be submitted to and approved by the Local Planning Authority.

#### 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).

#### **19. NONSC Non Standard Condition - Digital Connectivity Infrastructure**

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

#### REASON

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

### **Informatives**

#### **1. I52 Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act



incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

## **2. I15 Control of Environmental Nuisance from Construction Work**

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

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

## **3. I43 Keeping Highways and Pavements free from mud etc**

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

## **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.**

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via <https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C02%7CPlanningEConsult%40Hillingdon.Gov.UK%7Cdadb4a87a9b14fbcf35508dc4752550f%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7C638463666144460588%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJB>Til6lk1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=bWibzoRZ690VGGDL2CZ1VdPrpsz7zxdz4EMsMSFTxHs%3D&reserved=0. Please refer to the Wholesale; Business customers; Groundwater discharges section.

### 153 Compulsory Informative (2)

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

DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DME 2	Employment Uses Outside of Designated Sites
DME 3	Office Development
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 3	Office Conversions
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding

DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP E1	(2021) Offices
LPP E2	(2021) Providing suitable business space
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP S2	(2021) Health and social care facilities
LPP SD1	(2021) Opportunity Areas
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T9	(2021) Funding transport infrastructure through planning

- NPPF12 -23 NPPF12 23 - Achieving well-designed and beautiful places
- NPPF14 -23 NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
- NPPF15 -23 NPPF15 23 - Conserving and enhancing the natural environment
- NPPF16 -23 NPPF16 23 - Conserving and enhancing the historic environment
- NPPF2 -23 NPPF2 2023 - Achieving sustainable development
- NPPF4 -23 NPPF4 23 - Decision making
- NPPF6 -23 NPPF6 23 - Building a strong, competitive economy
- NPPF9 -23 NPPF9 23 - Promoting sustainable transport

## Appendix 2: Relevant Planning History

57328/APP/2002/1179 3 The Square Furzeground Way Stockley Park

ENLARGEMENT OF EXISTING REFUSE STORE AND THE INSTALLATION OF A SMOKERS' SHELTER, INCLUDING AN ENHANCED SECURITY SYSTEM, 1.2 METRE HIGH 'RED WALL' POSTS, RENEWAL OF EXISTING CCTV CAMERAS, RENEWAL OF AUTOMATIC BARRIERS, AND THE INSTALLATION OF TWO BOLLARDS ON THE RAMP TO BASEMENT CAR PARK

**Decision:** 29-07-2002 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.HE1 (2012) Heritage
- PT1.EM7 (2012) Biodiversity and Geological Conservation

#### Part 2 Policies:

- NPPF12 -23 NPPF12 23 - Achieving well-designed and beautiful places
- NPPF14 -23 NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
- NPPF15 -23 NPPF15 23 - Conserving and enhancing the natural environment
- NPPF16 -23 NPPF16 23 - Conserving and enhancing the historic environment
- NPPF2 -23 NPPF2 2023 - Achieving sustainable development
- NPPF4 -23 NPPF4 23 - Decision making
- NPPF6 -23 NPPF6 23 - Building a strong, competitive economy
- NPPF9 -23 NPPF9 23 - Promoting sustainable transport
- DME 2 Employment Uses Outside of Designated Sites
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DME 3 Office Development
- DMEI 14 Air Quality
- DME 1 Employment Uses in Designated Sites
- DMEI 2 Reducing Carbon Emissions
- DMEI 4 Development on the Green Belt or Metropolitan Open Land
- DMEI 7 Biodiversity Protection and Enhancement

DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMH 3	Office Conversions
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D12	(2021) Fire safety
LPP E1	(2021) Offices
LPP G2	(2021) London's Green Belt
LPP SI6	(2021) Digital connectivity infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T7	(2021) Deliveries, servicing and construction
LPP E2	(2021) Providing suitable business space

LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP HC1	(2021) Heritage conservation and growth
LPP S2	(2021) Health and social care facilities
LPP SD1	(2021) Opportunity Areas
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T9	(2021) Funding transport infrastructure through planning



## Report of the Head of Development Management and Building Control Committee Report Part 2 – Application Report

Case Officer: <b>Daniel Ambrose</b>	<b>38948/APP/2024/1666</b>
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Date Application Valid:	<b>27.06.2024</b>	Statutory / Agreed Determination Deadline:	<b>16.10.2024</b>
Application Type:	<b>Full</b>	Ward:	<b>Yiewsley</b>

Applicant: **Mr Merrick Knight**

Site Address: **Barr Lodge 1-32, Bond Close**

Proposal: **The replacement of existing windows and doors with new UPVC windows, fire rated windows and timber doors**

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

Reason Reported to Committee: **Required under Part 6 of the Planning Scheme of Delegation (the Council is the Applicant)**



## **Summary of Recommendation:**

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

### **1 Executive Summary**

- 1.1 This full planning application proposes the replacement of existing windows and doors with new UPVC windows, fire rated windows and timber doors to number Barr Lodge 1-16.
- 1.2 Cumulatively, the proposed works are considered to comply with the objectives of the relevant planning policies and the proposal would not give rise to any significant harm to the character and appearance of the host building or streetscene in which the site is situated.
- 1.3 The proposal would have no impacts on neighbouring residential amenity and would not adversely affect highway safety, or cause harm in other respects.
- 1.4 Due regard has been given to local residents' objections (of which there are none), however it is concluded that the proposal complies with the Development Plan and no material considerations indicate that a contrary decision should be taken.
- 1.5 The planning application is therefore recommended for approval subject to the conditions set out in Appendix 1.

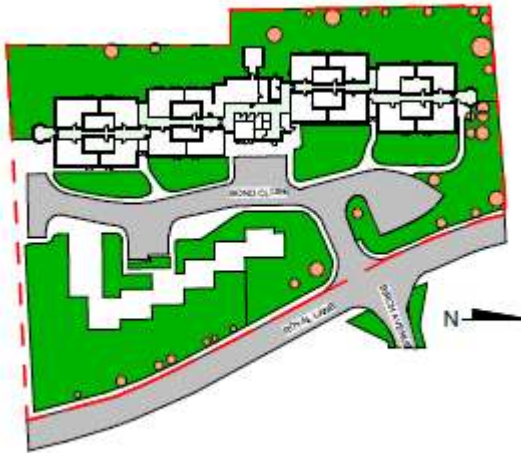
### **2 The Site and Locality**

- 2.1 The application property is a two-storey multiple units sheltered housing scheme for retirees built in 1990, located on the western side of Bond Close - a cul-de-sac situated in Yiewsley, just off Royal Lane (refer to figure 1 below).
- 2.2 The surrounding area is residential. Dwellings within this character area are predominantly of uniform design / appearance and either semi-detached or terraced in form. The application building is finished in render and has a black tiled pitched roof and currently consists of blue timber windows and doors.
- 2.3 The application property benefits from an expansive site offering the residents ample amenity space.
- 2.4 The site does not lie within any designated areas or have applicable constraints relevant to the application.

**Hillingdon Planning Committee – 5 November 2024**

**PART 1 – Members, Public & Press**

**Figure 1: Location Plan (application site edged red)**



① **Location Plan**  
1 : 1250

**Figure 2: Street View Image of the Application Property**



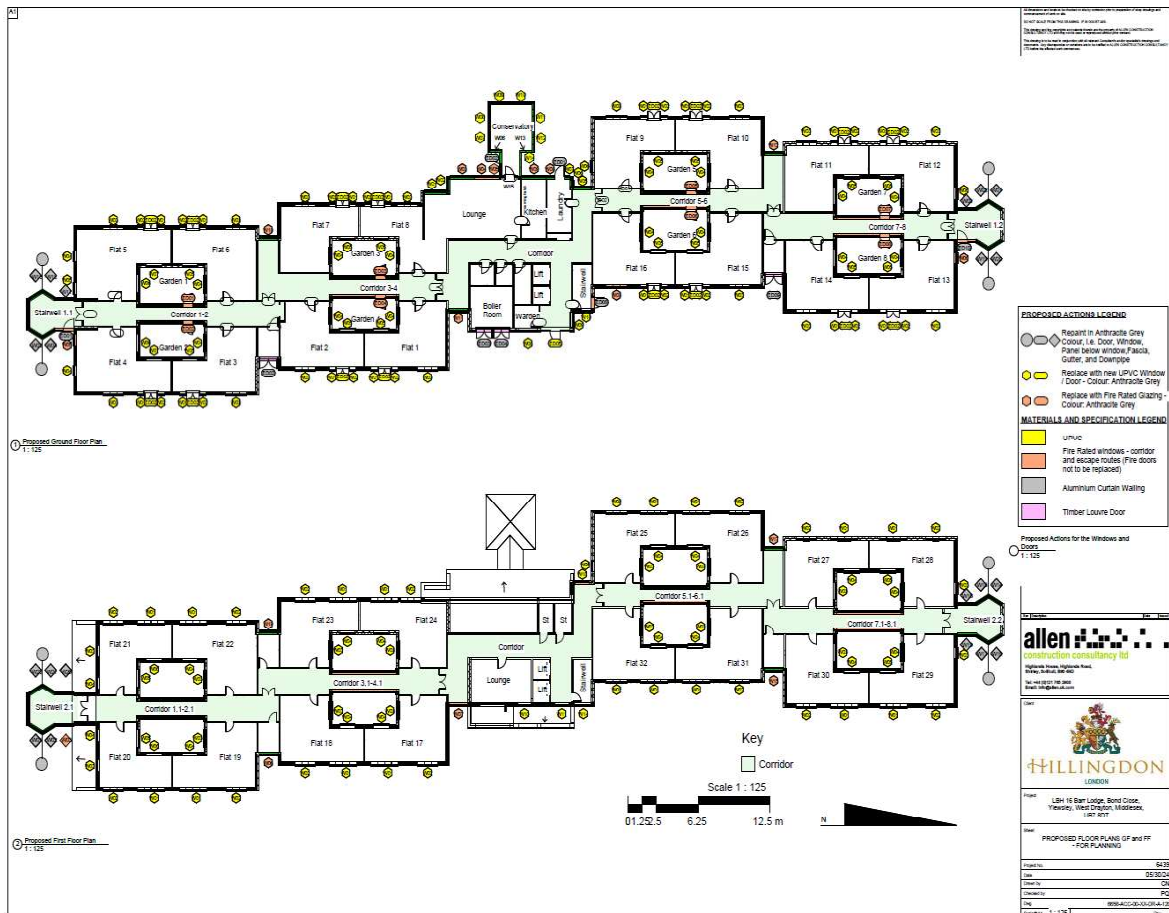
### **3 Proposal**

- 3.1 The application seeks permission for the replacement of existing windows and doors with new UPVC windows, fire rated windows and timber doors (proposed plan shown at Figure 3 & 4 below).
- 3.2 On the submitted plans drawing numbers 6658-ACC-00-XX-DR-A-120 & 6658-ACC-00-XX-DR-A-210, the aluminium curtain wailing at the northern and southern ends of the building will be repainted in anthracite grey, within the centre of the building fire rated windows will be installed and the remaining timber windows will be replaced for UPVC anthracite grey windows.

**Hillingdon Planning Committee – 5 November 2024**

**PART 1 – Members, Public & Press**

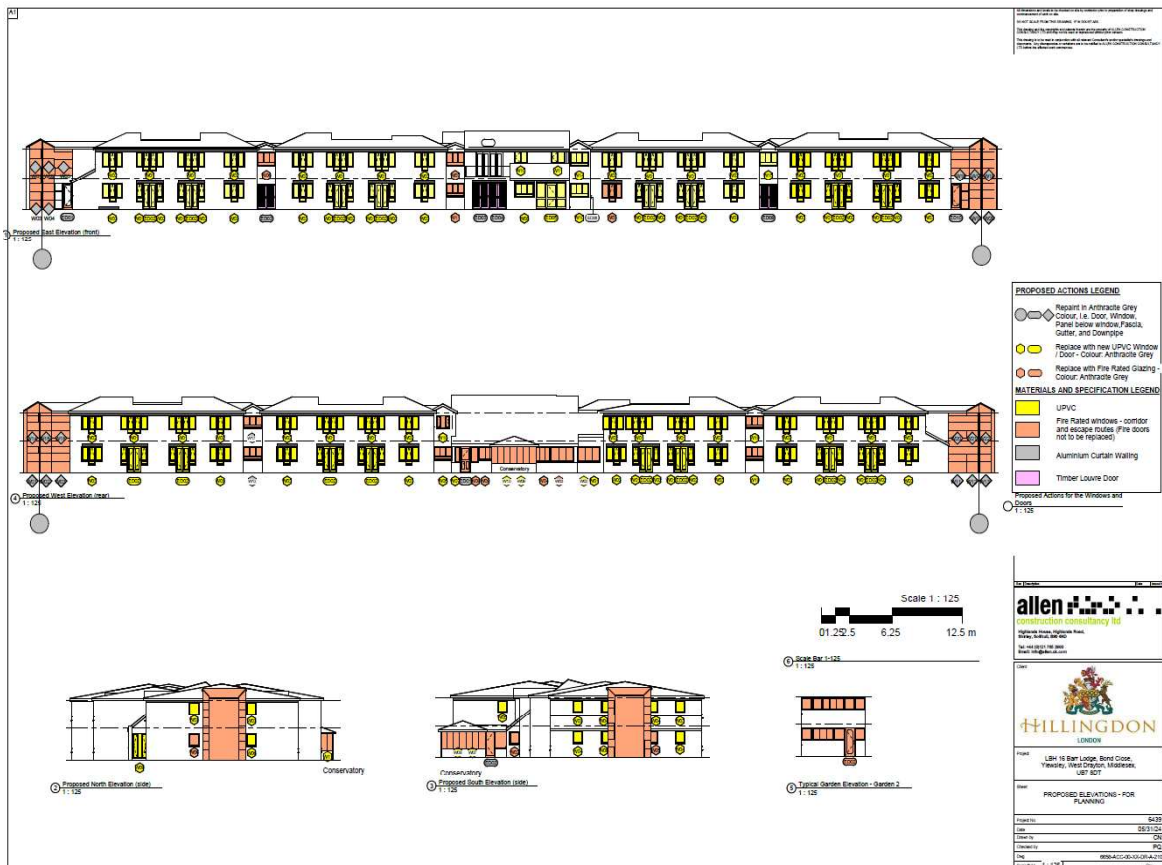
**Figure 3: Proposed Floor Plans** (please note – larger version of plan can be found in the Committee Plan Pack)



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

Hillingdon Planning Committee – 5 November 2024

PART 1 – Members, Public & Press



#### 4 Relevant Planning History

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

#### 5 Planning Policy

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

#### 6 Consultations and Representations

6.1 51 neighbouring properties were consulted on 15<sup>th</sup> of July 2024. A further consultation to notify the existing tenants at Barr Lodge was carried out on 20<sup>th</sup> August. The public consultation period expired 11<sup>th</sup> October 2024. As noted below there were no responses received.

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**

Hillingdon Planning Committee – 5 November 2024

PART 1 – Members, Public & Press

<b>Representations</b>	<b>Summary of Issues Raised</b>	<b>Planning Officer Response</b>
N/A	1. N/A	N/A

**Table 2: Summary of Consultee Responses**

<b>Consultee and Summary of Comments</b>	<b>Planning Officer Response</b>
<b>Access Officer</b> No impact on accessibility	Noted
<b>Highways Officer</b> No highways objections	Noted
<b>Conservation and Urban Design Officer</b> No significant objections as the performance benefits are clearly outlined in the technical report.	Noted

## **7 Planning Assessment**

### Principle of Development

- 7.1 The proposal is for replacement and alteration to existing fenestration. The existing use as a sheltered housing scheme for older people is to remain with no change to the use of the building. As such, the principle of development is supported by national, regional and local planning policies, subject to the considerations set out below.

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

- 7.2 Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place.
- 7.3 Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping.

- 7.4 Policy DMHB 12 advises that development should be well integrated with the surrounding area. It should ensure public realm design takes account of the established townscape character and quality of the surrounding area.
- 7.5 The application proposes replacing windows and doors and the repainting of window panels, fascia, gutters and downpipes. No extensions are proposed to the building; therefore, it is not considered that the proposal would have a detrimental impact on the character and appearance of the building or the surrounding area. The proposed new windows and doors will be painted in Anthracite Grey and of UPvc material which will be a departure from the current wooden windows painted in blue. The new subtle choice of colour be more in keeping with the wider area as surrounding properties are majority white UPvc, whilst not grey, it is of the same colour palette being greyscale.
- 7.6 For these reasons the proposal is considered to have an acceptable impact on the character and appearance of the area and host dwelling. The proposal is considered to meet the overarching aims of Policies DMHD1, DMHB 11 and DMHB 12 of the Hillingdon Local Plan Part Two (2020).

#### Residential Amenity

- 7.7 Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states that all new development should seek to protect the amenity of surrounding land and buildings, particularly residential properties.
- 7.8 Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.9 Given the nature of the proposal and the separation from residential properties, it is considered that the proposal would not adversely affect the amenities of neighbouring occupiers, in accordance with Policy BE1 of the Hillingdon Local Plan: Part One Strategic (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

#### Highways and Parking

- 7.10 The parking provision and traffic generation would remain unaffected by the proposal, in accordance with Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020). Furthermore, the Highways Officer has no objections to the proposal.

### **8 Other Matters**

#### Human Rights

- 8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on

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Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

### Equality

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

### Local Finance Considerations and CIL

The proposed development is not CIL liable.

## **9 Conclusion / Planning Balance**

Overall, the application proposals are minor in scale and will not detract from the character or setting of the immediate area surrounding the site. The proposal would not result in harm upon neighbour amenity or the local highway network. The development would see upgrades to the building and units within which should allow for its continued use into the future while also offering a better thermal energy performance. For these reasons and those set out in the body of this report, the application is recommended for approval.

## **10 Background Papers**

Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at [planning@hillingdon.gov.uk](mailto:planning@hillingdon.gov.uk).



# **APPENDICES**

## **Planning Application**

**38948/APP/2024/1666**

**1. COM3 Time Limit**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990.

**2. COM4 Accordance with Supporting Documentation**

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

PP-13181678v1

6658-ACC-00-XX-DR-A-210

6658-ACC-00-XX-DR-A-120

658-ACC-00-XX-DR-A-114

Design and Technical Brief - Window and Door Replacement Programme 2020-2021

Revised October

and shall thereafter be retained/maintained 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).

**3. NONSC Non Standard Condition**

The external materials and finishes of the development hereby approved shall be carried out strictly in accordance with the details specified on the approved plans received by the Local Planning Authority, specifically details relating to the windows and doors on the approved plans shall be

REHAU TOTAL 70c window and door system and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

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

**Informatives**

**1. I59 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

## Appendix 2: Relevant Planning History

- 38948/86/1321            Jan-16 Bond Close Yiewsley  
Erection of sheltered housing scheme comprising 46 flats and wardens house.  
**Decision:** 24-03-1987    Approve  
   Deemed Hill.
- 38948/A/87/0218            Jan-16 Bond Close Yiewsley  
Erection of sheltered housing scheme comprising of 46 flats and wardens house.  
**Decision:** 06-03-1987    Withdrawn
- 38948/APP/2006/1704    Barr Lodge, 16 Bond Close Yiewsley  
ERECTION OF A SINGLE STOREY REAR EXTENSION  
**Decision:** 11-07-2006    Approved
- 38948/APP/2006/39        Barr Lodge, 16 Bond Close Yiewsley  
ERECTION OF A SINGLE STOREY REAR EXTENSION.  
**Decision:** 09-06-2006    Withdrawn
- 38948/D/90/0452        Former Bison Ste & Allotment Land Royal Lane Yiewsley  
Details of landscaping in compliance with condition 8 of Planning Permission  
38948/86/1321 dated 24.3.87 Erection of sheltered housing scheme comprising 46 flats and  
warders house  
**Decision:** 29-03-1990    Approve  
   Deemed Hill.

### **Appendix 3: List of Relevant Planning Policies**

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

Part 1 Policies:

Part 2 Policies:

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## Report of the Head of Development Management and Building Control Committee Report Part 2 – Application Report

Case Officer: <b>Emilie Bateman</b>	<b>78960/APP/2024/2107</b>
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Date Application Valid:	<b>05.08.24</b>	Statutory / Agreed Determination Deadline:	<b>08.11.24</b>
Application Type:	<b>Full</b>	Ward:	<b>Ickenham &amp; South Harefield</b>

Applicant: **Hillingdon Council**

Site Address: **59 Boniface Road**

Proposal: **Conversion of existing refuse storage area to provide disabled access to 1<sup>st</sup> Floor Flat with amendments to fenestration and provision of bin stores.**

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

Reason Reported to Committee: **Required under Part 6 of the Planning Scheme of Delegation (the Council is the Applicant)**



## **Summary of Recommendation:**

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

### **1 Executive Summary**

- 1.1 The application site is located on Boniface Road and forms part of The Buntings sheltered housing scheme.
- 1.2 The scheme proposes the relocation of the front door to flat No.59 to the front elevation, which currently serves as a refuse storage area. The purpose of this alteration is to provide disabled access and facilitate the implementation of a stair lift. The stairlift and revised access arrangements is essential for a current resident with a disability. Due to the nature of the disability, the Council's Occupational Therapy Team have recommended a curve track stairlift which requires more space for manoeuvring. The current landing requires adaptation to facilitate this stairlift and as such, sufficient justification has been provided for the minor alteration to the front elevation.
- 1.3 The existing front door would be replaced with UPVc solid panels to provide privacy. The new proposed entrance would be fitted with a low threshold allowing access for wheelchair users. Two replacement refuse storage shelters would be provided on the hard standing either side of the entrance.
- 1.4 The Conservation, Access and Highways Teams have raised no objections. In addition, there are no neighbouring amenity concerns.
- 1.5 The proposal would not cause harm to the character and appearance of the host dwelling, the surrounding area and would preserve the heritage values of the Ickenham Village Conservation Area. Furthermore, it would provide essential access to the existing resident, thereby ensuring compliance with accessibility regulations.
- 1.6 It is concluded that the proposal complies with the Development Plan and no material considerations indicate that a contrary decision should be taken. The planning application is therefore recommended for approval subject to the conditions set out in Appendix 1.

### **2 The Site and Locality**

- 2.1 The application site is located on Boniface Road and forms part of The Buntings sheltered housing scheme, which consists of 36 one-bedroom flats, each with lounge, kitchen and bathroom. The flats are set within two-storey terraces, with

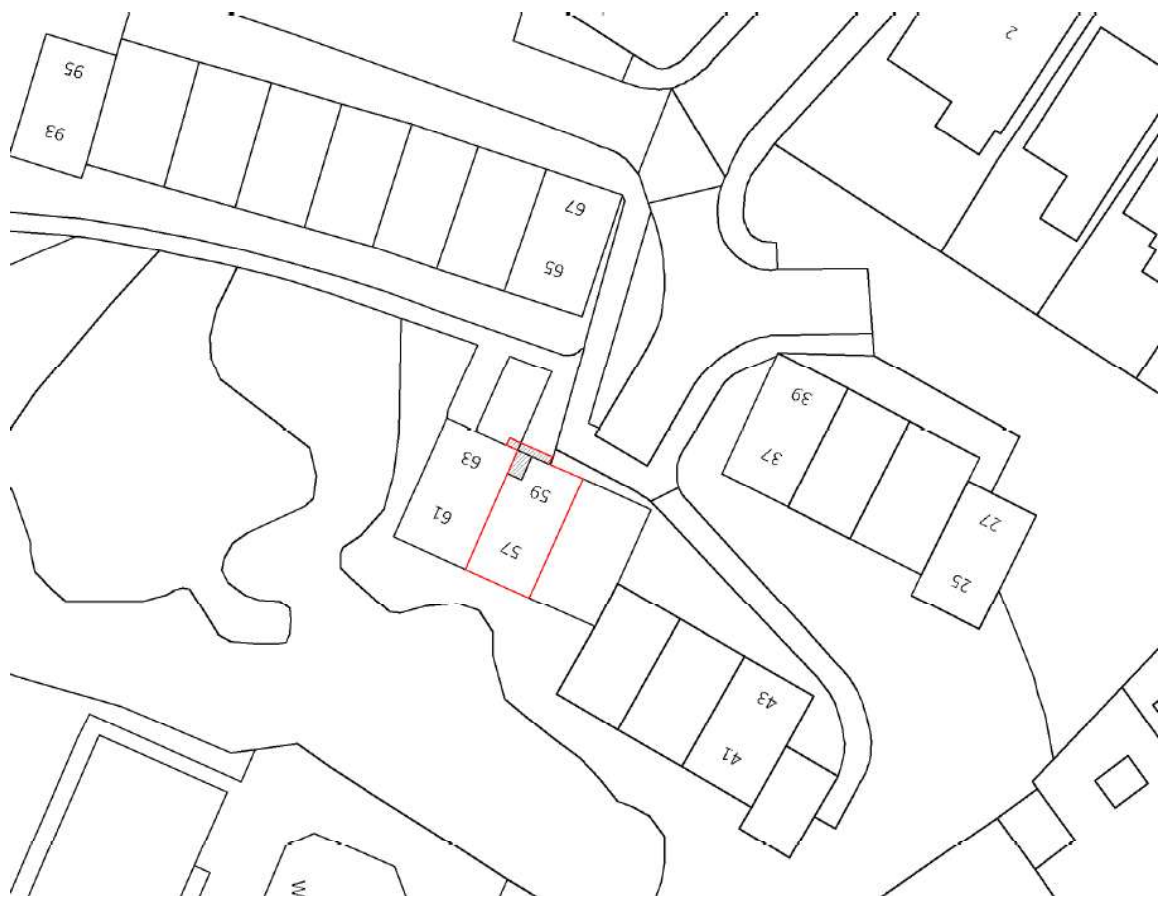
**Hillingdon Planning Committee – 5th November 2024**

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maisonette style flats inside. Each pair of dwellings benefit from a large enclosed bin storage area next to the entrance way.

- 2.2 The area to the front is a mix of soft and hard surfacing and parking. To the rear is a communal garden. Number 57 Boniface Road shares the access entrance with the application site and shares the bin storage. Numbers 53 and 55 are located to the north of the site and forms part of the adjoining property. Numbers 61 and 63 are located to the south of the site and forms part of the adjoining property.
- 2.3 The application site is designated within Ickenham Village Conservation Area. The site also has a Tree Preservation Order.



**Figure 1: Location Plan (application site edged red)**



**Figure 2: Street View Image of the Application Property**



**Figure 3: Street View Image of the Application Property**

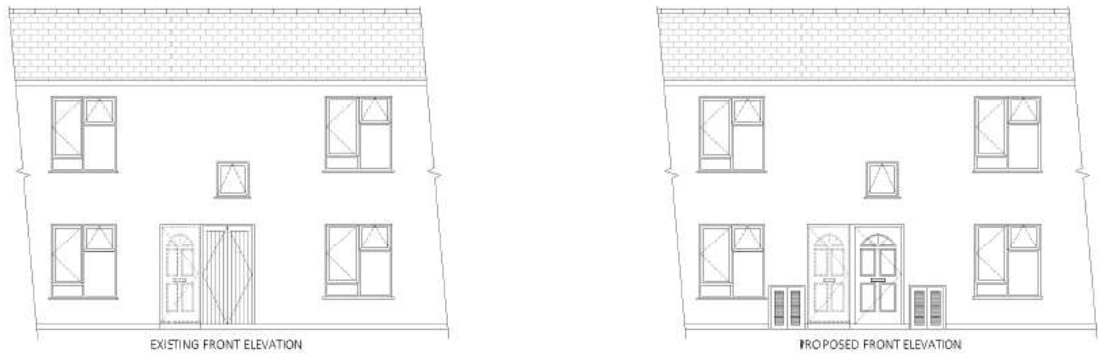
### **3 Proposal**

- 3.1 The application proposes the conversion of the existing refuse storage area to provide disabled access to the first floor flat. This involves amendments to the fenestration with the inclusion of a new door on the front elevation to serve the upper floor flat. The scheme also includes the provision of two bin stores which would replace the current bin storage.

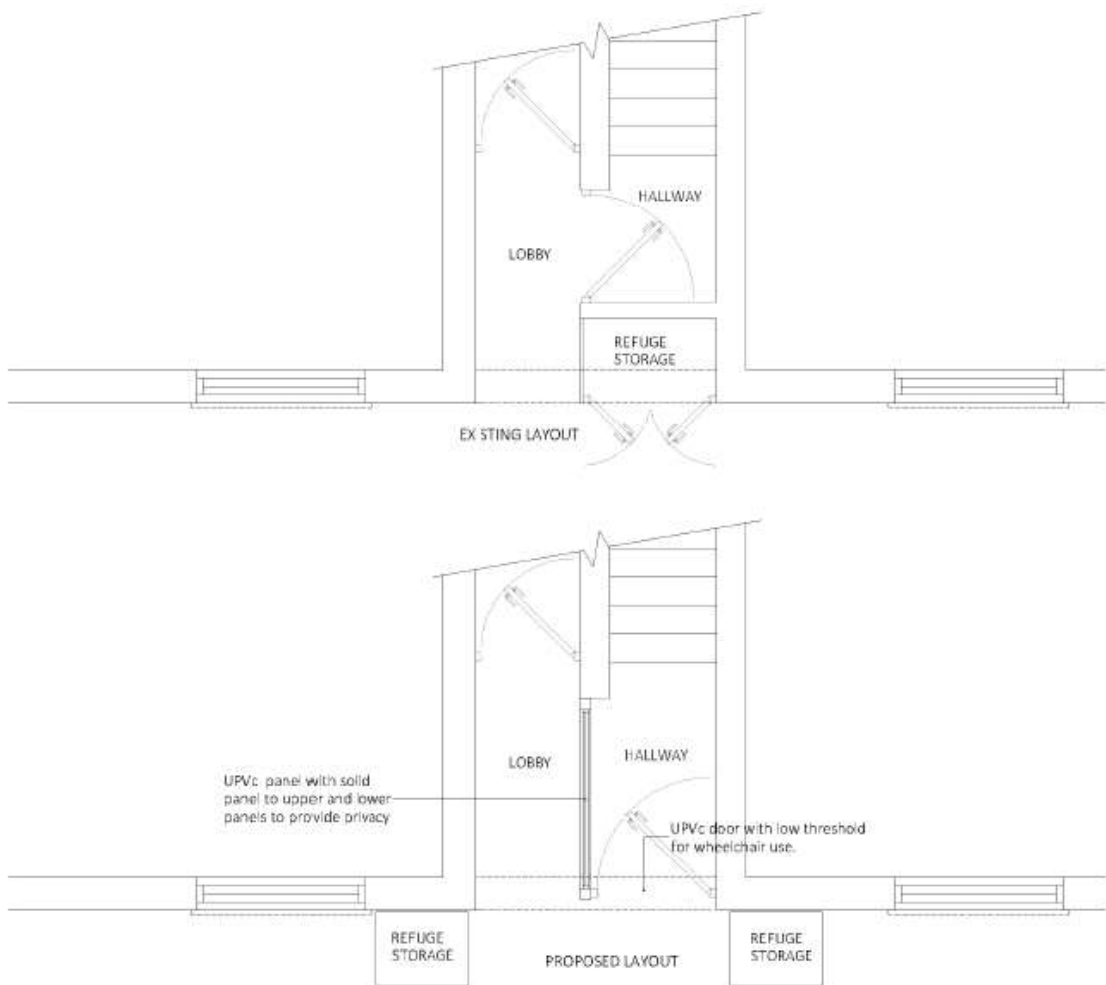
**Hillingdon Planning Committee – 5th November 2024**

**PART 1 – Members, Public & Press**

3.2 Revisions were sought to revise the location plan to include the provision of the replacement bin storage.



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



**Figure 5: Proposed Floorplan** (please note – larger version of plan can be found in the Committee Plan Pack)

#### **4 Relevant Planning History**

4.1 No relevant planning history.

#### **5 Planning Policy**

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

#### **6 Consultations and Representations**

6.1 Five neighbouring properties and the Ickenham Residents Association were consulted on 19<sup>th</sup> August 2024. A site and press notice were displayed on 30<sup>th</sup> of August 2024.

6.2 A re-consultation took place following the receipt of a revised Location Plan which includes the proposed bin stores within the red line boundary. The neighbours were reconsulted for 21 days and a new site and press notice were issued, expiring on 30<sup>th</sup> of October 2024.

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

***Table 1: Summary of Representations Received***

<b>Representations</b>	<b>Summary of Issues Raised</b>	<b>Planning Officer Response</b>
1 individual letter of objection has been received.	Concerns regarding loss of refuse storage and impact on pest control.	The proposal includes the reprovision of two refuse storage areas which would be enclosed to minimise vermin.

***Table 2: Summary of Consultee Responses***

<b>Consultee and Summary of Comments</b>	<b>Planning Officer Response</b>
<b>Access Officer</b>  No objection is raised from an accessibility standpoint.	It is noted that the applicant does not require wheelchair access. The amendments will

It is noted that the door swing would restrict access for a wheelchair.	provide additional floorspace to facilitate the installation of an incline chairlift.
<b>Conservation Officer</b>  This is a modern house within a modern development. We would not object.	Noted.
<b>Highways Officer</b>  There is no objection to the proposal.	Noted.

## 7 Planning Assessment

### Principle of Development

- 7.1 The principle of altering or adapting the property is acceptable in principle, subject to compliance with other relevant policies.

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

- 7.2 Policy HC1 part C of the London Plan states that: 'Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early in the design process'.
- 7.3 Policy HE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) seeks to conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes: Locally recognised historic features, such as Areas of Special Local Character and Locally Listed Buildings. Policy DMHB 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will expect development proposals to avoid harm to the historic environment.
- 7.4 Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design. Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area.
- 7.5 In terms of Conservation Areas, policy DMHB 4 states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or

## Hillingdon Planning Committee – 5th November 2024

### PART 1 – Members, Public & Press

appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.

B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.

C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

- 7.6 The application proposes the relocation of the entrance door to flat No.59 to the front elevation, which currently serves as a refuse storage area. The existing front door would be replaced with UPVc solid panels to provide privacy. Two replacement refuse storage units would also be provided on the hard standing either side of the entrance.
- 7.7 Sufficient justification has been provided by the applicant for the proposed alteration to the front elevation. The proposal seeks to provide an existing tenant with appropriate accessible arrangements to their upper floor flat. The Council's Occupational Therapy Team have provided supporting information on the need for a stair lift to serve the existing tenant.
- 7.8 To accommodate and install the recommended stair lift, further internal landing room is required at ground floor to serve the upper floor flat. To achieve this landing space, a panel would be installed between the existing external lobby. The existing refuse storage area would be incorporated as a new hallway serving the upper floor flat. This would create sufficient internal space for the installation of the recommended stair lift without compromising the entrance arrangement to No.57 Boniface Road.
- 7.9 It should be noted that from a design perspective, the elevations give the appearance of two front doors on the elevation. However, the front door for flat No.57 is set back 4m from the façade within the external lobby area. This lobby and entrance would continue to serve the neighbouring ground floor resident. As both entrances maintain a sufficient visual separation, it would ensure that the proposed alteration would not cause harm to the architectural composition of the building or harm the wider conservation area. The visual separation ensures that the new door would retain a sympathetic appearance.
- 7.10 The modification to the façade would not look overly different to a modern terrace with a singular main entrance on the front elevation. In addition, No.59 Boniface Road is set at the end of the close and only glimpsed views can be seen from adjacent roads and the wider street scene.

- 7.11 The Council's Conservation Officer has raised no objection, given that The Buntings sheltered housing development is modern. The inclusion of bin storage arrangements to the side of the entrance are also considered acceptable. These would ensure that a bin storage space remains available to both properties without compromising the overall design to the front. The bin storage structure would be modest in overall height (approximately 0.9m) and would be finished in an ornate design that retains a sympathetic appearance along the front of the site. It is also noted that the properties within the estate have adopted the areas to the front and sides with furniture and flowerpots which add to the character. The location of these additional structures would therefore not appear out of character with the existing arrangement along the street.
- 7.12 Section 72 of the Planning (Listed Buildings and Conservation Act 1990 requires Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. It is considered that the proposal would not cause harm to the character and appearance of the host dwelling, the surrounding area and Ickenham Village Conservation Area. The proposal would therefore accord with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 4, DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two- Development Management Policies (2020), Policy HC1 of the London Plan and National Planning Policy Framework (2023).

#### Residential Amenity

- 7.13 Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that planning applications relating to alterations and extensions of dwellings will be required to ensure, amongst other matters, that: ii) a satisfactory relationship with adjacent dwellings is achieved; and v) there is no unacceptable loss of outlook to neighbouring occupiers. Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.14 Number 57 Boniface Road shares the access entrance with the application site and shares the existing bin storage area. Numbers 53 and 55 are located to the north of the site and forms part of the adjoining property. Numbers 61 and 63 Boniface Road are located to the south of the site and forms part of the adjoining property.
- 7.15 The relocation of the front door itself would not give rise to any amenity issues. The proposed reprovision of two storage bins would be sited either side of the entrance. The location of the bin storage has been placed to ensure it would not be blocking any windows to adjoining properties or accessibility.
- 7.16 It is noted that concerns have been raised from the representation received regarding potential impact on pest control on the wider street. The refuse would continue to be stored in a secure location. It is envisaged that its location would not give rise to an increase in vermin given it would remain securely stored.

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- 7.17 Therefore, given the proposal and site context, it is considered it would not unduly impact the residential amenity of the adjoining properties, in terms of daylight/sunlight, outlook and overbearing effect, in accordance with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

#### Highways and Parking

- 7.18 The proposal would remain in accordance with Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020). There would be no changes to existing street parking arrangements or highway safety concerns. In addition, The Council's Highways Officer has raised no objections.

#### Trees and Landscaping

- 7.19 There are no trees located within the site boundary. The reprovision of bin stores would be sited on existing hard standing.

#### Air Quality

- 7.20 The application site is located within Hillingdon Air Quality Management Area. Given the scale and nature of the proposal, it would not impact upon this.

#### Drainage

- 7.21 The reprovision of the bin storage would be sited on existing hardstanding and would not impact upon the drainage onsite.

### **8 Other Matters**

#### Human Rights

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

#### Equality

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

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## Local Finance Considerations and CIL

8.3 The proposed development is not CIL liable.

## **9 Conclusion / Planning Balance**

9.1 The proposal is considered to comply with the Development Plan and no material considerations indicate that a contrary decision should be taken. Consequently, the application is recommended for approval subject to the conditions set out in Appendix 1 (below).

## **10 Background Papers**

Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the Council's website here, by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at [planning@hillingdon.gov.uk](mailto:planning@hillingdon.gov.uk).

# **APPENDICES**

## **Planning Application**

**78960/APP/2024/2107**

## Appendix 1: Recommended Conditions and Informatives

### Conditions

#### 1. HO1 **Time Limit**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

#### REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

#### 2. HO2 **Accordance with approved**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on Drawing Number 001 and shall thereafter be retained/maintained for as long as the development remains in existence.

002 (Site Location Plan), 001 (Existing and Proposed - dated 07.06.2024), 003 (Block Plan),

#### REASON

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

#### 3. HO4 **Materials**

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such, unless specified on the approved plans.

#### REASON

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

### Informatives

#### 1. I59 **Councils Local Plan : Part 1 - Strategic Policies**

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

#### 2. I2 **Encroachment**

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

### **3. I47 Damage to Verge - For Council Roads:**

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

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

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

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

### **4. I15 Control of Environmental Nuisance from Construction Work**

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

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

## **Appendix 2: Relevant Planning History**

### **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.HE1 (2012) Heritage

Part 2 Policies:

DMHB 1 Heritage Assets

DMHB 5 Areas of Special Local Character

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 18 Private Outdoor Amenity Space

DMHD 1 Alterations and Extensions to Residential Dwellings

LPP D6 (2021) Housing quality and standards

LPP HC1 (2021) Heritage conservation and growth

NPPF16 -23 NPPF16 23 - Conserving and enhancing the historic environment

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## Report of the Head of Development Management and Building Control Committee Report – Application Report

Case Officer: <b>Becky Smith</b>	<b>17709/APP/2024/1802</b>
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Date Application Valid:	<b>05.07.2024</b>	Statutory / Agreed Determination Deadline:	<b>08.11.2024</b>
Application Type:	<b>Full</b>	Ward:	<b>Harefield Village</b>

Applicant: **Hillingdon Council Capital Programme Works Service**

Site Address: **The Harefield Academy, Northwood Way, Harefield**

Proposal: **Erection of a substation**

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

Reason Reported to Committee: **Required under Part 6 of the Planning Scheme of Delegation (the Council is the Applicant)**



## **Summary of Recommendation:**

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

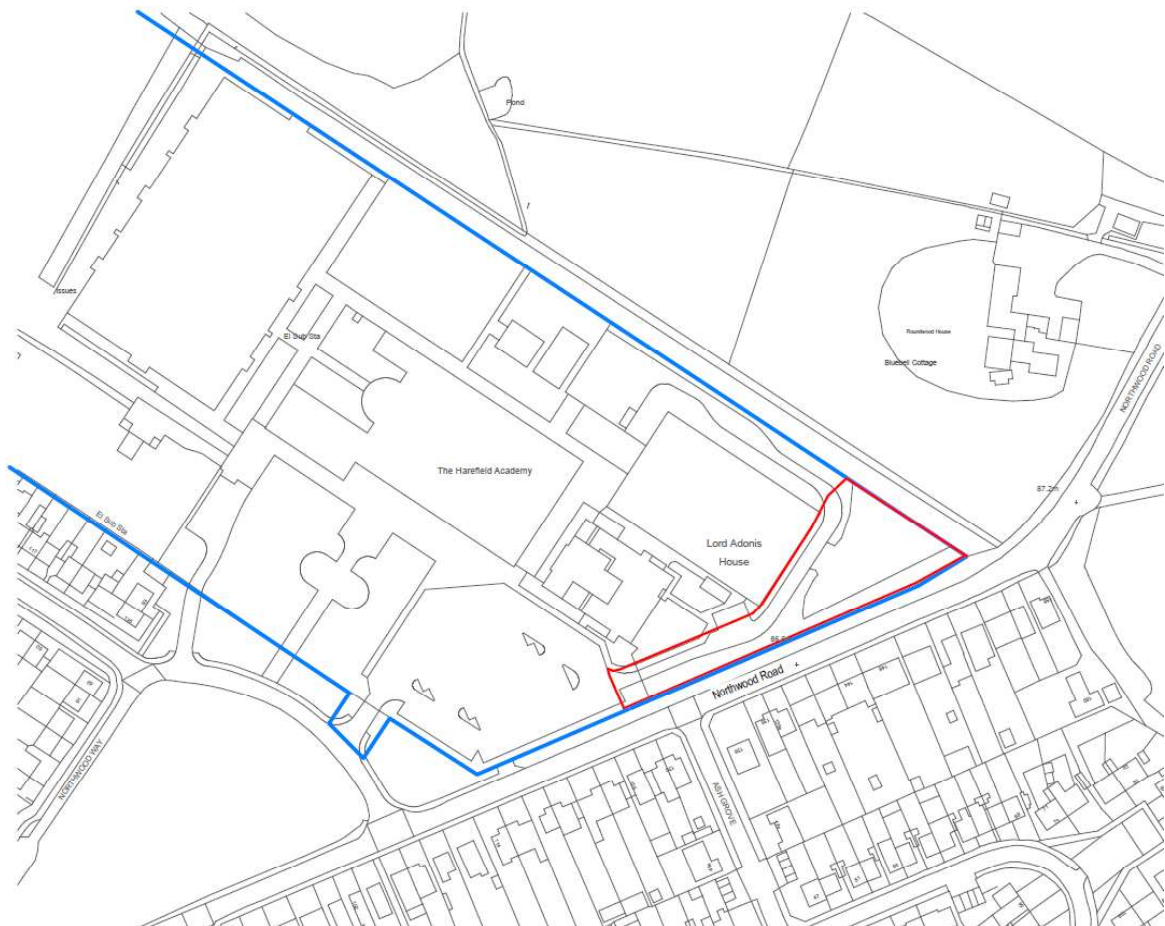
### **1 Executive Summary**

- 1.1 The site forms part of the Harefield Academy, a secondary school and sixth form, located in Harefield. More specifically, the site comprises an area of existing soft landscaping to the south easterly boundary, adjacent to Northwood Way. Construction is currently in progress at the site for the demolition of the existing Lord Adonis House and the erection of a new academic building (Use Class F1).
- 1.2 This application proposes the installation of a substation. The substation would be sited to the southeast of the existing school building adjacent to the highway of Northwood Road. Following the approval of the previous planning application for the demolition of the existing Lord Adonis House and erection of new academic building, it has been confirmed by UK Power Networks that there is insufficient capacity in the local area's existing electricity infrastructure to serve the proposed school without risking continuous supply to other properties in the area.
- 1.3 Whilst the proposed substation would represent inappropriate development within the Green Belt, it has been established that very special circumstances exist meaning that the public benefit of the proposed substation outweighs the harm to the Green Belt by reason of inappropriateness. It is also considered that there would be no significant harm to the character or appearance of the street scene, no significant harm to residential amenity of neighbouring occupiers and no additional impact to the nearby trees which are located along the site boundary.
- 1.4 During the course of the application, no neighbouring objections or comments were received following public consultation including a site and press notice. No objections were received from any internal consultees.
- 1.5 Given the proposal would represent very special circumstances for inappropriate development within the Green Belt, and there are no other concerns in terms of design, residential amenity or trees, the main body of the report demonstrates that the proposed development complies with the objectives of the relevant policies set out in the Hillingdon Local Plan: Part 1 Strategic Policies (2012), Part 2 - Development Management Policies (2020), the London Plan (2021) and the NPPF (2023).
- 1.6 The planning application is therefore recommended for approval, subject to the conditions set out in Appendix 1.

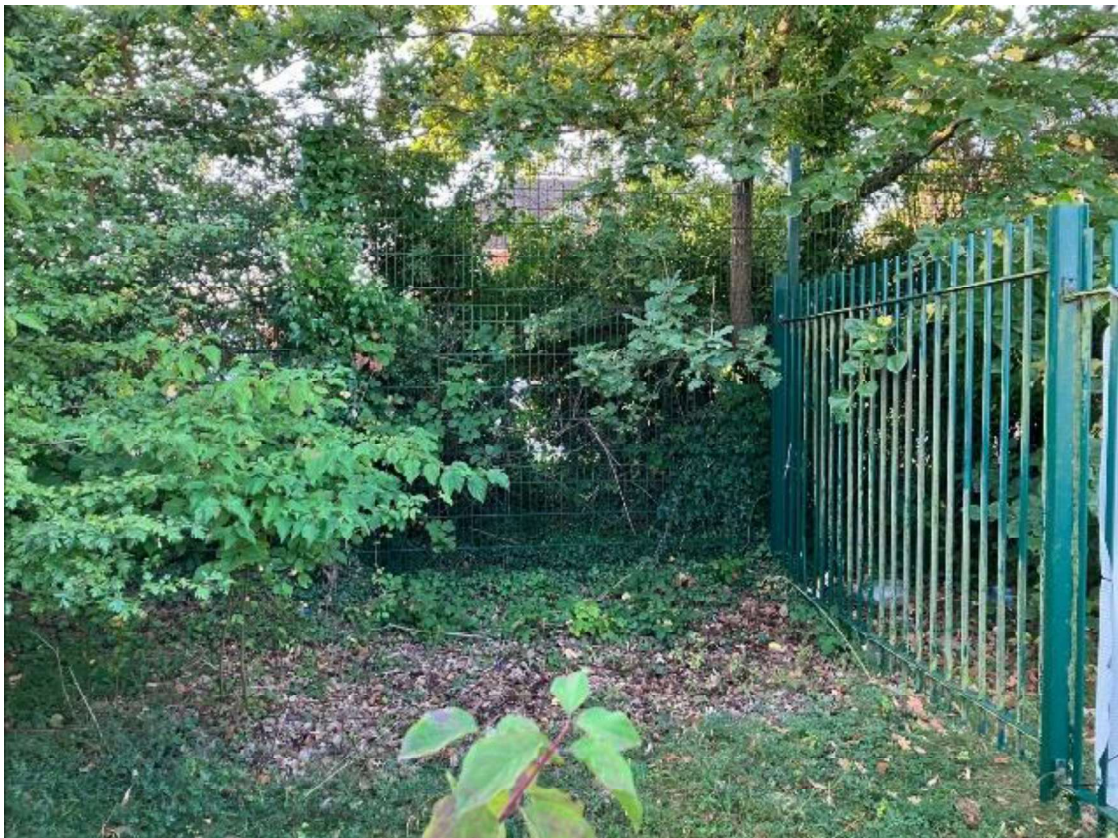
## 2 The Site and Locality

- 2.1 The site forms part of the Harefield Academy, a secondary school and sixth form, located in Harefield. More specifically, the site comprises an area of existing soft landscaping to the south easterly boundary, adjacent to Northwood Road. Construction is currently in progress at the site for the demolition of the existing Lord Adonis House and the erection of a new academic building (Use Class F1).
- 2.2 Notably, the site forms part of designated Green Belt land. The site is subject to some surface water flooding. Transport for London's WebCAT planning tool also indicates that the site has a poor Public Transport Accessibility Level (PTAL) of 1a.

**Figure 1: Location Plan (application site edged red and wider site ownership edged in blue)**



**Figure 2: Photographs of the Application Site (Photo from street scene showed on top and photo from inside the site shown on bottom)**



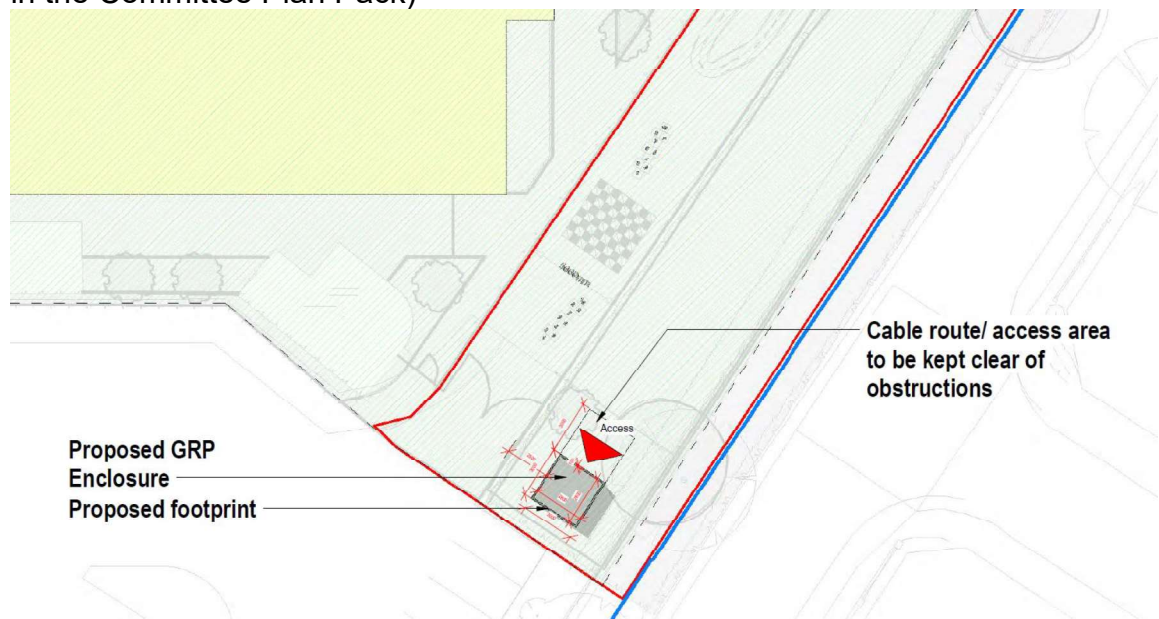
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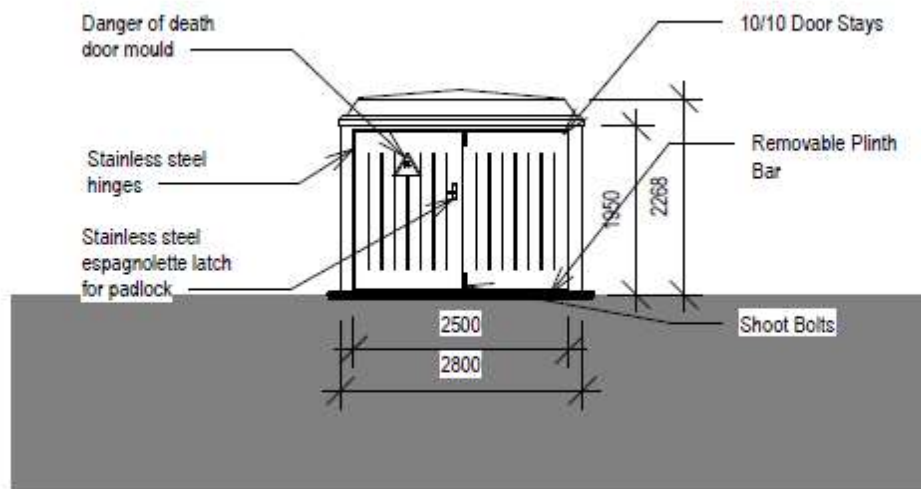
### 3 Proposal

3.1 The application proposes the installation of a substation. The proposed substation would have a width of 2.80m, a depth of 3.00m and a height of 2.30m. The substation would be sited on a concrete base which would have a width of 3.00m and a depth of 3.00m. There would also be an area of hardstanding for access which would have a width of 3.00m and a depth of 3.00m. The substation would benefit from double doors to the front elevation and be green in appearance with stainless steel hinges. The substation would be sited to the southeast of the existing school building adjacent to the highway of Northwood Road.

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



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



#### 4 Relevant Planning History

- 4.1 17709/APP/2023/2673 – Planning permission was approved in February 2024 for the demolition of former residential school and erection of academic building (Use Class F1) and ancillary structures including heat pump and substation enclosures, construction of a multi-use games area, revised vehicular access, landscaping, car and cycle parking and associated works.
- 4.2 A full list of the relevant planning history related to the property can be found in Appendix 2.

#### 5 Planning Policy

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

#### 6 Consultations and Representations

- 6.1 20 neighbouring properties were consulted by letter dated 15<sup>th</sup> July 2024. The consultation period ended on 5<sup>th</sup> August 2024 and no neighbouring representations were received during the consultation period.
- 6.2 A site notice was displayed on 25<sup>th</sup> September 2024 and expired on 17<sup>th</sup> October 2024. A press notice was advertised on 2<sup>nd</sup> October 2024 and expired on 23<sup>rd</sup> October 2024. No representations were received.
- 6.3 Internal consultee responses received are summarised in Table 1 (below). Full copies of the responses have also separately been made available to Members.

#### 6.4 *Table 2: Summary of Consultee Responses*

<b>Consultee and Summary of Comments</b>	<b>Planning Officer Response</b>
<b>Access Officer</b> No objection to the proposal.	Noted.
<b>Policy Officer</b> No objection to the proposal.	Noted.

## 7 Planning Assessment

### Principle of development

#### *Impact on the Green Belt*

- 7.1 The National Planning Policy Framework (NPPF) (2023) attaches great importance to the Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.
- 7.2 Paragraph 152 of the NPPF (2023) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 7.3 Paragraph 153 of the NPPF (2023) states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 7.4 Paragraph 154 of the NPPF (2023) states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt and sets out a number of exceptions. This is supported by Policy G2 of the London Plan (2021).
- 7.5 In terms of local policy, the Hillingdon Local Plan: Part 1 (2012) gives strong protection to Green Belt land. Policy EM2 states that the Council will seek to maintain the current extent of the Green Belt and any proposals for development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan policies, including the very special circumstances test.
- 7.6 Policy DMEI 4 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020) states that inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.
- 7.7 The proposed substation would be sited on land within the site which has not been previously developed, as it is currently an area of soft landscaping to the east of the existing building. The substation would not constitute any of the exceptions set out within Policy DMEI 4 of the Hillingdon Local Plan and Paragraph 154 of the NPPF (2023). The proposal is therefore considered inappropriate development.
- 7.8 Given that it is not considered that any of the exceptions to inappropriate development in the Green Belt outlined in the NPPF have been met, 'very special circumstances' (VSC) must be demonstrated. As stated in Paragraph 153 of the NPPF (2023), very special circumstances will not exist unless the potential harm

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to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

- 7.9 In this instance, the substation would be limited in scale and would not be visible from the street scene or wider area given the screening of the existing trees to be retained. The development would not significantly impact on the openness of the Green Belt and would fit within the school setting. It is considered that the electricity transferred by the proposed substation is necessary for the use of the school (Harefield Academy) and therefore the resulting public benefit from the substation would outweigh any harm created by this inappropriate development within the Green Belt.
- 7.10 Overall, it is important to stress again that significant weight is attached to harm to the Green Belt however in this instance, it is considered that very special circumstances exist, meaning that the public benefit of the proposed substation outweighs the harm to the Green Belt by reason of inappropriateness. The proposal is therefore considered to accord with Policy EM2 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 4 of the Hillingdon Local Plan: Part 2 (2020), Policy G2 of the London Plan (2021) and Chapter 13 of the National Planning Policy Framework (2023).

### Design

#### *Impact on the Character and Appearance of the Area*

- 7.11 Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place.
- 7.12 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all development will be required to be designed to the highest standards and incorporate principles of good design.
- 7.13 Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development should be well integrated with the surrounding area.
- 7.14 Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of a high quality and to enhance the local context, delivering buildings and spaces that positively respond to local distinctiveness.
- 7.15 The application seeks planning permission for the erection of a substation within the grounds of the existing school. It is noted that during the course of the application, amendments were sought to reduce the size of the substation and surrounding hardstanding in order to retain two existing trees and reduce the impacts on biodiversity.



- 7.16 The revised plans confirm that the proposed substation would have a width of 2.80m, a depth of 3.00m and a height of 2.30m. The substation would be sited on a concrete base which would have a width of 3.00m and a depth of 3.00m. There would also be an area of hardstanding for access which would have a width of 3.00m and a depth of 3.00m. The substation would benefit from double doors to the front elevation and be green in appearance with stainless steel hinges. The substation would be sited to the southeast of the existing school building adjacent to the highway of Northwood Road.
- 7.17 It is considered that the proposed size, scale and bulk of the proposed substation would be acceptable in design terms and the substation would be screened from visibility along Northwood Road by several existing trees which are to be retained. Trees will be discussed in more detail later in this report and Condition 3 attached to this recommendation for approval would ensure the retention of the trees. Therefore, it is considered that the proposed substation would not result in any harm to the character or appearance of the application site or wider street scene, in accordance with Policy DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### *Security*

- 7.18 Policy DMHB 15 of the Hillingdon Local Plan: Part 2 – Development Management Policies (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).
- 7.19 The erection of the substation would not impact the security of the site and therefore would be in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020).

#### Residential Amenity

##### *Impact on Neighbours*

- 7.20 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 7.21 The proposed substation would be sited within the setting of the existing school, would be screened from the neighbouring properties across the highway by existing trees and would be sited at least 21 meters from the nearest dwelling. It is therefore considered that the proposed substation would not result in any harm to the amenity of the neighbouring properties in terms of access to daylight, sunlight, outlook or overbearing effect.

## Transport

### *Highways and Parking*

- 7.22 Policies T4, T6 and T6.2 of the London Plan (2021) and policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020) are all directly relevant to the proposed development. In summary, these policies seek to deliver development which is sustainable in transport terms and safeguards highway and pedestrian safety. These aims are also supported by the NPPF (2023) at chapter 9, including paragraph 115 of the NPPF (2020) 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.
- 7.23 The erection of the substation, which would be sited on an existing soft landscaped area of the site would not be have any harmful impact on highways or pedestrian safety or have any impacts on the road network. The proposal would therefore be in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

## Environmental Issues

### *Noise*

- 7.24 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).
- 7.25 It is not considered that the proposed development would lead to a significant increase in noise generated from the site. The development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 – Strategic Policies (2012) and Policy D14 of the London Plan (2021).

### *Air Quality*

- 7.26 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) relate to air quality considerations. These policies can be read in full in the Committee Report Part 3 - Policy Appendix. In summary, these seek to safeguard and improve air quality to protect existing and new sensitive receptors. These aims are also supported by the NPPF (2023) at chapter 15.
- 7.27 The application site is not located within an Air Quality Focus Area or Air Quality Management Area. As the proposed substation is required for the transfer of electricity only, it is not considered that it would have any negative impact on air quality. The development would accord with Policy EM8 of the Hillingdon Local Plan: Part 1 – Strategic Policies (2012), Policy DMEI 14 of the Hillingdon Local

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Plan: Part 2 – Development Management Policies (202) and Policy D14 of the London Plan (2021).

### *Trees and Landscaping*

- 7.28 Policy DMHB 14 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020) requires that all development retains or enhances existing landscaping, trees, and biodiversity.
- 7.29 The application site does not lie within an area subject to a Tree Preservation Order. However the site forms part of designated Green Belt land. Some trees lie in proximity to the proposed substation (referred to as T013 and T014 within the Arboricultural Report). However following amendments to the proposal, the proposed substation and surrounds would lie outside of the root protection area for these trees and they would be retained. The retention of these trees would help mitigate the effects of the proposal on the character and appearance of the street scene and the impacts on the openness of the Green Belt.
- 7.30 In addition, to ensure these trees are retained in accordance with the approved plans and the Arboricultural Report, Condition 3 is proposed to be secured.

### *Biodiversity*

- 7.31 The Environment Act 2021 has established that all planning permissions granted in England have to deliver at least 10% BNG from January 2024. Exemptions to this include a development that does not impact a priority habitat and impacts less than 25 square metres (5m by 5m) of on-site habitat or 5 metres of on-site linear habitats such as hedgerows.
- 7.32 Following amendments to the scheme, the revised plans confirm that the proposed substation including associated hardstanding, would cover a total area of 18 square meters, which is below the threshold of 25 square meters. This means that the proposal is exempt from the requirements to evidence a biodiversity net gain of 10%.

### *Flooding and Drainage*

- 7.33 Policy SI12 and SI13 of the London Plan (2021) require, in summary, that flood risk is minimised and mitigated and that surface water run-off is managed close to source.
- 7.34 Policy DMEI 9 and Policy DMEI 10 of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020) require, in summary, that flood risk is mitigated and proposals that increase the risk of flooding or which fail to make adequate provision to control surface water runoff will be refused.
- 7.35 As previously mentioned, the application site is not located within a Surface Water Flood Zone or Critical Drainage Area. The application site is in Flood Zone 1 where

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there is a low probability of risk of flooding from rivers or seas. As such, all forms of development are acceptable in this location, in terms of fluvial flood risk.

### Sustainability

7.36 Not applicable to the consideration of the application.

## **8 Other Matters**

### Human Rights

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

### Equality

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

### Local Finance Considerations and CIL

8.3 Not applicable.

## **9 Conclusion / Planning Balance**

9.1 The main body of the report demonstrates that the proposed development complies with the objectives of the relevant policies set out in the Hillingdon Local Plan: Part 1 Strategic Policies (2012), Part 2 - Development Management Policies (2020), the London Plan (2021) and the NPPF (2023). It is therefore concluded, taking all matters into account, that planning permission should be granted subject to conditions.

## **10 Background Papers**

10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect

**Hillingdon Planning Committee – 5<sup>th</sup> November 2024**

**PART 1 – Members, Public & Press**

electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at [planning@hillingdon.gov.uk](mailto:planning@hillingdon.gov.uk).

# **APPENDICES**

## **Planning Application**

**17709/APP/2024/1802**

## Appendix 1: Recommended Conditions and Informatives

### Conditions

#### 1. COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

#### REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

#### 2. COM4 Accordance with Approved Plans

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

Z0717 NOV V5 00 DR A PL01 Rev P01

Z0717 NOV V5 00 DR A PL02 Rev P01

Z0717 NOV V5 00 DR A PL03 Rev P02

Z0717 NOV V5 00 DR A PL04 Rev P02

Z0717 NOV V5 00 DR A PL05 Rev P02

and shall thereafter be retained/maintained 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).

#### 3. A3 Trees Retained

Trees, hedges and shrubs shown to be retained on the approved plans (specifically T013 and T014 as shown on the submitted Arboricultural Report ref. ISG001-010 Rev 01 dated 04.09.2023 shall be retained) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority (LPA). Any trees, hedges and shrubs severely damaged during construction, seriously diseased or dying shall be replaced by one of a size and species to be agreed in writing with the LPA. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or ground work shall be agreed in writing with the LPA.

#### REASON

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

## Informatives

### 1. 159 **Councils Local Plan : Part 1 - Strategic Policies**

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

### 2. 147 **Damage to Verge - For Council Roads:**

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

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

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

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

### 3. 115 **Control of Environmental Nuisance from Construction Work**

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.



D. No bonfires that create dark smoke or nuisance to local residents.

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

## Appendix 2: Relevant Planning History

17709/APP/2016/3614 Harefield Academy Northwood Way Harefield

Variation of Condition 3 (Hours of Use) and Condition 4 (Floodlighting Hours) of planning permission ref. 17709/APP/2004/1914 dated 05/07/2005: Redevelopment of school, involving erection of new buildings and demolition of existing buildings to provide a new academy school for 1000 students. Provision of associated sports facilities, hard and soft play areas, ancillary creche, new access, replacement parking and landscaping to allow an extension of the hours of use of the indoor school building and indoor dry training facility by an extra hour to 23:00 hours on Mondays to Saturdays and to 22:00 hours on Sundays; the extension of the hours of use of the outdoor recreation facilities by one and a half hours to 22:00 on Mondays to Fridays and by 5 hours on Saturdays and Sundays, with the additional restrictions on use of outdoor pitches and athletics track being revised to allow an extra 2 hours of use to 18:00 hours on Saturdays and use on Sundays and public holidays from 10:00 to 14:00 hours, unless a special event when use permitted between 9:00 and 18:00 hours and floodlighting hours would be extended by one and a half hours to 22:00 hours on Monday to Friday and by 5 hours to 22:00 hours on Saturdays and Sundays.

**Decision:** 14-02-2019 No Further  
Action(P)

17709/APP/2022/1387 Harefield Academy Northwood Way Harefield

Change of use of former residential school (Use Class C2) to education facility (Use Class F.1), two storey extension to provide additional teaching space, construction of a Multi-Use Games Area, revised vehicular access, landscaping, car and cycle parking, and associated works.

**Decision:** 26-07-2022 Approved

17709/APP/2023/2673 Lord Adonis House Harefield Academy Northwood Way Harefield

Demolition of former residential school and erection of academic building (Use Class F1) and ancillary structures including heat pump and substation enclosures, construction of a multi-use games area, revised vehicular access, landscaping, car and cycle parking and associated works.

**Decision:** 08-02-2024 Approved

17709/APP/2024/1092 Lord Adonis House Harefield Academy Northwood Way Harefield

Details pursuant to the discharge of Conditions 14 (Sustainable Water Management), 15 (Water Infrastructure) and 21 (Overheating) as attached to planning permission ref. 17709/APP/2023/2673 dated 08-02-2024 (Demolition of former residential school and erection of academic building (Use Class F1) and ancillary structures including heat pump

and substation enclosures, construction of a multi-use games area, revised vehicular access, landscaping, car and cycle parking and associated works).

**Decision:** 05-07-2024      Approved

17709/APP/2024/1800      The Harefield Academy Northwood Way Harefield

Details pursuant to the discharge of Conditions 10 (Ancillary Building Details), 11 (Materials), 12 (Details of Roof Parapet, Doors and Windows) and 13 (Dead-End Corridors and Inner Room Details) of planning permission ref. 17709/APP/2023/2673 dated 08-02-2024 (Demolition of former residential school and erection of academic building (Use Class F1) and ancillary structures including heat pump and substation enclosures, construction of a multi-use games area, revised vehicular access, landscaping, car and cycle parking and associated works)

**Decision:** 30-08-2024      Approved

17709/APP/2024/1859      Lord Adonis House Harefield Academy Northwood Way Harefield

Section 96a application for Non-Material Amendment to planning permission ref. 17709/APP/2023/2673, dated 08-02-24, (Demolition of former residential school and erection of academic building (Use Class F1) and ancillary structures including heat pump and substation enclosures, construction of a multi-use games area, revised vehicular access, landscaping, car and cycle parking and associated works) in order to amend the trigger point of Conditions 16 (Road Safety Audit), 17 (Landscape Scheme), 18 (Ecological Enhancement Plan), and 22 (Energy Monitoring, recording and Reporting).

**Decision:** 02-08-2024      Approved

17709/APP/2024/415      Harefield Academy Northwood Way Harefield

Details pursuant to the discharge of Conditions 8 (Construction Management and Logistics Plan), 9 (Details of Primary Entrance) and 10 (Details of ancillary structures) as attached to planning permission ref. 17709/APP/2023/2673 dated 08-02-24 (Demolition of former residential school and erection of academic building (Use Class F1) and ancillary structures including heat pump and substation enclosures, construction of a multi-use games area, revised vehicular access, landscaping, car and cycle parking and associated works).

**Decision:** 25-03-2024      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

Part 2 Policies:

EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMEI 4 Development on the Green Belt or Metropolitan Open Land

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

LPP D4 (2021) Delivering good design

LPP G2 (2021) London's Green Belt

NPPF12 -23 NPPF12 23 - Achieving well-designed and beautiful places

NPPF13 -23 NPPF13 23 - Protecting Green Belt land

NPPF4 -23 NPPF4 23 - Decision making

# Planning Committee Report Part 3:

## Planning Policy Appendix - Frequently Cited Policies



## Frequently Cited Planning Policies

### Abbreviations

LP – London Plan (2021)

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

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

Topic	Policy	Page No.
Householder Policies	LP2 DMHD 1: Alterations and Extensions to Residential Dwellings	4
	LP2 DMHD 2: Outbuildings	6
	LP2 DMHD 3: Basement Development	6
Standard of Accommodation	LP D6: Housing quality and standards	7
	LP2 DMHB 16: Housing Standards	8
	LP2 DMHB 18: Private Outdoor Amenity Space	8
Housing	LP H2: Small sites	9
	LP H4: Delivering Affordable Housing?	9
	LP H10: Housing size mix	10
	LP1 H1: Housing Growth	10
	LP2 DMH 1: Safeguarding Existing Housing	11
	LP2 DMH 2: Housing Mix	11
	LP2 DMH 4: Residential Conversions and Redevelopment	11
	LP2 DMH 5: Houses in Multiple Occupation	11
	LP2 DMH 6: Garden and Backland Development	12
	LP2 DMH 7: Provision of Affordable Housing	12
Design (Including Heritage, Trees / Landscaping and Accessibility)	LP D3: Optimising site capacity through the design-led approach	13
	LP D5: Inclusive design	15
	LP D7: Accessible housing	15
	LP D8: Public realm	15
	LP D12: Fire safety	17
	LP HC1: Heritage conservation and growth	18
	LP G7: Trees and woodlands	19
	LP1 BE1: Built Environment	19
	LP2 DMHB 1: Heritage Assets	21

	<b>LP2 DMHB 2: Listed Buildings</b>	<b>22</b>
	<b>LP2 DMHB 3: Locally Listed Buildings</b>	<b>22</b>
	<b>LP2 DMHB 4: Conservation Areas</b>	<b>23</b>
	<b>LP2 DMHB 5: Areas of Special Local Character</b>	<b>23</b>
	<b>LP2 DMHB 11: Design of New Development</b>	<b>23</b>
	<b>LP2 DMHB 12: Streets and Public Realm</b>	<b>24</b>
	<b>LP2 DMHB 14: Trees and Landscaping</b>	<b>25</b>
	<b>LP2 DMHB 15: Planning for Safer Places</b>	<b>25</b>
<b>Environmental</b>	<b>LP D13: Agent of change</b>	<b>25</b>
	<b>LP D14: Noise</b>	<b>26</b>
	<b>LP SI2: Minimising greenhouse gas emissions</b>	<b>27</b>
	<b>LP SI12: Flood risk management</b>	<b>27</b>
	<b>LP SI13: Sustainable drainage</b>	<b>28</b>
	<b>LP1 EM6: Flood Risk Management</b>	<b>29</b>
	<b>LP1 EM8: Land, Water, Air and Noise</b>	<b>29</b>
	<b>LP2 DMEI 2: Reducing Carbon Emissions</b>	<b>31</b>
	<b>LP2 DMEI 9: Management of Flood Risk</b>	<b>31</b>
	<b>LP2 DMEI 10: Water Management, Efficiency and Quality</b>	<b>31</b>
	<b>LP2 DMEI 12: Development of Land Affected by Contamination</b>	<b>33</b>
	<b>LP2 DMEI 14: Air Quality</b>	<b>33</b>
<b>Highways and Parking</b>	<b>LP T4: Assessing and mitigating transport impacts</b>	<b>33</b>
	<b>LP T5: Cycling</b>	<b>34</b>
	<b>LP T6: Car parking</b>	<b>35</b>
	<b>LP T6.1: Residential parking</b>	<b>36</b>
	<b>LP2 DMT 1: Managing Transport Impacts</b>	<b>37</b>
	<b>LP2 DMT 2: Highways Impacts</b>	<b>38</b>
	<b>LP2 DMT 5: Pedestrians and Cyclists</b>	<b>38</b>
	<b>LP2 DMT 6: Vehicle Parking</b>	<b>39</b>

## **LP2 DMHD 1: Alterations and Extensions to Residential Dwellings**

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

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

### **B) Rear Extensions**

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

### **C) Side Extensions**

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



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

#### D) Front Extensions

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

#### E) Roof Extensions

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

#### F) Front Gardens and Parking

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

## **LP2 DMHD 2: Outbuildings**

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

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

## **LP2 DMHD 3: Basement Development**

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

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

B) Schemes should ensure that they:

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

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

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

## LP D6: Housing Quality and Standards

- A) Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.
- B) Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.
- C) Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part D in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.
- D) The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
- E) Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste
- F) Housing developments are required to meet the minimum standards below which apply to all tenures and all residential accommodation that is self-contained.

### Private internal space

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

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

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

Private outside space

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

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

### **LP2 DMHB 16: Housing Standards**

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

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

### **LP2 DMHB 18: Private Outdoor Amenity Space**

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

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

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

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

## **LP H2: Small sites**

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

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

B Boroughs should:

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

## **LP H4: Delivering Affordable Housing**

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

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

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

## **LP H10: Housing size mix**

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

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

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

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

## **LP1 H1: Housing Growth**

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

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

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

## **LP2 DMH 1: Safeguarding Existing Housing**

A) The net loss of existing self-contained<sup>3</sup> housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

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

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

## **LP2 DMH 2: Housing Mix**

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

## **LP2 DMH 4: Residential Conversions and Redevelopment**

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

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

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

A) In all parts of the Borough

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

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

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

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

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

## **LP2 DMH 6: Garden and Backland Development**

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

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

## **LP2 DMH 7: Provision of Affordable Housing**

A) In accordance with national policy:

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



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

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

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

i) sites that are artificially sub-divided or partially developed;

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

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

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

The design-led approach

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

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

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

#### D) Development proposals should:

##### Form and layout

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

##### Experience

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

##### Quality and character

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

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

## **LP D5: Inclusive Design**

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

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

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

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

## **LP D7: Accessible Housing**

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

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

## **LP D8: Public Realm**

Development Plans and development proposals should:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **LP D12: Fire Safety**

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

1. identify suitably positioned unobstructed outside space:
  - a - for fire appliances to be positioned on
  - b - appropriate for use as an evacuation assembly point
2. are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
3. are constructed in an appropriate way to minimise the risk of fire spread
4. provide suitable and convenient means of escape, and associated evacuation strategy for all building users
5. develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
6. provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

B) All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

The statement should detail how the development proposal will function in terms of:

1. the building's construction: methods, products and materials used, including manufacturers' details

2. the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
3. features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
4. access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
5. how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
6. ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

### **LP HC1: Heritage Conservation and Growth**

A) Boroughs should, in consultation with Historic England, local communities and other statutory and relevant organisations, develop evidence that demonstrates a clear understanding of London’s historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access to, and interpretation of, the heritage assets, landscapes and archaeology within their area.

B) Development Plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the effective integration of London’s heritage in regenerative change by:

1. setting out a clear vision that recognises and embeds the role of heritage in place-making
2. utilising the heritage significance of a site or area in the planning and design process
3. integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place
4. delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

C) Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets’ significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

D) Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

E) Where heritage assets have been identified as being At Risk, boroughs should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and re-use.

### **LP G7: Trees and Woodlands**

A) London's urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London's urban forest – the area of London under the canopy of trees.

B) In their Development Plans, boroughs should:

1. protect 'veteran' trees and ancient woodland where these are not already part of a protected site<sup>139</sup>
2. identify opportunities for tree planting in strategic locations.

C) Development proposals should ensure that, wherever possible, existing trees of value are retained.<sup>140</sup> If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

### **LP 1 BE1: Built Environment**

The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should:

1. Achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place;
2. Be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local

area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;

3. Be designed to include “Lifetime Homes” principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly, 10% of these should be wheelchair accessible or easily adaptable to wheelchair accessibility encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people’s lives;

4. In the case of 10 dwellings or over, achieve a satisfactory assessment rating in terms of the latest Building for Life standards (as amended or replaced from time to time);

5. Improve areas of poorer environmental quality, including within the areas of relative disadvantage of Hayes, Yiewsley and West Drayton. All regeneration schemes should ensure that they are appropriate to their historic context, make use of heritage assets and reinforce their significance;

6. Incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services;

7. Improve the quality of the public realm and provide for public and private spaces that are attractive, safe, functional, diverse, sustainable, accessible to all, respect the local character and landscape, integrate with the development, enhance and protect biodiversity through the inclusion of living walls, roofs and areas for wildlife, encourage physical activity and where appropriate introduce public art;

8. Create safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson having regard to Secure by Design standards and address resilience to terrorism in major development proposals;

9. Not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas;

10. Maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants. The Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies. Where the required reduction from on-site renewable energy is not feasible within major developments, contributions off-site will be sought. The Council will seek to merge a suite of sustainable design goals, such as the use of SUDS, water efficiency, lifetime homes, and energy efficiency into a requirement measured against the Code for Sustainable



Homes and BREEAM. These will be set out within the Hillingdon Local Plan: Part 2- Development Management Policies Local Development Document (LDD). All developments should be designed to make the most efficient use of natural resources whilst safeguarding historic assets, their settings and local amenity and include sustainable design and construction techniques to increase the re-use and recycling of construction, demolition and excavation waste and reduce the amount disposed to landfill;

11. In the case of tall buildings, not adversely affect their surroundings including the local character, cause harm to the significance of heritage assets or impact on important views. Appropriate locations for tall buildings will be defined on a Character Study and may include parts of Uxbridge and Hayes subject to considering the Obstacle Limitation Surfaces for Heathrow Airport. Outside of Uxbridge and Hayes town centres, tall buildings will not be supported. The height of all buildings should be based upon an understanding of the local character and be appropriate to the positive qualities of the surrounding townscape. Support will be given for proposals that are consistent with local strategies, guidelines, supplementary planning documents and Hillingdon Local Plan: Part 2- Development Management Policies.

### **LP2 DMHB 1: Heritage Assets**

A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

B) Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.

C) The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

## **LP2 DMHB 2: Listed Buildings**

A) Applications for Listed Building Consent and planning permission to alter, extend, or change the use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.

C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

## **LP2 DMHB 3: Locally Listed Buildings**

A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.

C) Replacement will only be considered if it can be demonstrated that the community benefits of such a proposal significantly outweigh those of retaining the Locally Listed Building.

## **LP2 DMHB 4: Conservation Areas**

New development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

- A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.
- B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.
- C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

## **LP2 DMHB 5: Areas of Special Local Character**

- A) Within Areas of Special Local Character, new development should reflect the character of the area and its original layout. Alterations should respect the established scale, building lines, height, design and materials of the area.
- B) Extensions to dwellings should be subservient to, and respect the architectural style of the original buildings and allow sufficient space for appropriate landscaping, particularly between, and in front of, buildings.
- C) The replacement of buildings which positively contribute to the character and local importance of Areas of Special Local Character will normally be resisted.

## **LP2 DMHB 11: Design of New Development**

- A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:
  - i) harmonising with the local context by taking into account the surrounding:
    - scale of development, considering the height, mass and bulk of adjacent structures;
    - building plot sizes and widths, plot coverage and established street patterns;
    - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
    - architectural composition and quality of detailing;
    - local topography, views both from and to the site; and

- impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

## **LP2 DMHB 12: Streets and Public Realm**

A) Development should be well integrated with the surrounding area and accessible. It should:

- i) improve legibility and promote routes and wayfinding between the development and local amenities;
- ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;
- iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
- iv) provide safe and direct pedestrian and cycle movement through the space;
- v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;
- vi) where appropriate, include the installation of public art; and
- vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.

B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.

## **LP2 DMHB 14: Trees and Landscaping**

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

## **LP2 DMHB 15: Planning for Safer Places**

The Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

## **LP D13: Agent of Change**

A) The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Boroughs should ensure that Development Plans and planning decisions reflect the Agent of Change principle and take account of existing noise and other nuisance-generating uses in a sensitive manner when new development is proposed nearby.

B) Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

C) New noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.

D) Development proposals should manage noise and other potential nuisances by:

1. ensuring good design mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area
2. exploring mitigation measures early in the design stage, with necessary and appropriate provisions including ongoing and future management of mitigation measures secured through planning obligations
3. separating new noise-sensitive development where possible from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

E) Boroughs should not normally permit development proposals that have not clearly demonstrated how noise and other nuisances will be mitigated and managed.

#### **LP D14: Noise**

A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:

1. avoiding significant adverse noise impacts on health and quality of life
2. reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4. improving and enhancing the acoustic environment and promoting appropriate
5. separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials – in preference to sole reliance on sound insulation
6. where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

B) Boroughs, and others with relevant responsibilities, should identify and nominate new Quiet Areas and protect existing Quiet Areas in line with the procedure in Defra's Noise Action Plan for Agglomerations.

## **LP SI 2: Minimising Greenhouse Gas Emissions**

A) Major development should be net zero-carbon.<sup>151</sup> This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:

1. be lean: use less energy and manage demand during operation
2. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4. be seen: monitor, verify and report on energy performance.

B) Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy.

C) A minimum on-site reduction of at least 35 per cent beyond Building Regulations<sup>152</sup> is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

1. through a cash in lieu contribution to the borough's carbon offset fund, or
2. off-site provided that an alternative proposal is identified and delivery is certain.

D) Boroughs must establish and administer a carbon offset fund. Offset fund payments must be ring-fenced to implement projects that deliver carbon reductions. The operation of offset funds should be monitored and reported on annually.

E) Major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.

F) Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

## **LP SI 12: Flood Risk Management**

A) Current and expected flood risk from all sources (as defined in paragraph 9.2.12) across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities, developers and infrastructure providers.

B) Development Plans should use the Mayor's Regional Flood Risk Appraisal and their Strategic Flood Risk Assessment as well as Local Flood Risk Management

Strategies, where necessary, to identify areas where particular and cumulative flood risk issues exist and develop actions and policy approaches aimed at reducing these risks. Boroughs should cooperate and jointly address cross-boundary flood risk issues including with authorities outside London.

C) Development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses.

D) Developments Plans and development proposals should contribute to the delivery of the measures set out in Thames Estuary 2100 Plan. The Mayor will work with the Environment Agency and relevant local planning authorities, including authorities outside London, to safeguard an appropriate location for a new Thames Barrier.

E) Development proposals for utility services should be designed to remain operational under flood conditions and buildings should be designed for quick recovery following a flood.

F) Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading. Unless exceptional circumstances are demonstrated for not doing so, development proposals should be set back from flood defences to allow for any foreseeable future maintenance and upgrades in a sustainable and cost-effective way.

G) Natural flood management methods should be employed in development proposals due to their multiple benefits including increasing flood storage and creating recreational areas and habitat.

### **LP SI 13: Sustainable Drainage**

A) Lead Local Flood Authorities should identify – through their Local Flood Risk Management Strategies and Surface Water Management Plans – areas where there are particular surface water management issues and aim to reduce these risks. Increases in surface water run-off outside these areas also need to be identified and addressed.

B) Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:

1. rainwater use as a resource (for example rainwater harvesting, blue roofs for irrigation)
2. rainwater infiltration to ground at or close to source
3. rainwater attenuation in green infrastructure features for gradual release (for example green roofs, rain gardens)



4. rainwater discharge direct to a watercourse (unless not appropriate)
5. controlled rainwater discharge to a surface water sewer or drain
6. controlled rainwater discharge to a combined sewer.

C) Development proposals for impermeable surfacing should normally be resisted unless they can be shown to be unavoidable, including on small surfaces such as front gardens and driveways.

D) Drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

### **LP1 EM6: Flood Risk Management**

The Council will require new development to be directed away from Flood Zones 2 and 3 in accordance with the principles of the National Planning Policy Framework (NPPF).

The subsequent Hillingdon Local Plan: Part 2 -Site Specific Allocations LDD will be subjected to the Sequential Test in accordance with the NPPF. Sites will only be allocated within Flood Zones 2 or 3 where there are overriding issues that outweigh flood risk. In these instances, policy criteria will be set requiring future applicants of these sites to demonstrate that flood risk can be suitably mitigated.

The Council will require all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. The Council will encourage SUDS to be linked to water efficiency methods. The Council may require developer contributions to guarantee the long term maintenance and performance of SUDS is to an appropriate standard.

### **LP1 EM8: Land, Water, Air and Noise**

#### **Water Quality**

The Council will seek to safeguard and improve all water quality, both ground and surface. Principal Aquifers, and Source Protection Zones will be given priority along with the:

- River Colne
- Grand Union Canal
- River Pinn
- Yeading Brook
- Porter Land Brook
- River Crane
- Ruislip Lido

## Air Quality

All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

All major development within the Air Quality Management Area (AQMA) should demonstrate air quality neutrality (no worsening of impacts) where appropriate; actively contribute to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels; deliver increased planting through soft landscaping and living walls and roofs; and provide a management plan for ensuring air quality impacts can be kept to a minimum.

The Council seeks to reduce the levels of pollutants referred to in the Government's National Air Quality Strategy and will have regard to the Mayor's Air Quality Strategy. London Boroughs should also take account of the findings of the Air Quality Review and Assessments and Actions plans, in particular where Air Quality Management Areas have been designated.

The Council has a network of Air Quality Monitoring stations but recognises that this can be widened to improve understanding of air quality impacts. The Council may therefore require new major development in an AQMA to fund additional air quality monitoring stations to assist in managing air quality improvements.

## Noise

The Council will investigate Hillingdon's target areas identified in the Defra Noise Action Plans, promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected.

The Council will seek to identify and protect Quiet Areas in accordance with Government Policy on sustainable development and other Local Plan policies.

The Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

## Land Contamination

The Council will expect proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill.

## Water Resources

The Council will require that all new development demonstrates the incorporation of water efficiency measures within new development to reduce the rising demand on potable water. All new development must incorporate water recycling and collection facilities unless it can be demonstrated it is not appropriate. For residential

developments, the Council will require applicants to demonstrate that water consumption will not surpass 105 litres per person per day.

## **LP2 DMEI 2: Reducing Carbon Emissions**

- A) All developments are required to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.
- B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved.
- C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, where it is clearly demonstrated that the targets for carbon emissions cannot be met onsite, the Council may approve the application and seek an off-site contribution to make up for the shortfall.

## **LP2 DMEI 9: Management of Flood Risk**

- A) Development proposals in Flood Zones 2 and 3a will be required to demonstrate that there are no suitable sites available in areas of lower flood risk. Where no appropriate sites are available, development should be located on the areas of lowest flood risk within the site. Flood defences should provide protection for the lifetime of the development. Finished floor levels should reflect the Environment Agency's latest guidance on climate change.
- B) Development proposals in these areas will be required to submit an appropriate level Flood Risk Assessment (FRA) to demonstrate that the development is resilient to all sources of flooding.
- C) Development in Flood Zone 3b will be refused in principle unless identified as an appropriate development in Flood Risk Planning Policy Guidance. Development for appropriate uses in Flood Zone 3b will only be approved if accompanied by an appropriate FRA that demonstrates the development will be resistant and resilient to flooding and suitable warning and evacuation methods are in place.
- D) Developments may be required to make contributions (through legal agreements) to previously identified flood improvement works that will benefit the development site.
- E) Proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

## **LP2 DMEI 10: Water Management, Efficiency, and Quality**

- A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that

appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy 5.13: Sustainable drainage).

B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.

D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.

E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.

F) Developments should be drained by a SuDS system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system. Water Efficiency

G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.

H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.

I) It is expected that major development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure

J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the local planning authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.

## **LP2 DMEI 12: Development of Land Affected by Contamination**

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

## **LP2 DMEI 14: Air Quality**

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least “air quality neutral”;

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

## **TP T4: Assessing and Mitigating Transport Impacts**

A) Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans,

Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger.

#### **LP T5: Cycling**

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
2. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space

from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

### **LP T6: Car Parking**

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D) The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.

F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.

All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

### **LP T6.1: Residential Parking**

A) New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B) Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C) All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.



D) Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E) Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F) The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1. ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
2. demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H) All disabled persons parking bays associated with residential development must:

1. be for residents' use only (whether M4(2) or M4(3) dwellings)
2. not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
3. be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
4. count towards the maximum parking provision for the development
5. be designed in accordance with the design guidance in BS8300vol.1
6. be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

## **LP2 DMT 1: Managing Transport Impacts**

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments<sup>11</sup> that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

## **LP2 DMT 2: Highways Impacts**

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

## **LP2 Policy DMT 5: Pedestrians and Cyclists**

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be

required to complement and enhance local amenity and include passive surveillance to the network.

### **LP2 DMT 6: Vehicle Parking**

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

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# Hillingdon Planning Committee

Tuesday 5th November 2024



**HILLINGDON**  
LONDON

[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

## **Report of the Head of Development Management and Building Control**

**Address:** 140 LINDEN AVENUE RUISLIP

**Development:** Erection of 2no. semi-detached dwellings including habitable accommodation within the roof space and one basement with associated parking and amenity space, following the demolition of existing bungalow.

**LBH Ref Nos:** 78323/APP/2024/968

**Location Plan**

Site Address: 140, Linden Avenue, Ruistlip, HA4 8UB

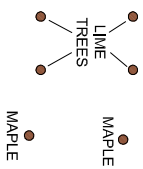
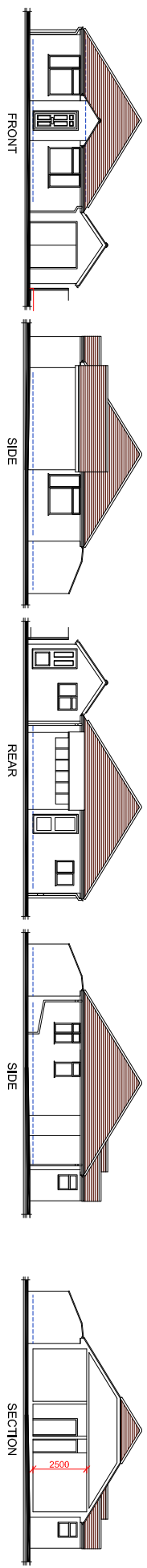
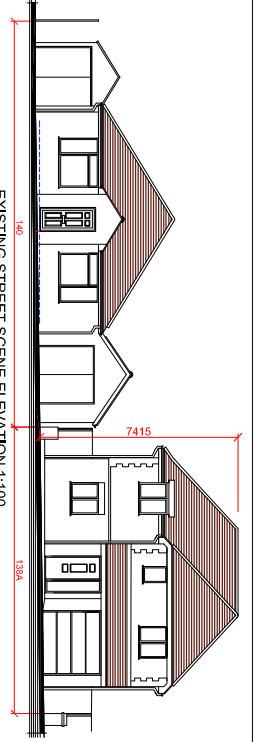
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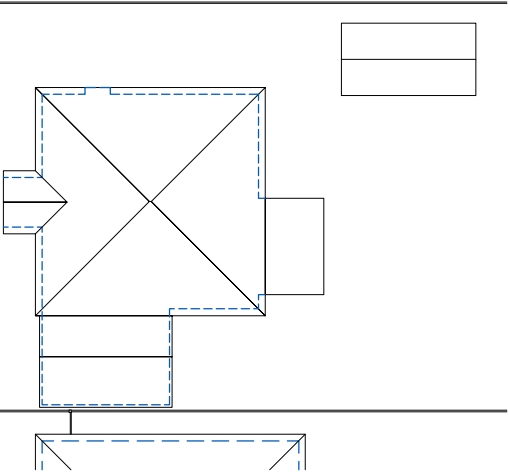
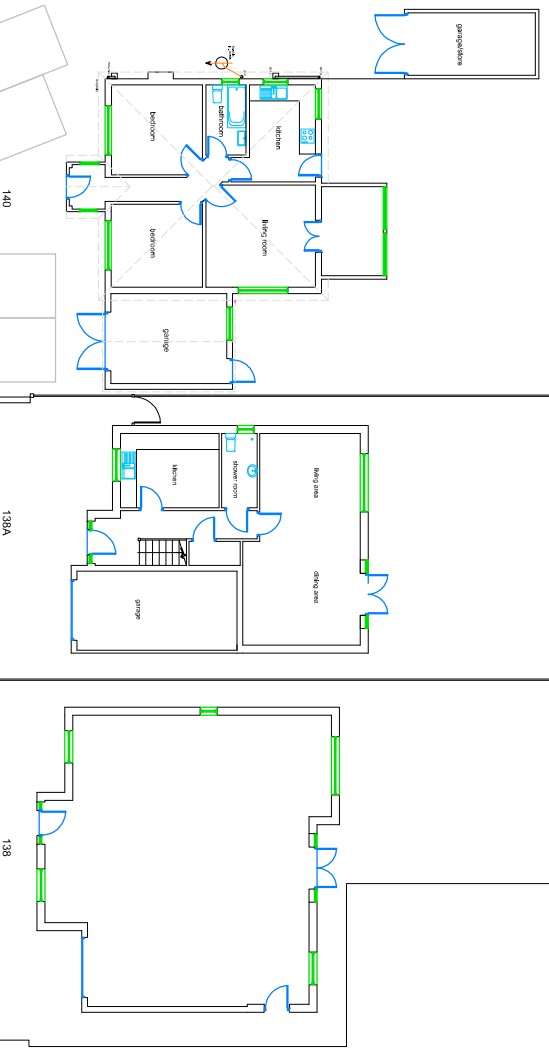


Planning Portal Reference: PP-12964181v1





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**Simon Harris and Associates**  
 Chartered Surveyors & Architects  
 12 Fuller Road  
 London E14 6JG  
 Tel: 020 8772 8990  
 Fax: 020 8772 8996  
 Email: enquiries@simonharris.co.uk

**Client**  
 Mr. B. Smith  
 New Houses Following Demolition at  
 140 LINDEN AVENUE  
 RUSLIP  
 HA4 8UB

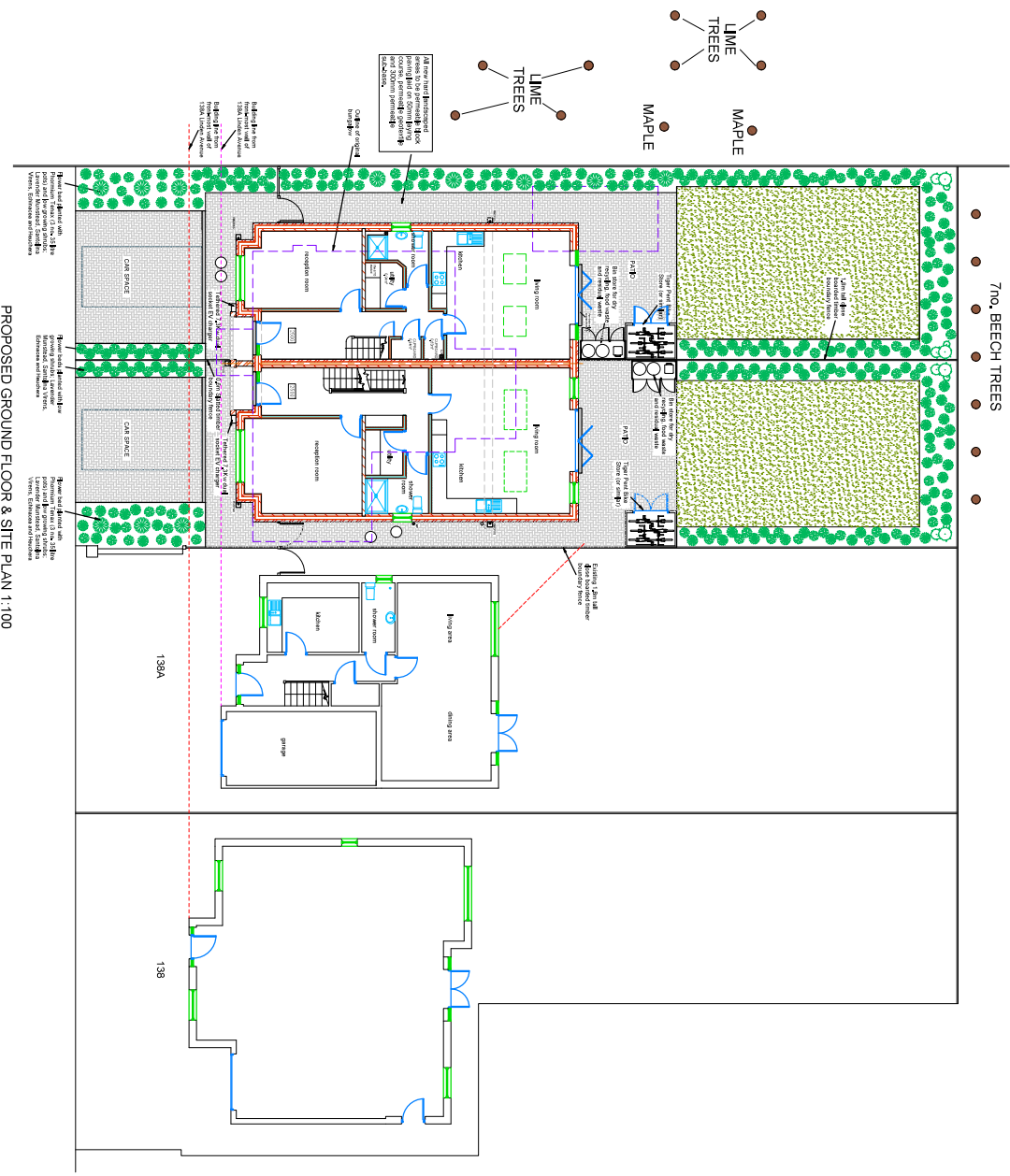
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 ELEVATIONS & SECTION

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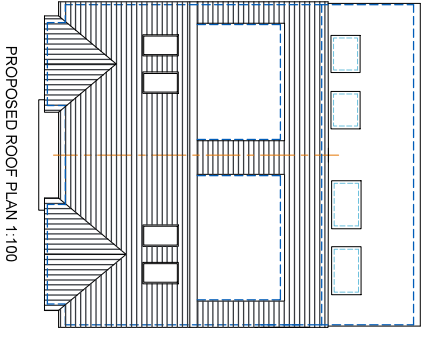
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PROPOSED GROUND FLOOR & SITE PLAN 1:100



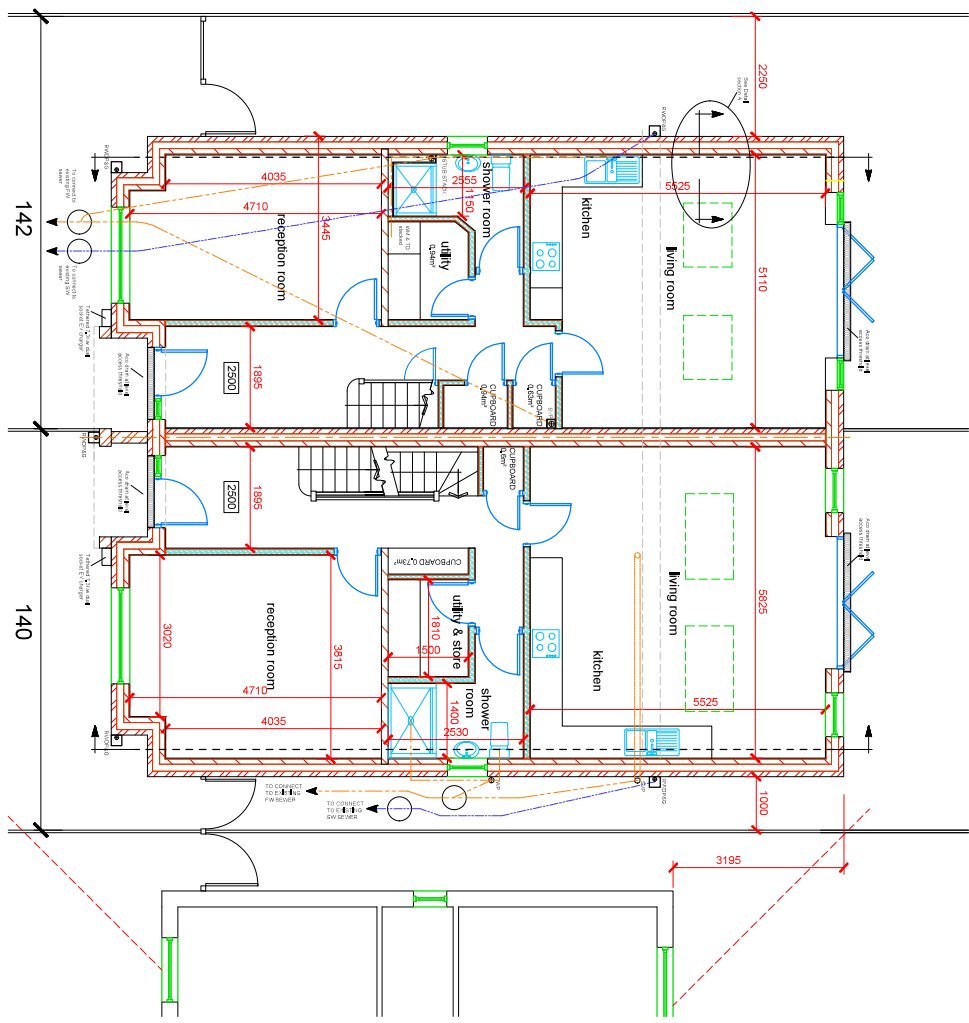
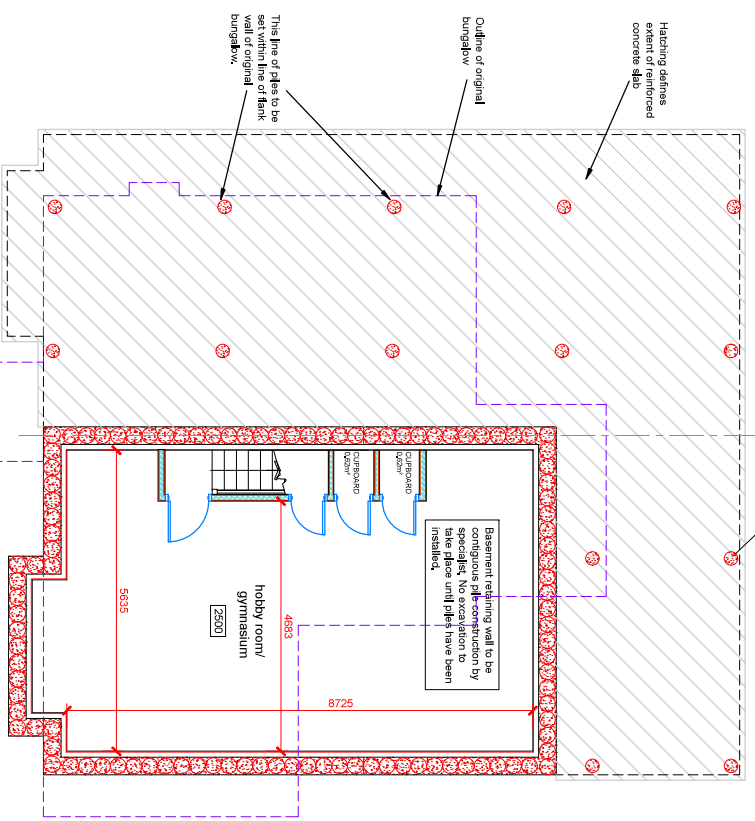
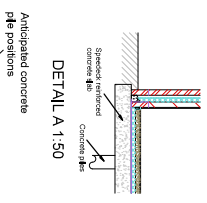
PROPOSED ROOF PLAN 1:100

Simon Hinds and Associates  
 Chartered Surveyors & Architects  
 12 South Road  
 Millbrook  
 Ulster 42N  
 Tel: 028 8575 5555  
 Fax: 028 8575 5888  
 Email: enquiries@simonhinds.co.uk

Client  
 Mr. B. Beavis  
 Job Title  
 New Houses Following Demolition at  
 140 LINDEN AVENUE  
 RILKAP  
 B44 0JL8

Drawing Title PROPOSED SITE AND ROOF PLANS	
Scale 1:100	Paper Size A1
Date MAR 2024	Drawn By NRH
Draw No. 2024/030	102
	B

Foundations to both houses (excluding the basement retaining walls in house no. 140) to be an engineered reinforced concrete slab on pile foundations (see detail).

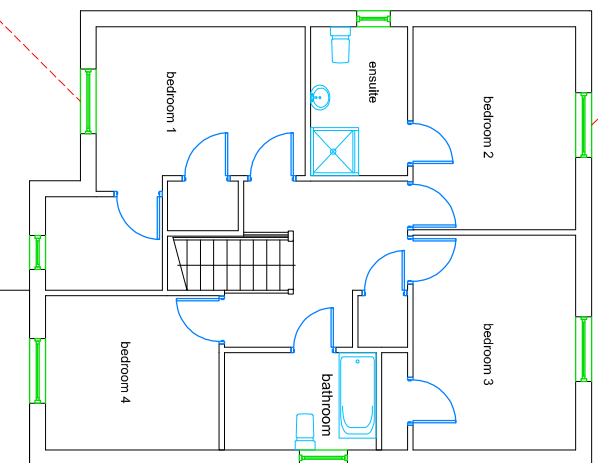
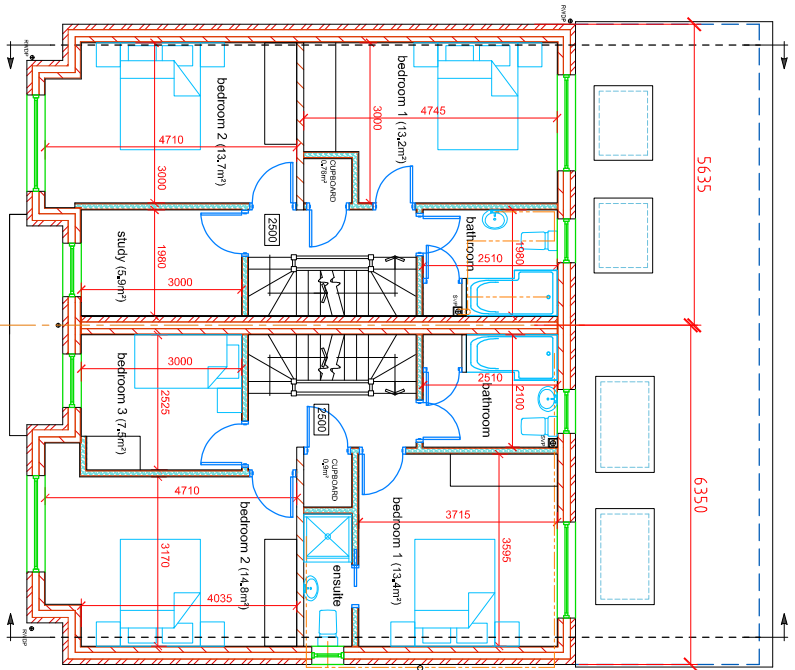
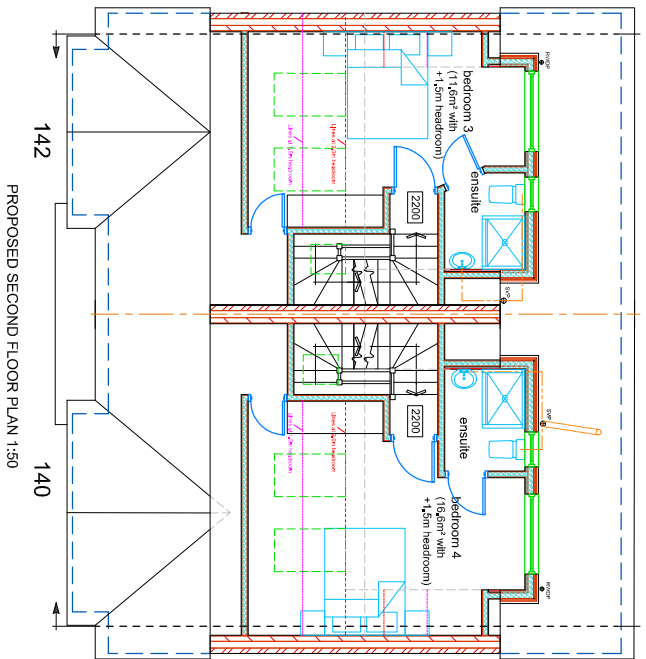


Notes:  
1. All dimensions shall be checked on site and not based on the drawings.  
2. All dimensions shall be checked on site and not based on the drawings.

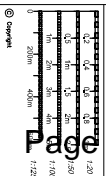


Client: M. R. Barista  
 Job Title: New Houses Following Demolition at 140 JINDEN AVENUE  
 RISEUP  
 HUB 505  
 Drawing Title: PROPOSED BASEMENT AND GROUND FLOOR PLANS  
 Scale: 1:100  
 Paper Size: A1  
 Date: MAR 2024  
 Drawn By: NRH  
 Check By: C  
 2024030 103 C

Simon Hinds and Associates  
 Chartered Surveyors & Architects  
 12, South Road  
 Millers Hill, Reading, RG2 0A2  
 Tel: 020 8275 9095  
 Fax: 020 8275 9092  
 Email: enquiries@simonhinds.co.uk



Notes:  
1. All dimensions are to be checked on site and not assumed.  
2. All work to be done in accordance with the drawings.



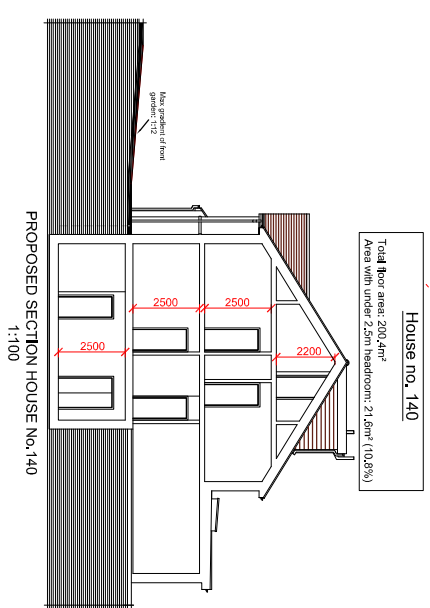
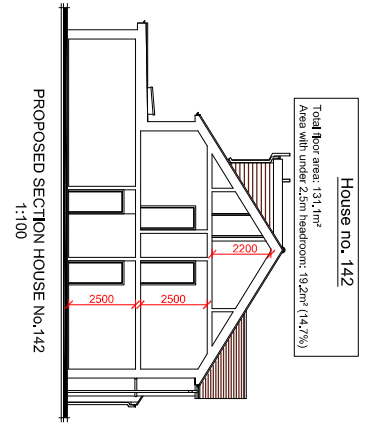
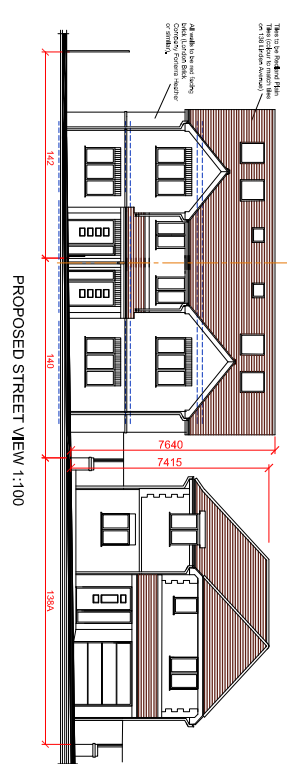
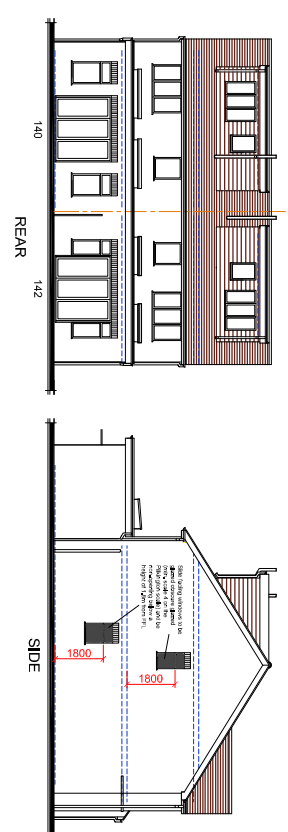
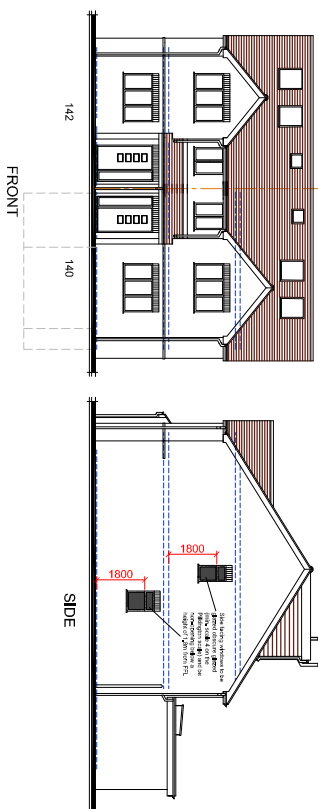
**Simon Shields and Associates**  
Chartered Surveyors & Architects  
12 Rabbit Road  
Glenview NSW 1585  
Ph: 02 8373 9989  
Fax: 02 8373 9988  
email: enquiries@simonshieldsandassociates.com.au

**Client:**  
Mr R. Berthia

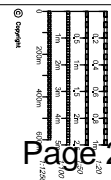
**Job Title:**  
New Houses Following Demolition at  
140 LINDEN AVENUE  
RUSSELL  
HSA SUB

**Drawn Title:**  
PROPOSED FIRST AND  
SECOND FLOOR PLANS

Scale	Page Size
1:100	A1
MAR 2024	Form B
2024/030	104
1	C



Model is not to scale. It is intended to be used as a guide only and does not represent the actual design.



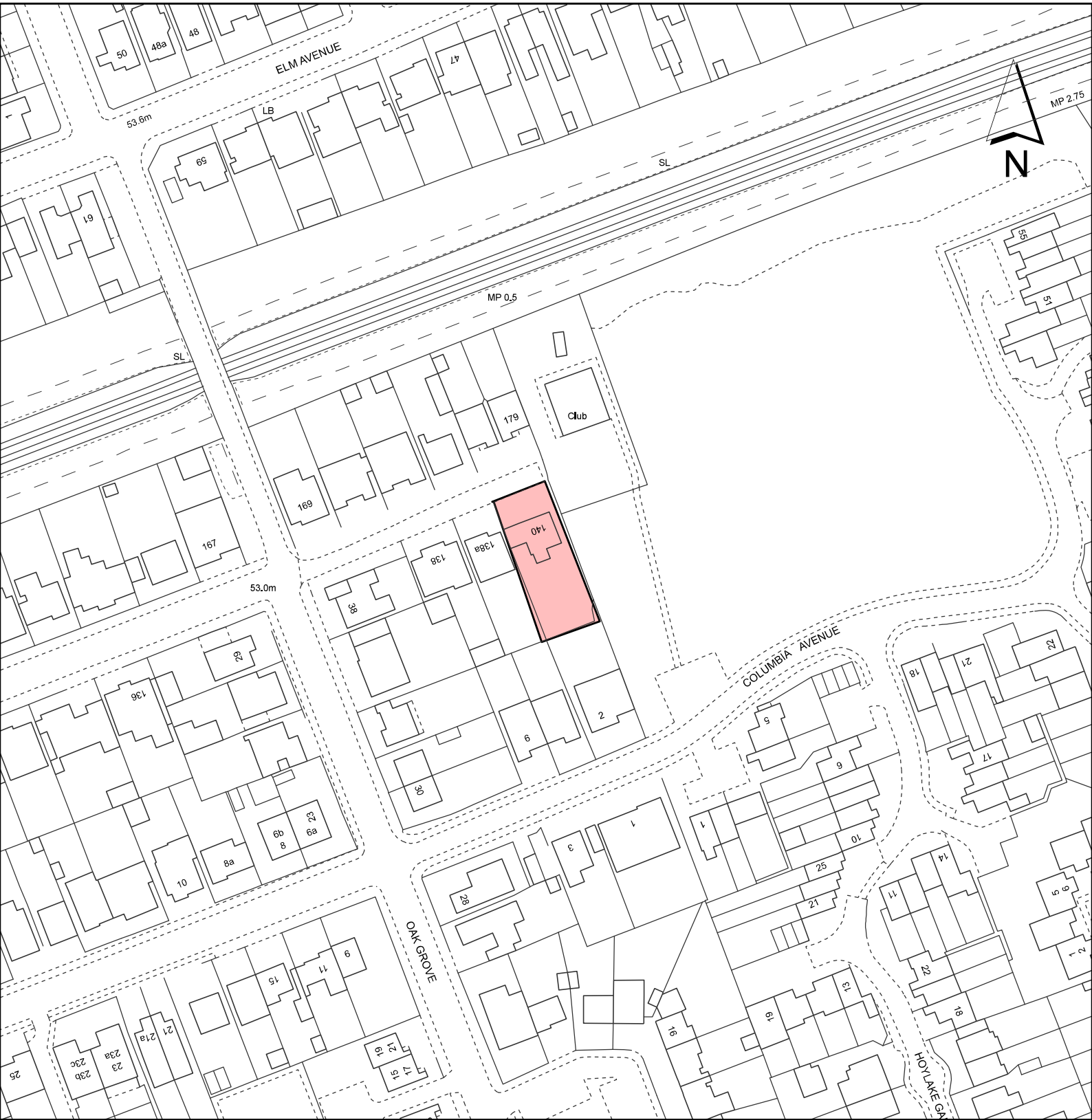
**Simon Harris and Associates**  
 Chartered Surveyors & Architects  
 12 Fuller Road  
 Cambridge  
 CB2 3RQ  
 Tel: 0203 8772 8999  
 Fax: 0203 8772 8986  
 Email: enquiries@simonharris.co.uk



**Client:**  
 Mr. B. Brinkley

**Job Title:**  
 New Houses Following Demolition at  
 140 LINDEN AVENUE  
 RUSLIP  
 HA4 8UB

**Drawn by:**  
 PROPOSED ELEVATIONS AND  
 SECTIONS

**Scale:**  
 1:100  
**Project No.:**  
 A1  
**Date:**  
 MAR 2024  
**Drawn by:**  
 NRI  
**Job No.:**  
 2024030  
**Rev.:**  
 C



<b>KEY :</b>  <b>Site Boundary</b>	<b>ADDRESS :</b> <p style="text-align: center;">140 Linden Avenue Ruislip</p>		<p style="text-align: center;"><b>LONDON BOROUGH OF HILLINGDON</b> <b>RESIDENTS SERVICES</b> <b>PLANNING SECTION</b></p>
<b>DISCLAIMER :</b> For identification purposes only This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright  © Crown copyright and database rights 2024 Ordnance Survey AC0000810857	<b>PLANNING APPLICATION REFERENCE :</b> <p style="text-align: center;">78323/APP/2024/968</p>	<b>SCALE :</b> <p style="text-align: center;">1:1,250</p>	<p style="text-align: center;"><b>CIVIC CENTRE, UXBRIDGE, UB8 1UW</b></p> 
	<b>PLANNING COMMITTEE :</b>	<b>DATE :</b> <p style="text-align: center;">05/11/2024</p>	

## **Report of the Head of Development Management and Building Control**

**Address:**

3 THE SQUARE FURZEGROUND WAY STOCKLEY PARK

**Development:**

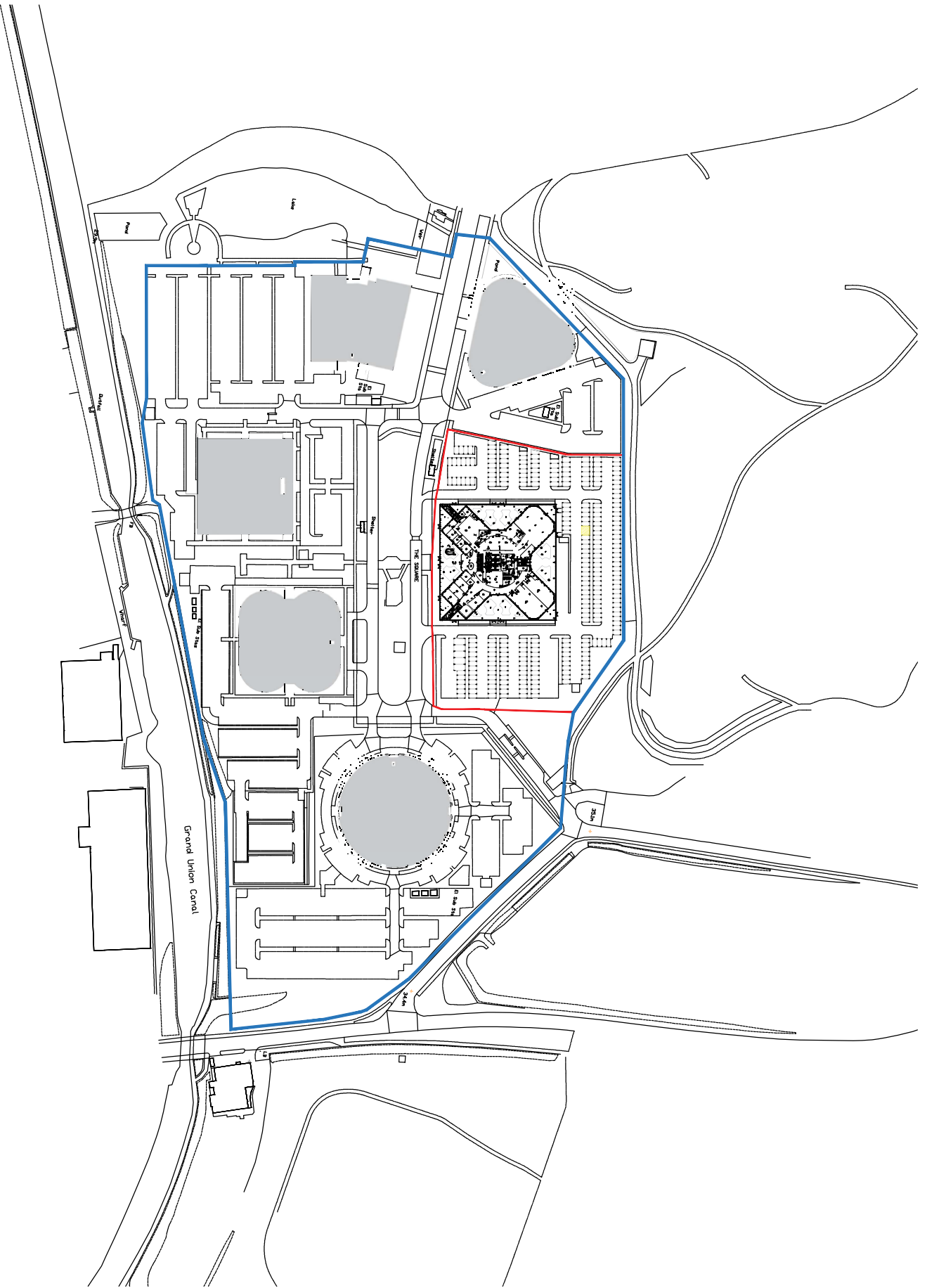
Change of use of existing office building (Use Class E) to a post-operative care facility (Use Class C2), including external works to the building, landscaping, parking, and all associated works.

**LBH Ref Nos:**

57328/APP/2024/345

© All information shown is subject to survey, and is not intended for use for any other purpose. Verification and should not be used for construction purposes. Measure all dimensions on site for verification of data.

- Stockley Park Phase
- 02 Boundary Line (61,600sqm/22.6 acres)
- Site Boundary Line (13,700sqm/3.36 acres)



02	Show 02 Site Boundary	06/04/2014	JH	JA
01	Final Issue	03/04/2013	JH	JA
Rev:	Notes:	Date:	Drawn:	Checked:




**hale**  
 ARCHITECTURE  
 255 Tottenham Street, London, SE1 1SP  
 Project:  
 3 The Square, Stockley Park

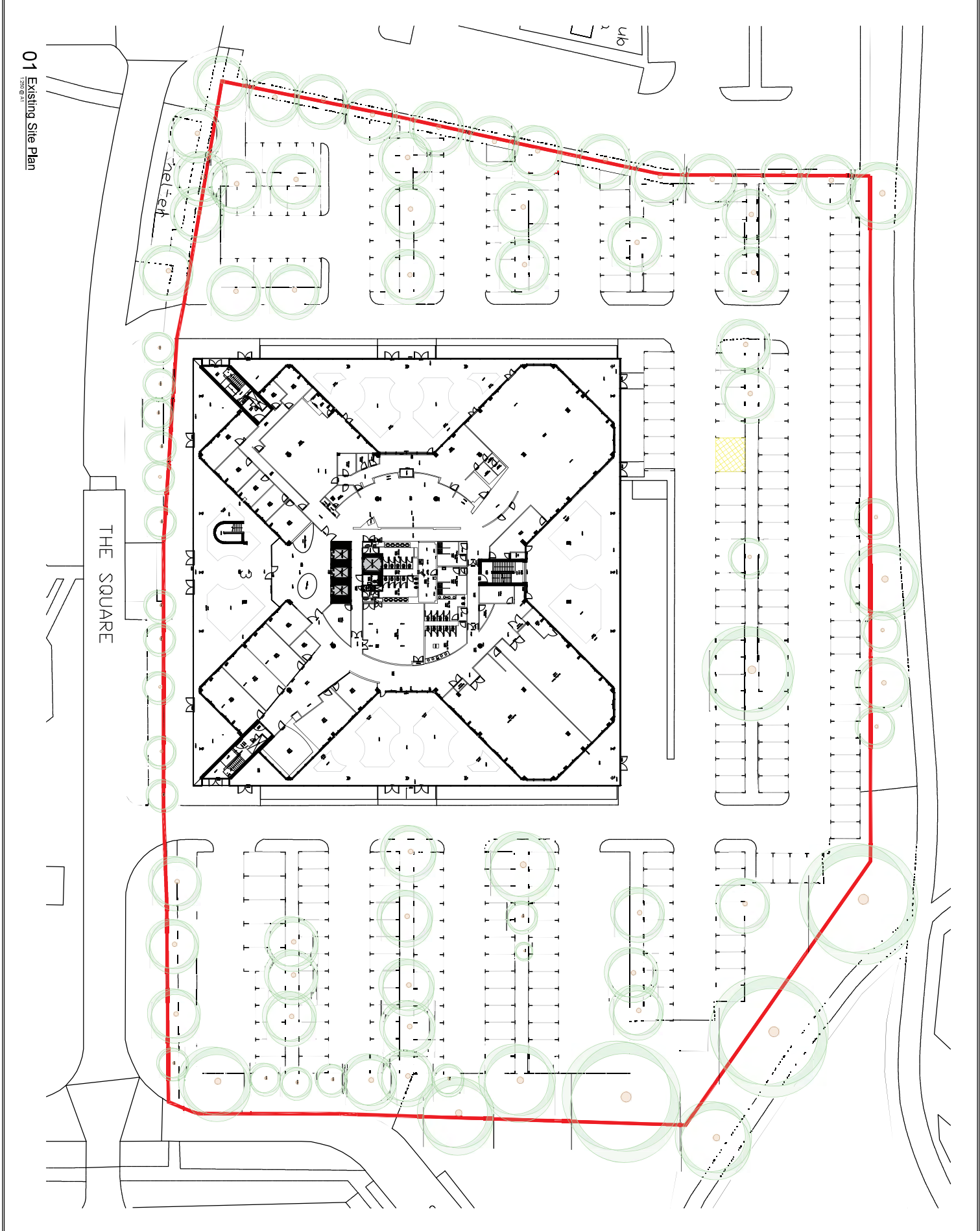
Drawing Title:  
 Existing General Arrangement  
 Site Location Plan  
 Project No:  
 21087  
 Scale @ A3/A4:  
 1:1000/1:2000  
 Revision:  
 02  
 Drawing No:  
 21087-HALE-XX-00-DR-A-0001

01 All information shown is subject to survey, and is not intended to be used for construction purposes. Measure all dimensions on site for verification of data.

Site Boundary Line  
(137069m/328 feet)

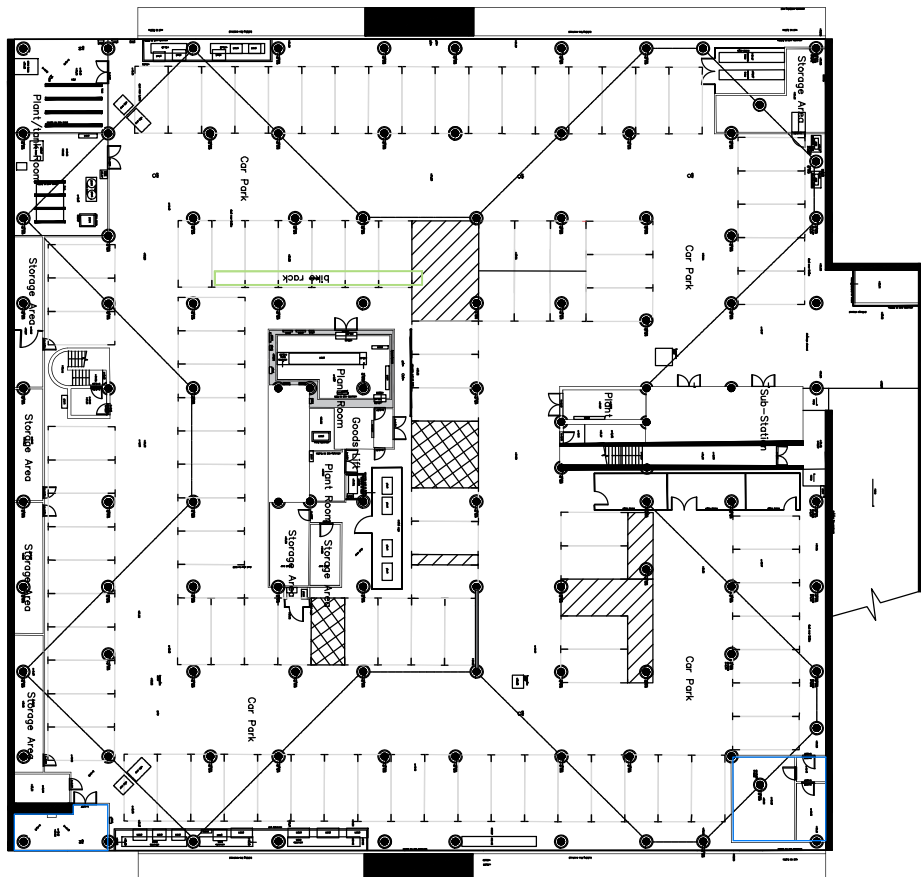
 <p><b>hale</b> ARCHITECTURE 255 Whitehall Street, London, SE11 3PP</p>	<p>011 11/11/2023 10:14 Rev: 0001 Date: 11/11/23 Drawn: [blank] By: [blank]</p>	<p>Scale @ A3/A4 1:250/1:500 Revision 01</p>
--	---	--

Project: 3 The Square, Stockley Park  
Drawing Title: Existing General Arrangement Site Plan  
Drawing No: 21087-HALE-XX-00-DR-A-0002





3/16/2017  
 © All information shown is subject to survey, field verification and shall not be used for construction purposes. Measure all dimensions on site for verification of data.



01	Headbase	XXX/XXX/2017	JM	1/14
Rev.	Notes	Date	Drawn	Checked

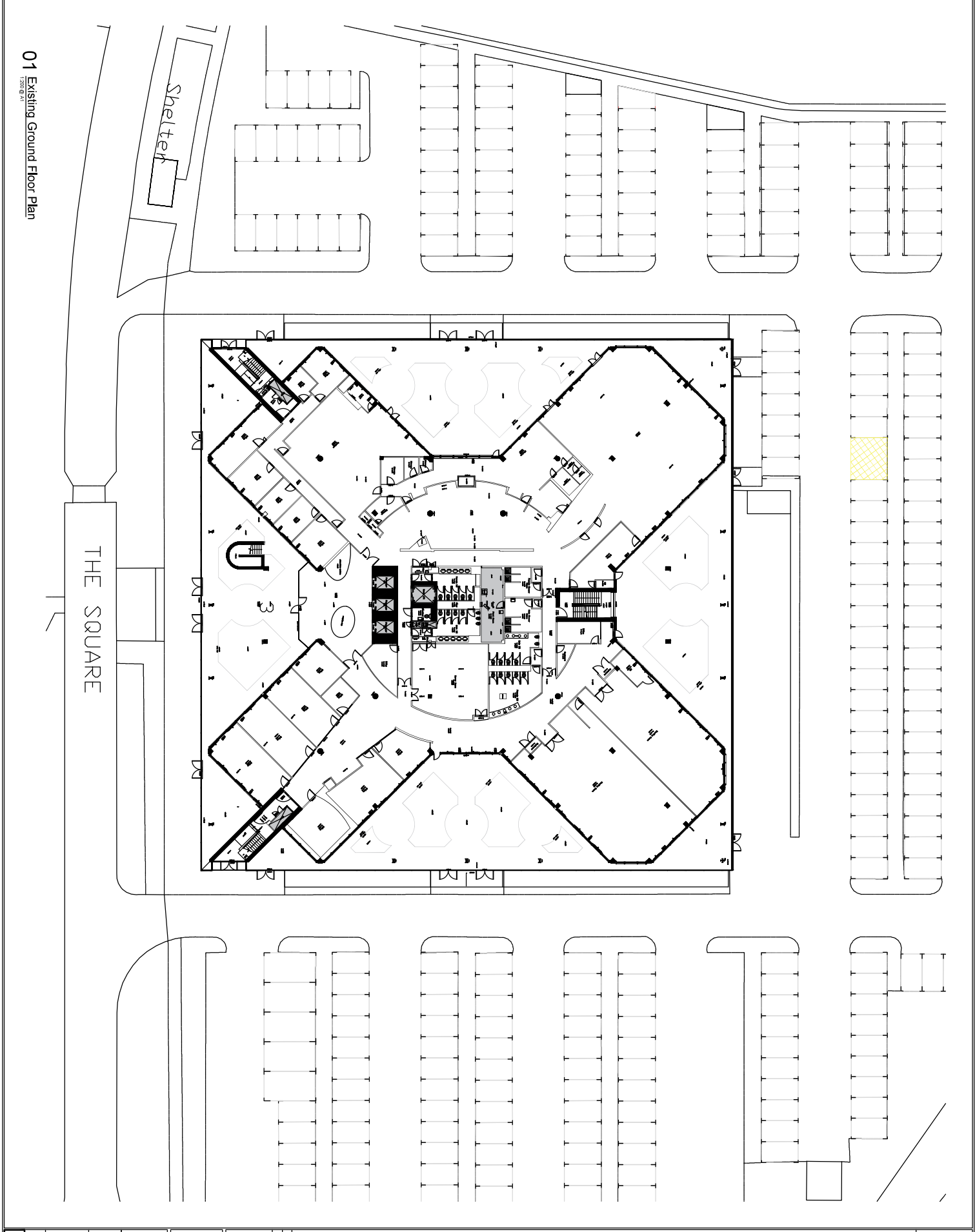


**hale**  
 ARCHITECTURE  
 251 Leadenhall Street London, SE1 1SP  
 Project  
 3 The Square, Stockley Park

Drawing Title  
**Existing General Arrangement  
 Basement Floor Plan**

Project No	Scale @ A3/A4	Revision
21087	1:200/1:400	01
Drawing No.		
21087-HALE-B1-B1-DR-A-0009		

© All information shown is subject to survey, and is not intended to be used for construction purposes. Measure all dimensions on site for verification of data.



01 Existing Ground Floor Plan

2008 © 21

**hale**  
ARCHITECTURE  
225 Leadenhall Street, London, SE1 1SP

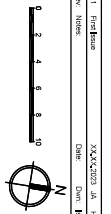
Project:  
3 The Square, Stockley Park

Drawing Title:  
Existing General Arrangement  
Ground Floor Plan

Project No:	Scale @ A3/A4:	Revision:
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Drawing No:	21087-HALE-B1-GF-DR-A-0010	

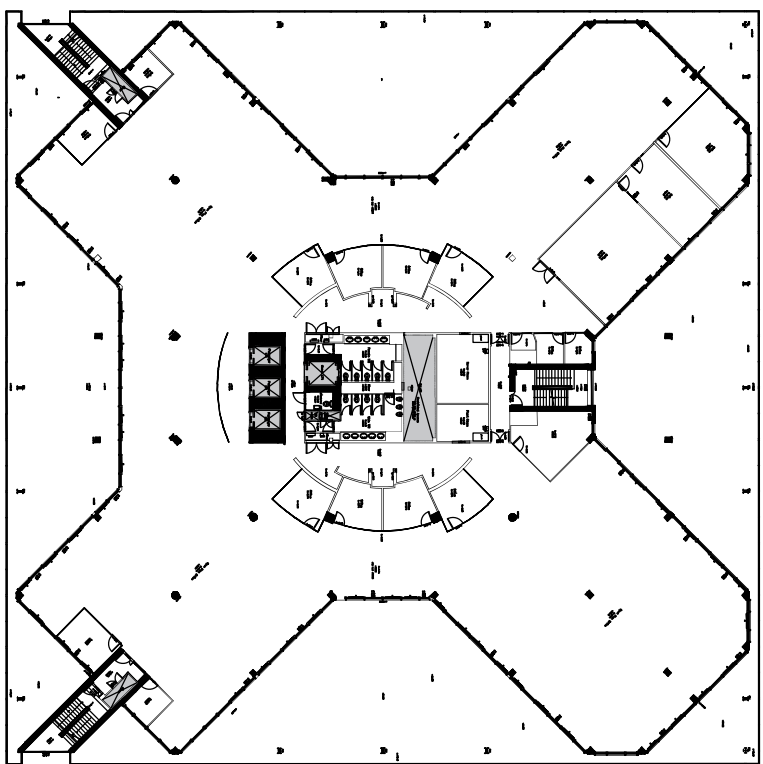


Date:	01	Issue:	01
Rev:	01	Drawn:	01
Notes:		Check:	01



**Notes:**

All information shown is subject to any drawings and information within is for indicative visualization use **shall not be used for construction** without the approval of the architect. All dimensions on site is



**01 Existing First Floor Plan**

DATE	20/08/2024
BY	ARCHITECT
CHECKED BY	ARCHITECT
SCALE	1:100

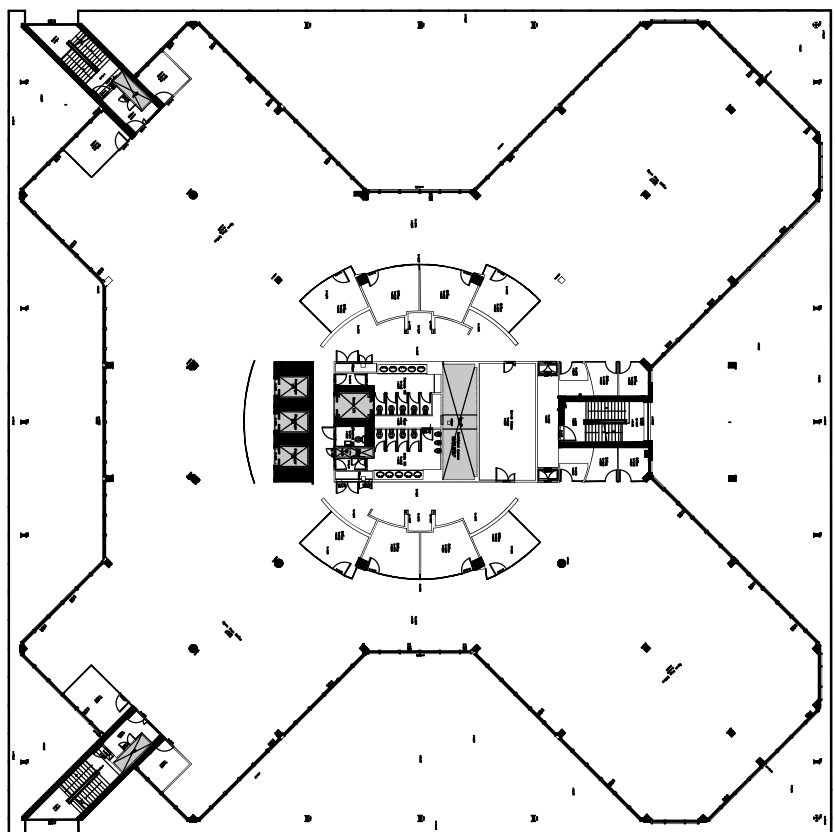
**hale**  
ARCHITECTURE

PROJECT  
317th Square, South Park

PROJECT NO  
1.20011-400

PROJECT NO  
21087-HALE-B-01-DR-A-0011

3/16/2012  
 © All information shown is subject to survey, design and construction. It is for informational purposes only and should not be used for construction purposes. Measure all dimensions on site for verification of data.



01 Existing Second Floor Plan

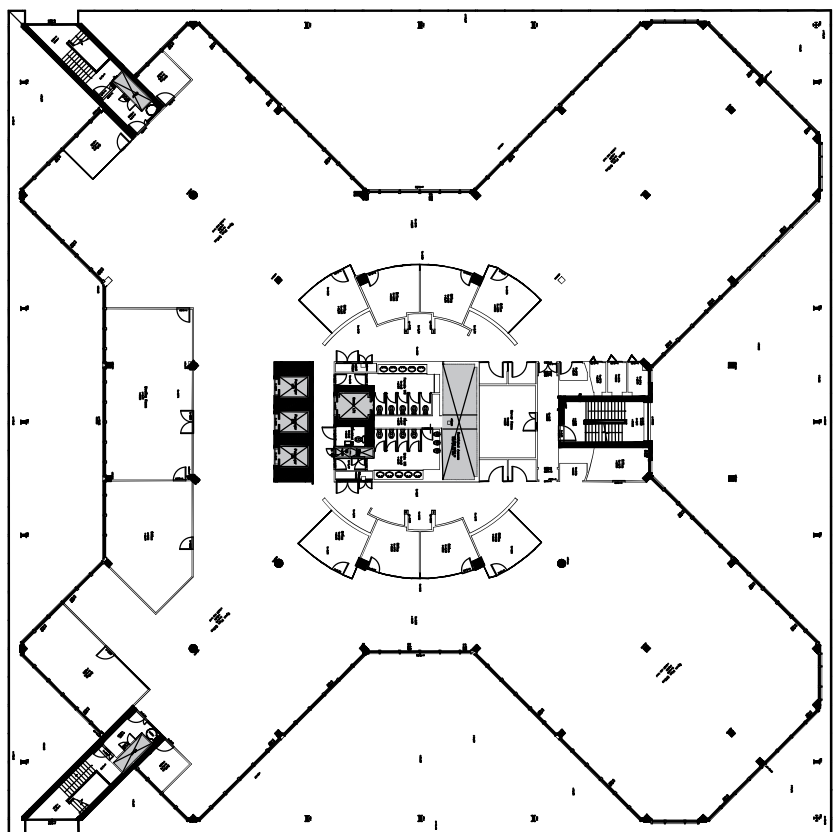
1:2001 @ A1

205 Leadenhall Street London, SE1 1SP	
Project: 3 The Square, Stockley Park	
Drawing Title: Existing General Arrangement Second Floor Plan	
Project No:	Scale @ A1/A3
21087	1:2001/400
Drawing No:	Revision
21087-HALE-B1-02-DR-A-0012	01

01	Final Issue
Rev:	Notes:
01	01

0 2 4 6 8 10

3/16/2017  
 © All information shown is subject to survey, design and construction. It is for informational purposes only and should not be used for construction purposes. Measure all dimensions on site for verification of data.



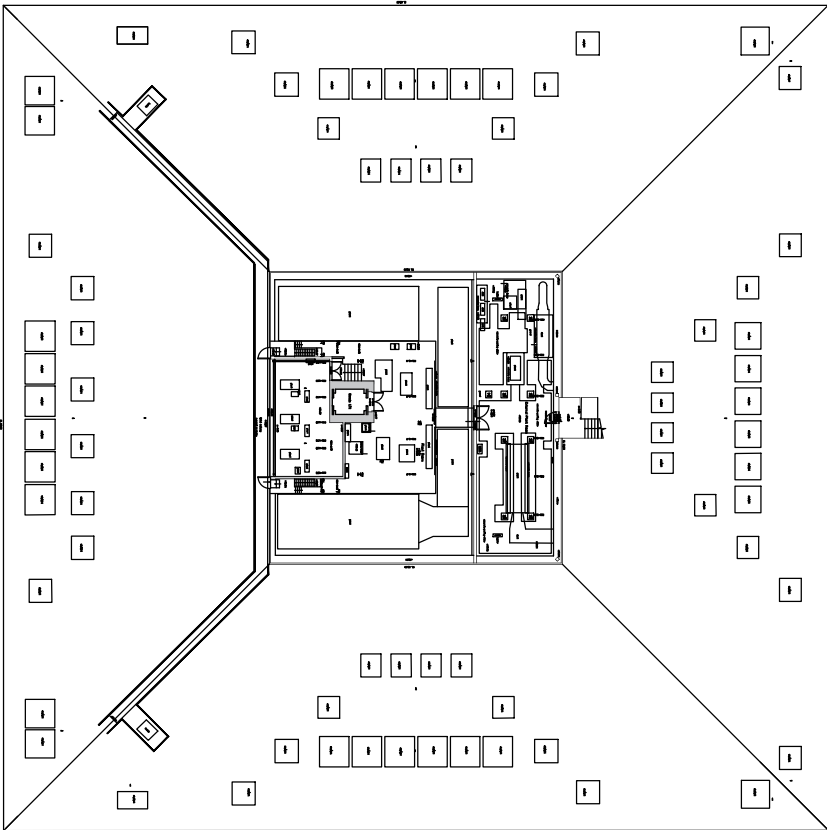
01	Final Issue	XXXXXX/2017	JA	JA
Rev.	Notes	Date	Drawn	Checked



**hale**  
 ARCHITECTURE  
 255 Leadenhall Street, London, SE1 1SP  
 Project:  
 3 The Square, Stockley Park

Drawing Title:  
**Existing General Arrangement  
 Third Floor Plan**  
 Project No: 21087  
 Scale @ A3: 1:200/1:400  
 Revision: 01  
 Drawing No: 21087-HALE-B1-03-DR-A-0013

3/16/2017  
 © All information shown is subject to survey, design and construction. It is for informational purposes only and should not be used for construction purposes. Measure all dimensions on site for verification of data.



01 Existing Fourth Floor Plan

1/20/17 @ 3:41

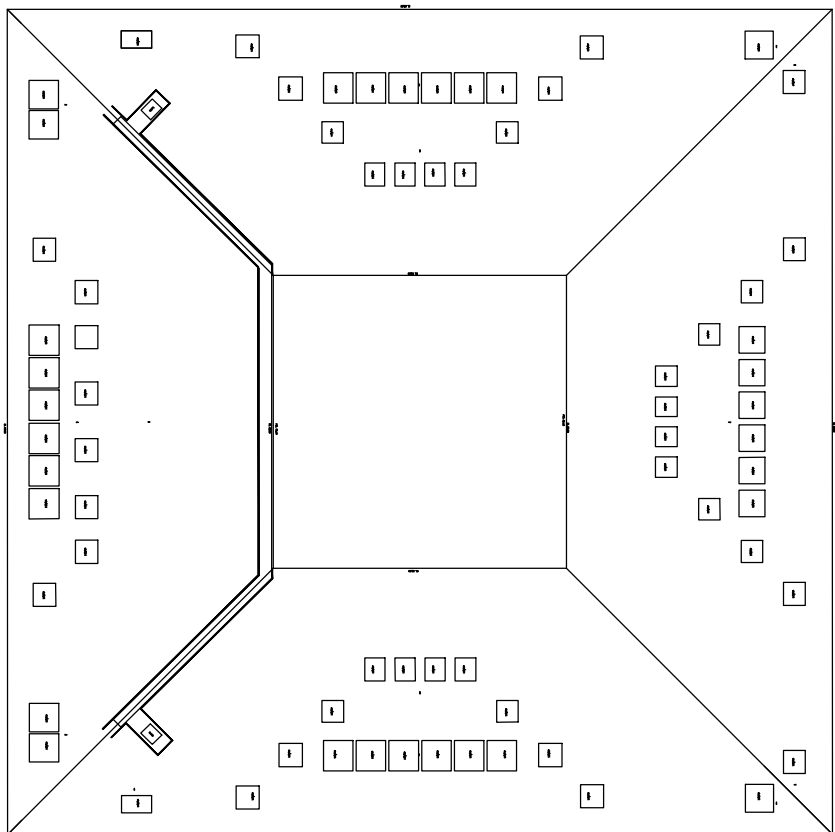
225 Leadenhall Street London, SE1 1SP Project: 3 The Square, Stockley Park	
Drawing Title: Existing General Arrangement Fourth Floor Plan	
Project No: 21087	Scale @ A3: 1:200/1:400
Drawing No: 21087-HALE-B1-04-DR-A-0014	Revision: -

01	Final Issue	XXX/XXX/2017	JM	HA
Rev:	Notes:	Date:	Drawn:	By:

0 2 4 6 8 10  
 Meters

3/16/2015  
 © All information shown is subject to survey, field verification, and shall not be used for construction purposes. Measure all dimensions on site for verification of data.

Name:



ROOF PLAN  
 1/2" = 1'-0"

01 Existing Roof Floor Plan

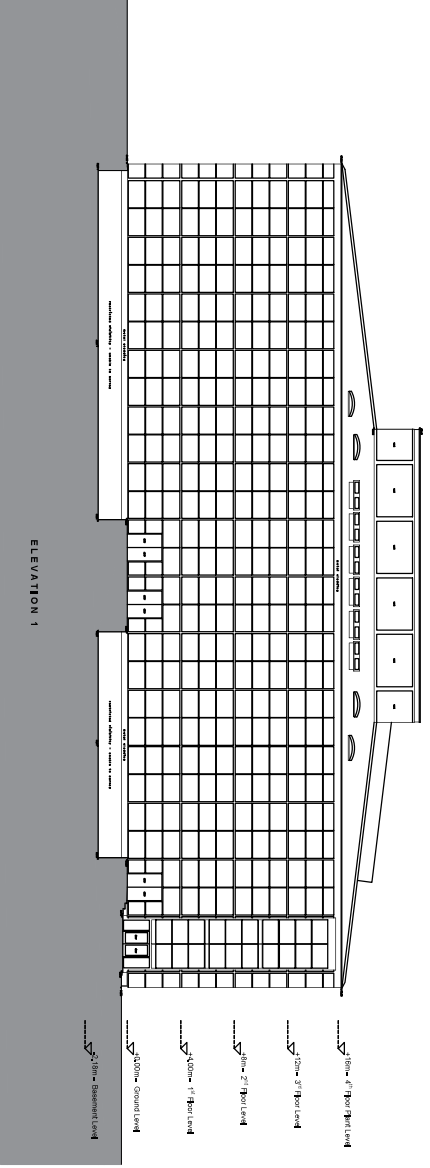
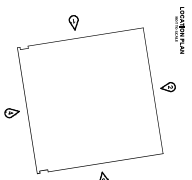
1/2007 @ 3/11

225 Leimweide Street, London, SE11 3SP Project: 3 The Square, Stockley Park	
Drawing Title: Existing General Arrangement Roof Floor Plan	
Project No: 21087	Scale @ A1/A3: 1/2007/1/400
Drawing No: 21087-HALE-B1-RF-DR-A-0015	Revision: -

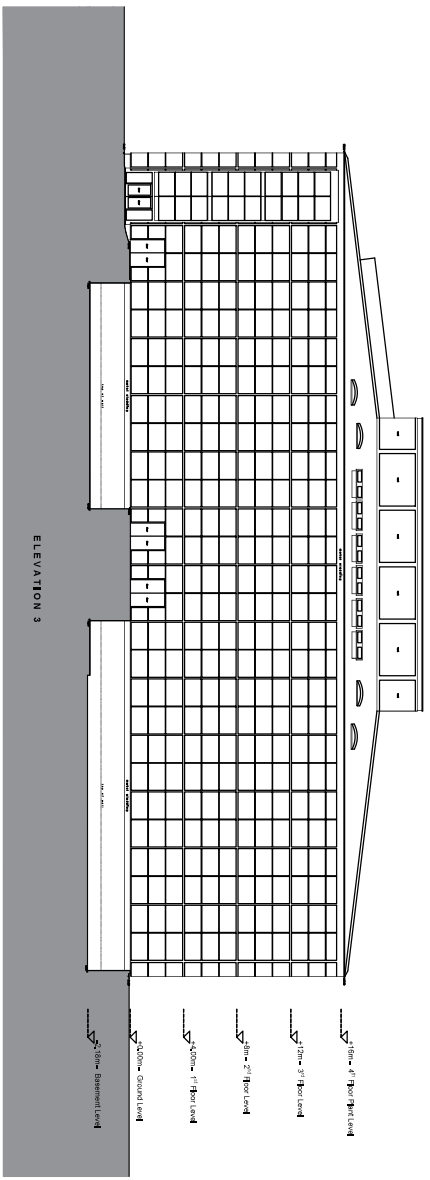
01	Final Issue	XXX/XXX/2015	JLH	ML
Rev:	Notes:	Date:	Drawn:	By:



3/24/2018  
 All information shown is subject to survey, field verification and shall not be used for construction purposes. Measure all dimensions on site for verification of data.



01 Existing West Elevation



02 Existing East Elevation

**hale**  
 ARCHITECTURE  
 225 Commonwealth Street, London, SE1 1SP

**COLUMBIA**  
 THREADNEEDLE  
 INVESTMENTS

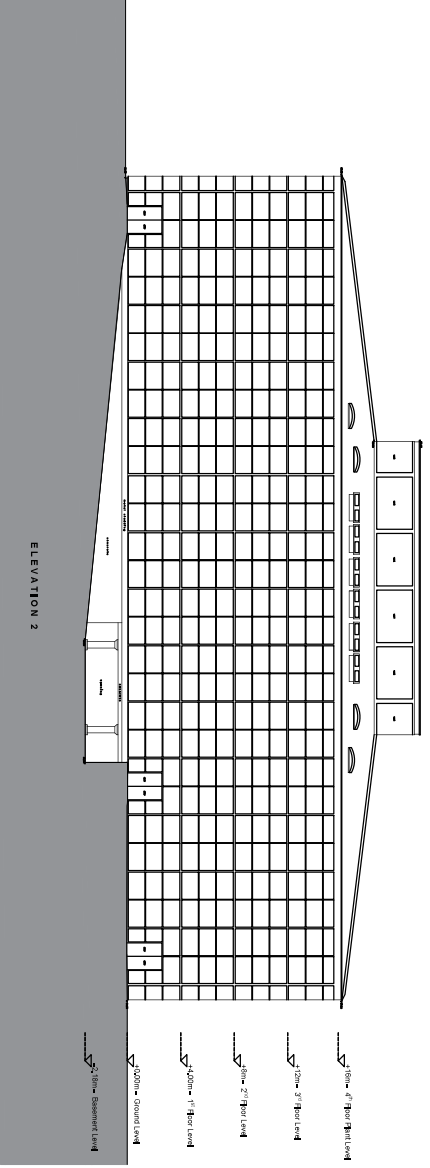
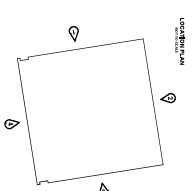
Project: 3 The Square, Stockley Park

Drawing Title: Existing General Arrangement Elevations - East & West

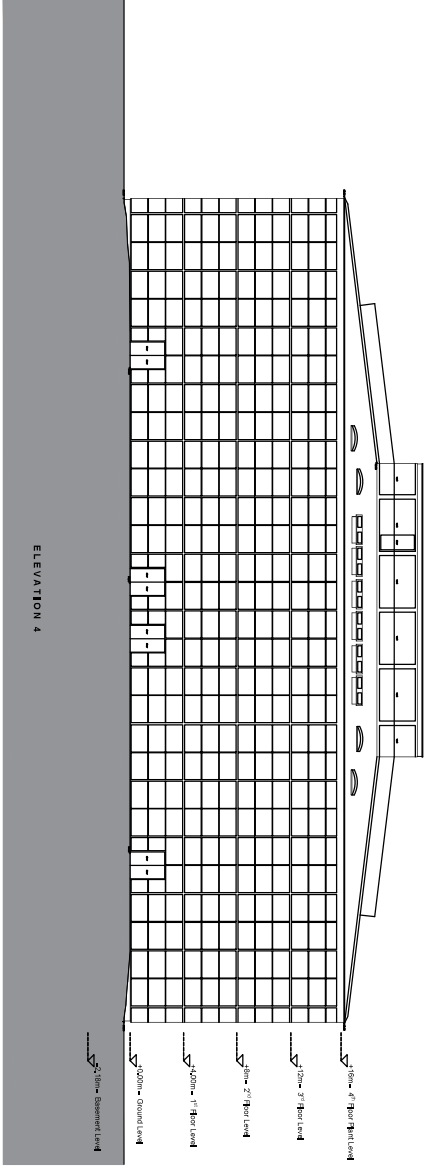
Project No:	21087	Scale @ A3/A4:	1:200/1:400	Revision:	01
Drawing No:	21087-HAL-E-B1-XX-DR-A-0021				



3/24/2018  
 All information shown is subject to survey, field verification and shall not be used for construction purposes. Measure all dimensions on site for verification of data.



01 Existing North Elevation



02 Existing South Elevation

01	Final Issue	XXX/XXX/2018	JLH	1/18
Rev.	Notes	Date	Drawn	By

0 2 4 6 8 10 Feet

**hale**  
 ARCHITECTURE  
 225 Leinster Road, London, SE1 1SP

Project:  
 3 The Square, Stockley Park

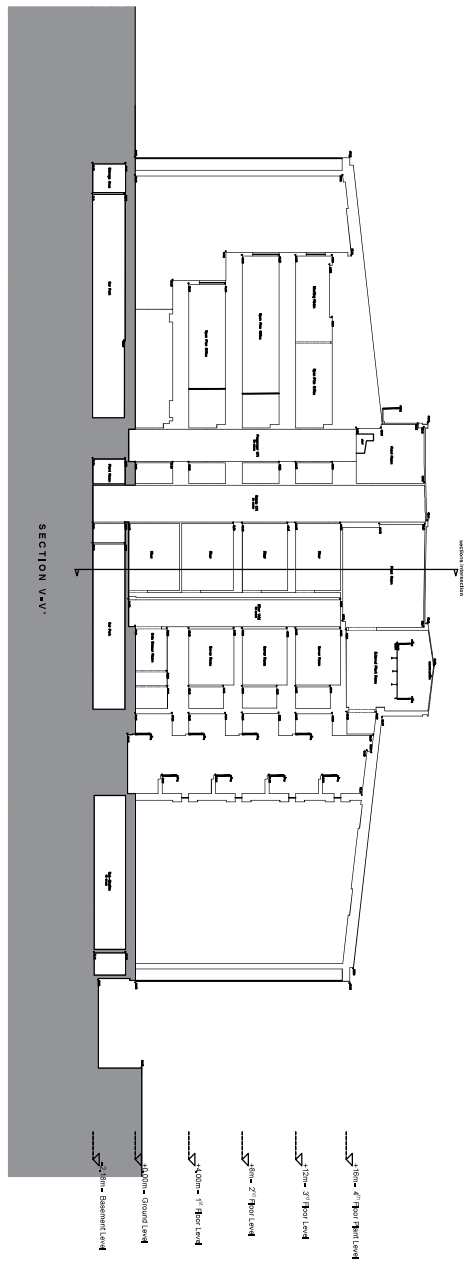
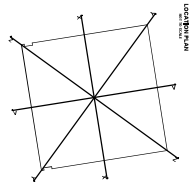
Drawing Title:  
 Existing General Arrangement Elevations - North & South

Project No.	Scale @ A1/A3	Revision
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Drawing No.	21087-HAL-E-B1-XX-DR-A-0020	

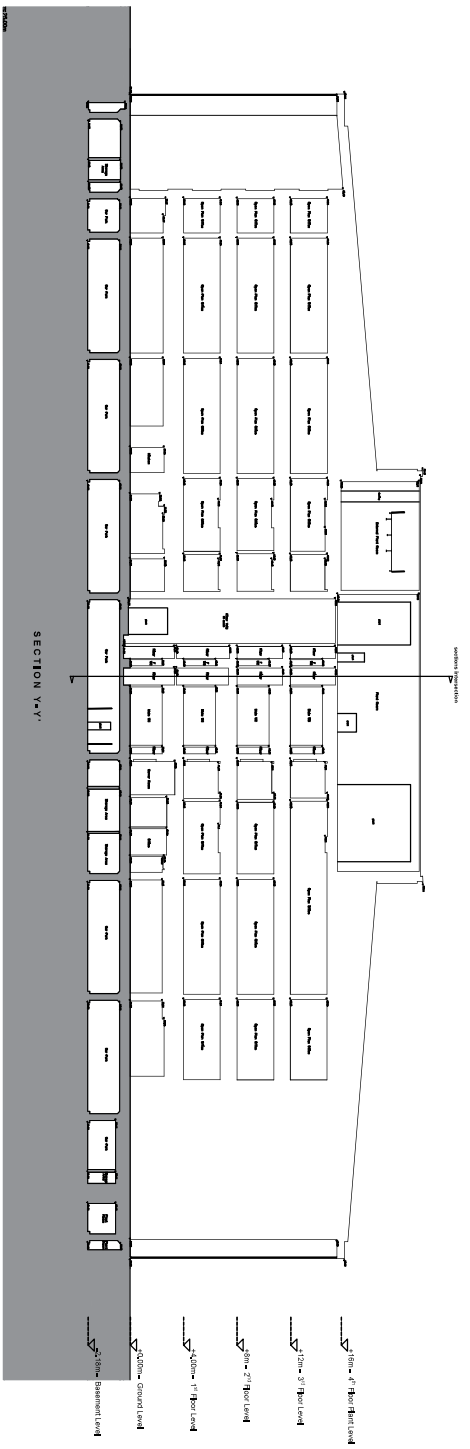
**COLUMBIA**  
 THREADNEDDLE  
 INVESTMENTS

3/24/2017  
 © All information shown is subject to survey, design and construction. It is for informational purposes only and should not be used for construction purposes. Measure all dimensions on site for verification of data.

Note:



01 Existing Section V-V



02 Existing Section Y-Y

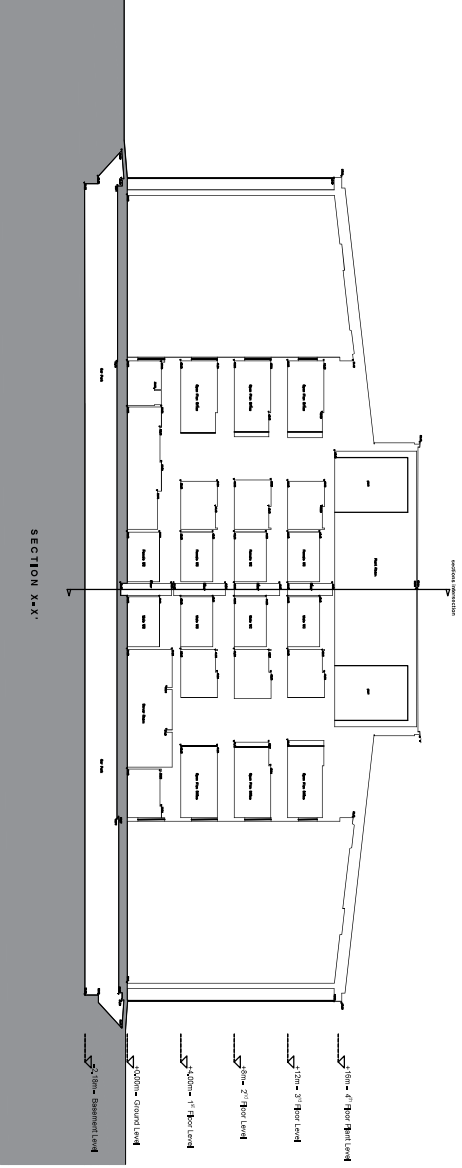
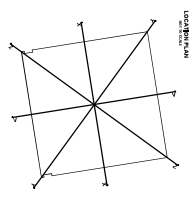
**hale**  
ARCHITECTURE  
251 Leadenhall Street, London, SE1 1SP

Project: 3 The Square, Stockley Park

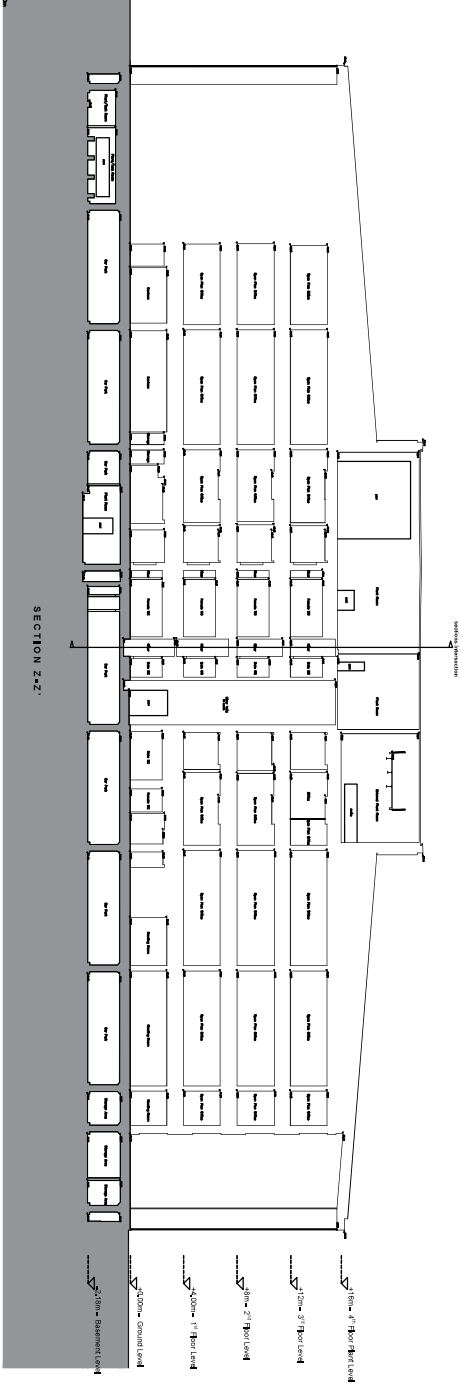
Drawing Title: Existing General Arrangement Sections VV and YY

Project No:	Scale @ A3/A4:	Revision:
21087	1:200/1:400	01
Drawing No:		
21087-HALE-B1-XX-DD-R4-00030		

3/18/2017  
 © All information shown is subject to survey, design and construction conditions. It is for informational purposes and should not be used for construction purposes. Measure all dimensions on site for verification of data.



01 Existing Section X-X



02 Existing Section Z-Z

**hale**  
 ARCHITECTURE  
 255 Leinster Road, London, SE1 1SP

**COLUMBIA**  
 THREADNEEDLE  
 INVESTMENTS

Project No: 21087	Scale @ A1/A3: 1:200/1:400
Project Name: Existing General Arrangement Sections XX and ZZ	Revision: 01
Drawing No: 21087-HALE-B1-XX-DD-R4-0031	

01 All information shown is subject to survey, verification and shall not be used for construction purposes. Measure all dimensions on site for verification of data.

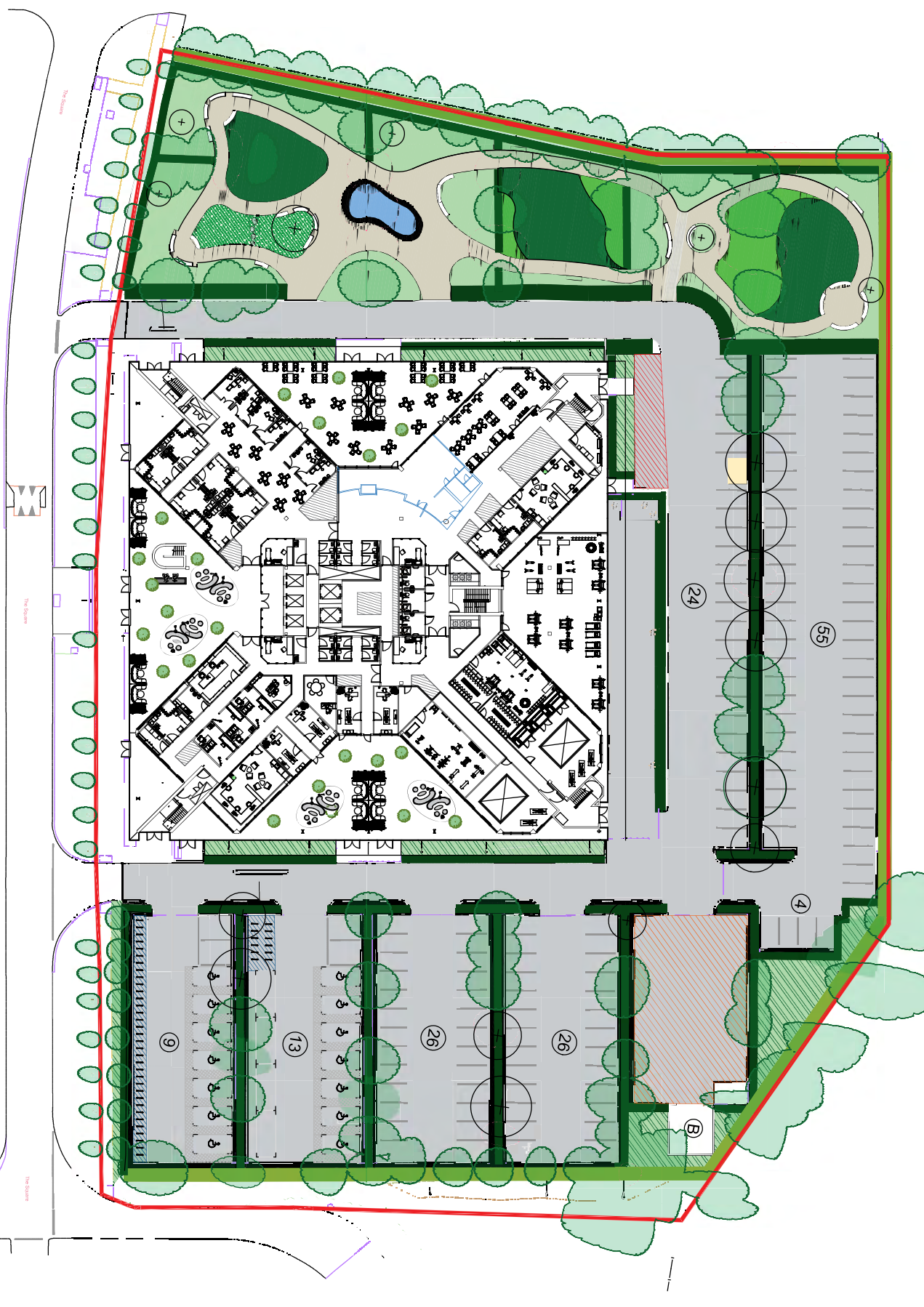
Notes

- Site Boundary Line (13,706sqm/328 acres)
- Proposed External works to form Reservoir garden
- Proposed External works to form Reservoir Pavilion
- Proposed Audience Bay
- Proposed Cycle Parking - 45 Sheltered Spaces
- Proposed Vehicle Delivery Set down + Release Delivery set down
- Proposed Vehicle Delivery Set down + Release Delivery set down

Total Parking = 157

BNG Summary

Called listed under the Natural England Statutory Biodiversity Metric, the recommended habitat from 2015/16 to 2021/22 is 10.5% (10.5% of 100,000sqm) and 10.5% of 100,000sqm (10,500sqm). The National Planning Policy Framework (NPPF) 2023 requires all projects to demonstrate net gains for biodiversity. The National Planning Policy Framework (NPPF) 2023 requires all projects to demonstrate net gains for biodiversity. The National Planning Policy Framework (NPPF) 2023 requires all projects to demonstrate net gains for biodiversity. The National Planning Policy Framework (NPPF) 2023 requires all projects to demonstrate net gains for biodiversity.



04	Proposed trees & LAND Area, sizes	2024/2024	182	144
03	Landscaped Area, sizes	06/24/2024	14	144
02	Hardcore area, sizes	20/24/2024	419	144
01	Hardcore area, sizes	06/24/2023	14	144



**hale**  
ARCHITECTURE  
225 Leadenhall Street, London, EC3A 3BP

Project:  
3 The Square, Stockley Park

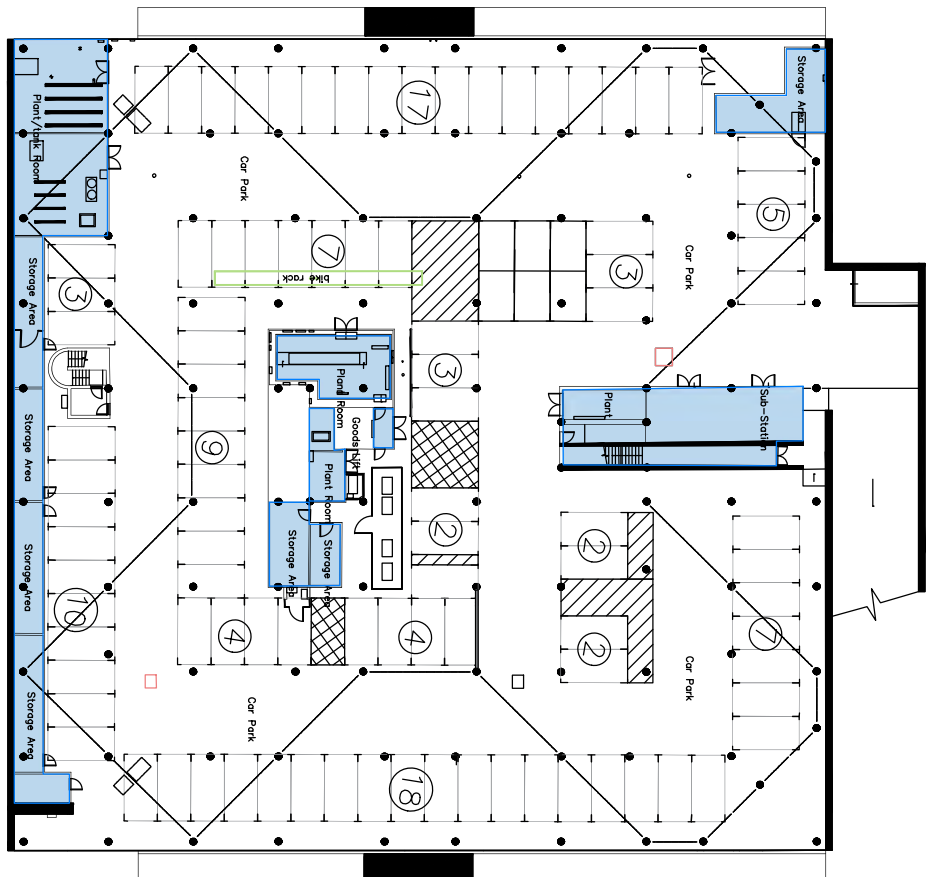
Drawing Title:  
Proposed General Arrangement Site Plan

Project No:  
21087

Scale: @ A3  
Revision:  
1,250/1,500  
Drawing No:  
04

3/16/2017  
 All information shown is subject to survey, design and construction. It is for informational purposes and should not be used for construction purposes. Measure all dimensions on site for verification of data.

- Proposed Plant area
- Total Parking = 98

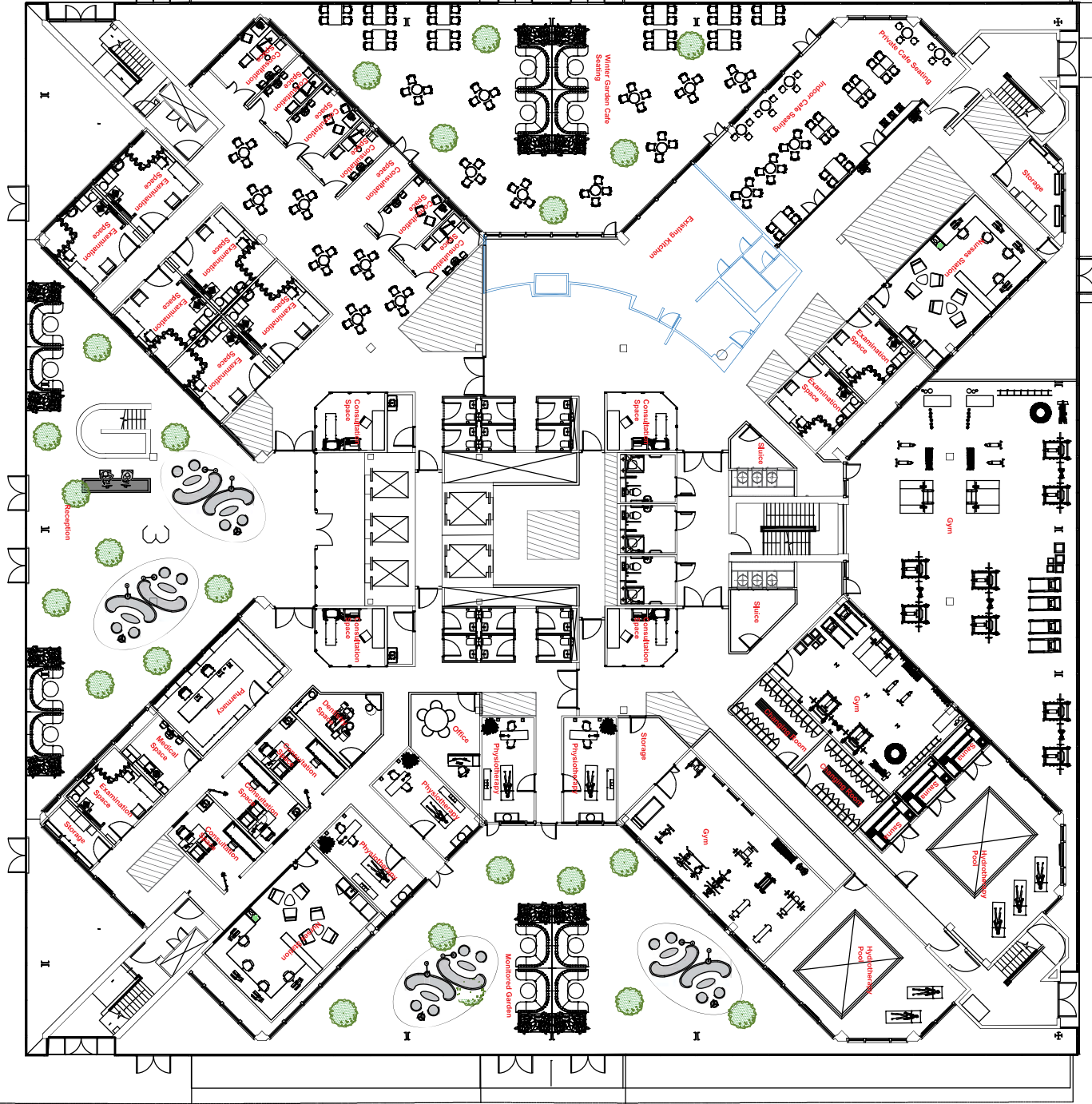


01	Final Issue	06/03/2014	JM	NA
Rev:	Notes:	Drawn:	Checked:	Scale:



**hale**  
 ARCHITECTURE  
 205 Leadenhall Street London, SE1 1SP  
 Project:  
 3 The Square, Stockley Park

Drawing Title:  
**Proposed General Arrangement  
 Basement Floor Plan**  
 Project No:  
 21087  
 Scale @ A3/A4:  
 1:200/1:400  
 Revision:  
 01  
 Drawing No:  
 21087-HALE-B1-B1-DR-A-1009



Disclaimer: All information shown is subject to survey, visualization and should not be used for construction purposes. Measure all dimensions on site for verification of data.

- Nurse Station (127sqm)
- Gym (148sqm)
- Hydrotherapy Space (143sqm)
- Changing Rooms (80sqm)
- Winter Garden Workout Space (248sqm)
- Eating Kitchen Space (91sqm)
- Severy Space (82sqm)
- Internal Cafe Seating (85sqm)
- Winter Garden Cafe Seating (284sqm)
- Storage Cupboards and Janitorial Spaces (47sqm)
- Consultation Space (191sqm)
- Examination Space (107sqm)
- Treatment Space (63sqm)
- Physio Therapy (74sqm)
- Pharmacy (47sqm)
- Auxiliary Space (82sqm)

**hale**  
ARCHITECTURE

**COLUMBIA**  
THREAVENEDLE  
INVESTMENTS

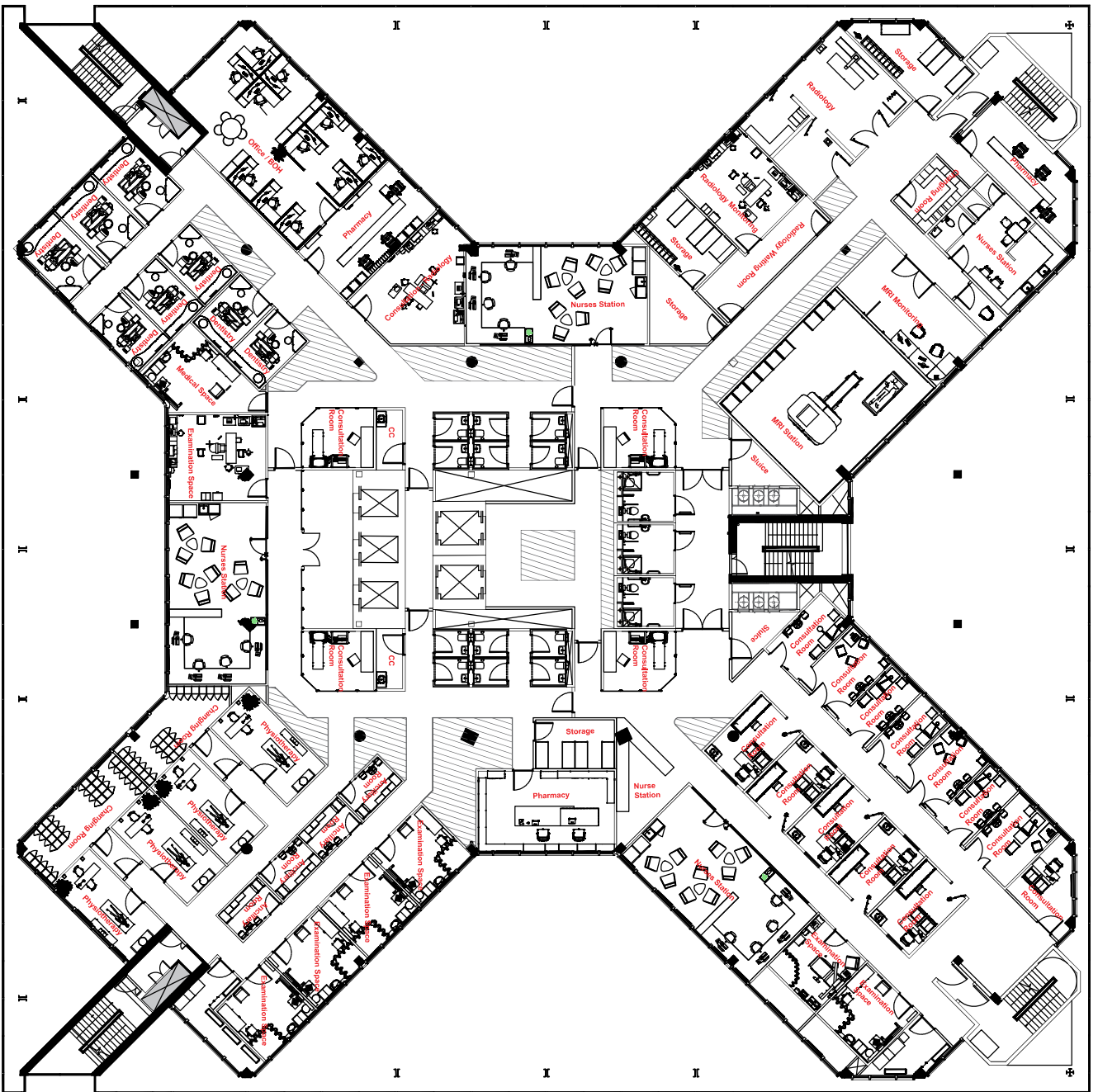
Project:  
200 Luffenham Street London SE13 3JF

3 The Square, Shoddy Park

Proposed General Arrangement  
Ground Floor Plan

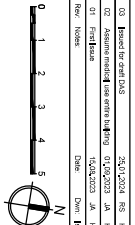
Project No: 21087  
Scale: @ A1/A3  
Drawing No: 1:250/1:250  
Revision: 03

21087-HALE-B1-GF-DR-A-1010



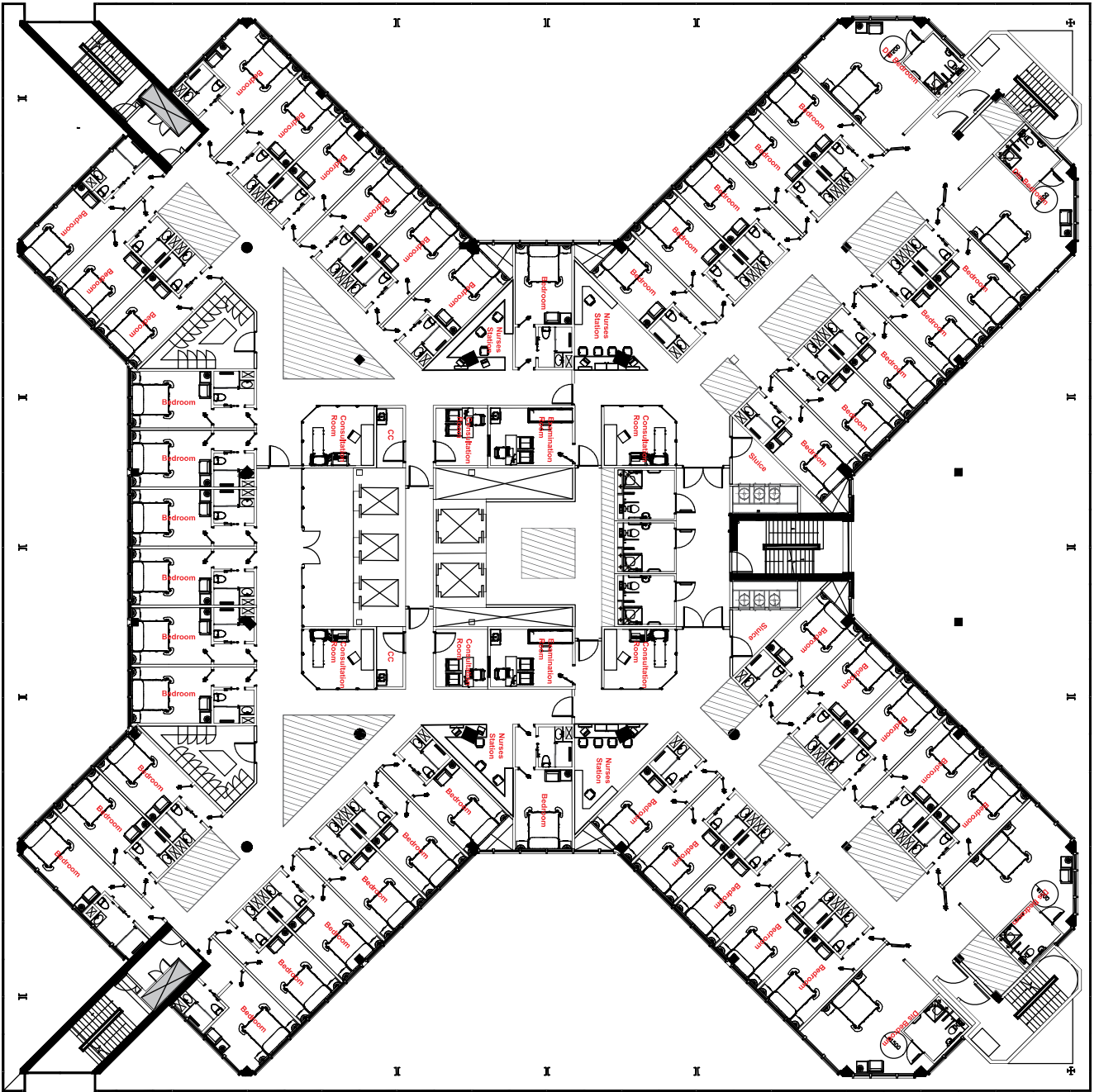
Disclaimer: All information shown is subject to survey, verification and should not be used for construction purposes. Measure all dimensions on site for verification of data.

- Nurse Station (310sqm)
- Mat & Radiology (238sqm)
- Physio Therapy (74sqm)
- Changing Rooms (40sqm)
- Storage Cupboards and Janitorial Space (78sqm)
- Consultation Space (191sqm)
- Examination Space (167sqm)
- Treatment Space (54sqm)
- Dental Space (89sqm)
- Pharmacy (89sqm)
- Ancillary Space (174sqm)



**hale**  
ARCHITECTURE  
200 Lambwood Street London SE11 3HP  
Project:  
3 The Square, Shoddy Park

Proposed General Arrangement  
First Floor Plan  
Drawing No: 21087-HALE-B1-01-DR-A-1011



Disclaimer: All information shown is subject to survey, verification and should not be used for construction purposes. Measure all dimensions on site for verification of data.

- Notes:
- 4 x Nurse Station (66sqm)
  - 50 x Long Stay medical bedroom including 4 Accessible Rooms (720sqm)
  - Consultation Room (116sqm)
  - Ancillary Space - Amenity, Storage, Sluice etc (176sqm)

01	Based on client DMS	24.01.2024	ASB	2	AK
02	Assessment and site visit	03.06.2023	JM	14	AK
03	Final Issue	15.04.2023	JM	14	AK
Revis	Notes	Date	Drawn	Checked	Reviewed

Scale: 1:250



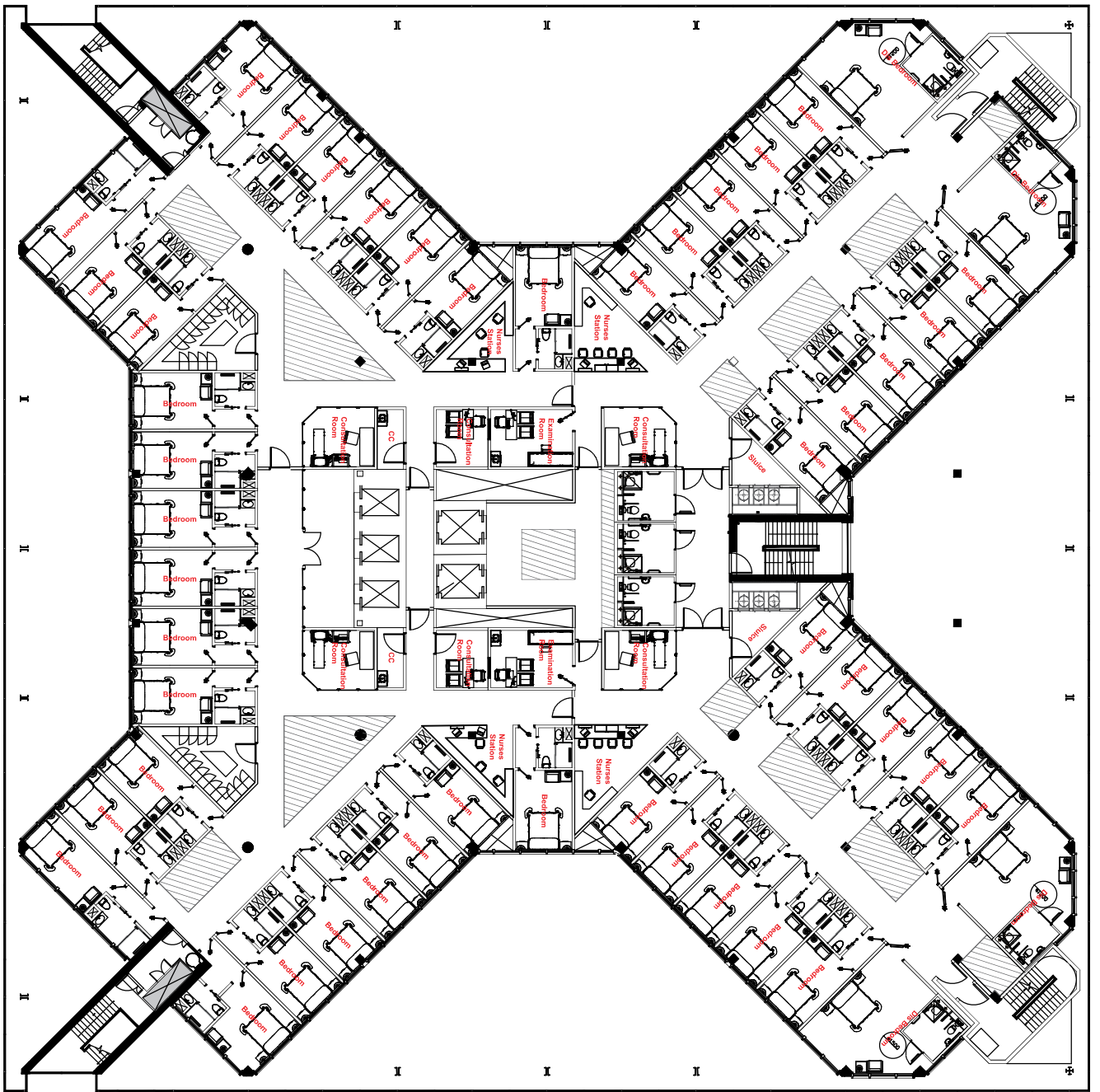
**hale**  
ARCHITECTURE

200, Cannon Street, London, SE1 3JF  
Project: 3 The Square, Shoddy Park

Proposed General Arrangement  
Second Floor Plan

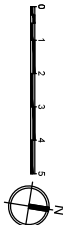
Project No: 21087  
Scale: 1:250  
Drawing No: 03





**Disclaimer:**  
 All information shown is subject to survey, verification and should not be used for construction purposes. Measure all dimensions on site for verification of data.

- Notes:**
- 4 x Nurse Station (66sqm)
  - 50 x Long Stay medical bedroom including 4 Accessible Rooms (720sqm)
  - Consultation Room (176sqm)
  - Ancillary Space - Annexe, Storage, Sluice etc (176sqm)

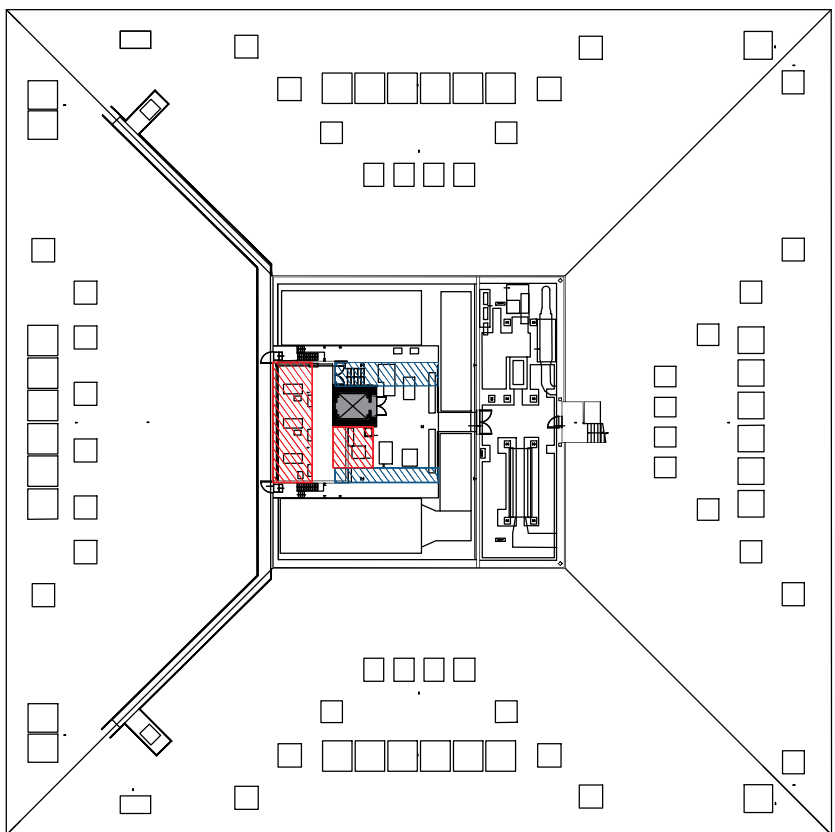


**hale**  
 ARCHITECTURE  
 200, Cannon Street, London, SE1 3JF  
 Project: 3 The Square, Shoddy Park  
 Drawing Title: Proposed General Arrangement Third Floor Plan

01	Issue for client DMS	26.01.2024	RS	LA
02	Assessment and client review	03.02.2023	JA	LA
03	Final Issue	15.04.2023	JA	LA
Rev:	Notes:	Date:	Drawn:	Rev:
Project No:	Scale:	Client:	Revision:	
21087	1:125@1:250	03		
Drawing No:				
21087-HALE-B1-03-DR-A-1013				

**Disclaimer**  
 All information shown is subject to survey, verification and should not be used for construction purposes. Measure all dimensions on site for verification of data.

- Notes**
- Top of floor below
  - Riser Location below



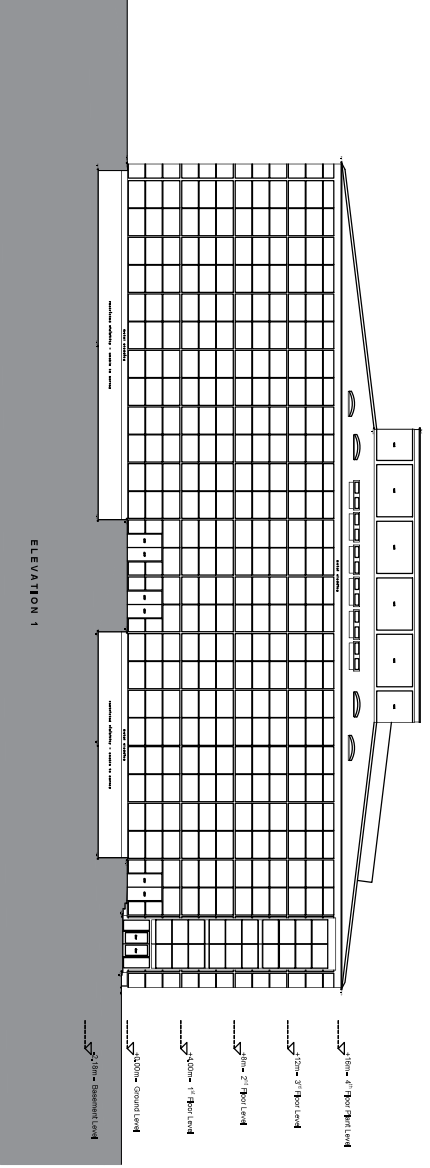
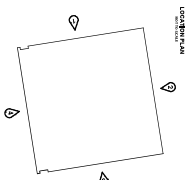
02	Issue for client date	25/01/2014	RS	AA
01	Final Issue	15/04/2013	JM	AA
Rev:	Notes	Date	Drawn	Issued



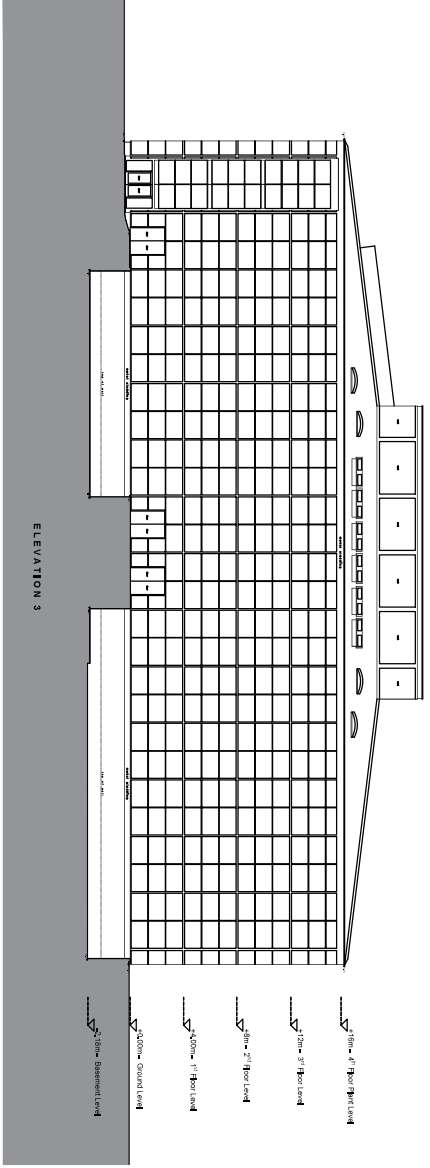
**hale**  
 ARCHITECTURE  
 200, Whitehorse Road, London, SE13 3HP  
 Project  
 3 The Square, Shoddy Park

Project No: 21087  
 Scale @ A3: 1:200/1:400  
 Drawing No: 21087-HALE-B1-04-DR-A-1014

3/24/2018  
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01 Proposed West Elevation



02 Proposed East Elevation

**hale**  
 ARCHITECTURE  
 251 Commonwealth Street, London, SE1 1SP

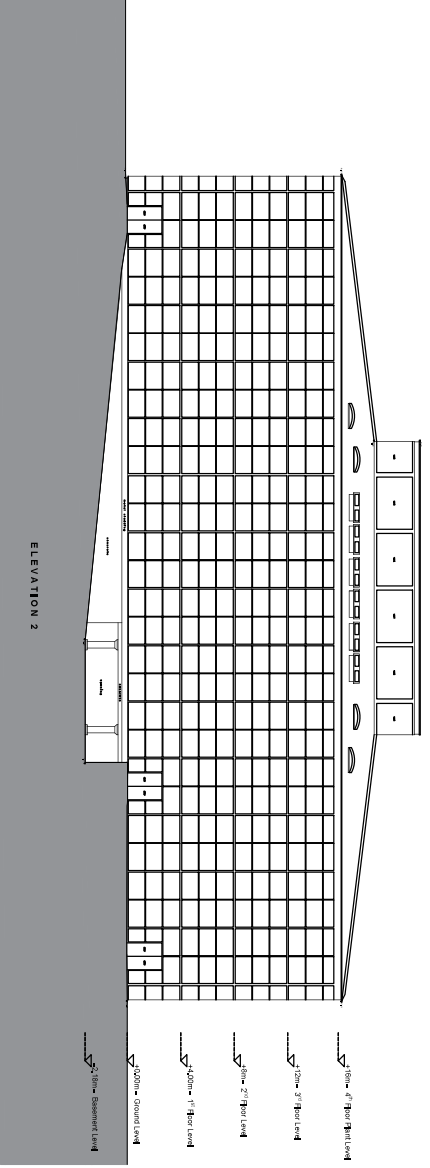
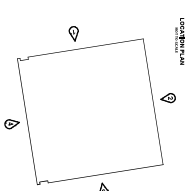
**COLUMBIA**  
 THREADNEEDLE  
 INVESTMENTS

01  
 Title Block  
 Rev: 01  
 Date: 21/08/18  
 Drawn: DMH  
 Checked: JAK

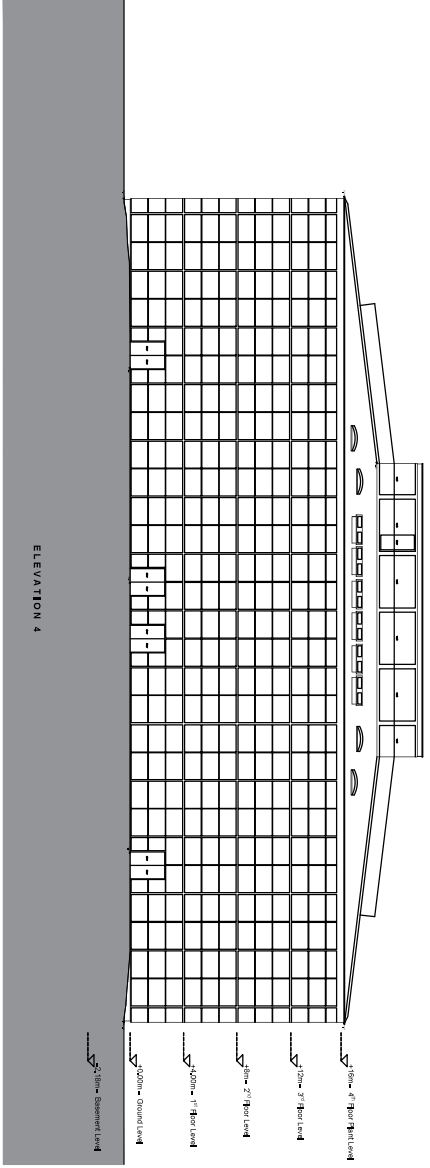
01  
 Title Block  
 Rev: 01  
 Date: 21/08/18  
 Drawn: DMH  
 Checked: JAK

Project: 21087-HALE-B1-XX-DR-01-1021  
 Scale: @ A3  
 Revision: 01

3/24/2020  
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01 Proposed North Elevation



02 Proposed South Elevation

**hale**  
 ARCHITECTURE  
 255 Leinster Road, London, SE1 1SP

**COLUMBIA**  
 THREADNEEDLE  
 INVESTMENTS

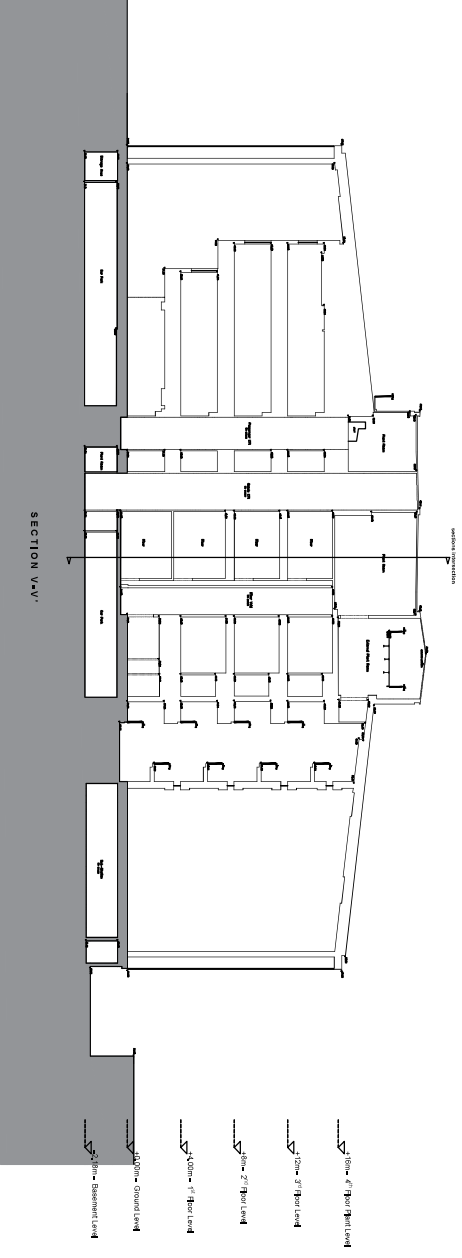
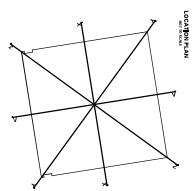
Project: 3 The Square, Stockley Park

Drawing Title: Proposed General Arrangement Elevations - North & South

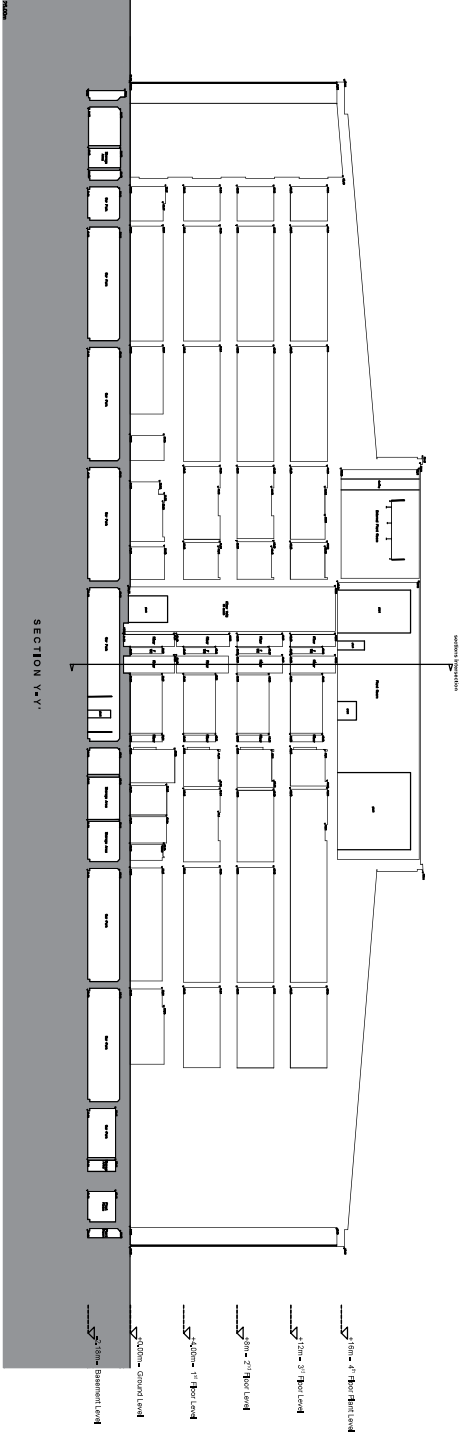
Project No:	21087	Scale @ A3/A4:	1:200/1:400	Revision:	01
Drawing No.:	21087-01				

21087-HAL-E-B1-XX-CD-R-A-1020

3/24/2018  
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01 Proposed Section V-V'  
 1/200' @ 1/4" = 1'-0"

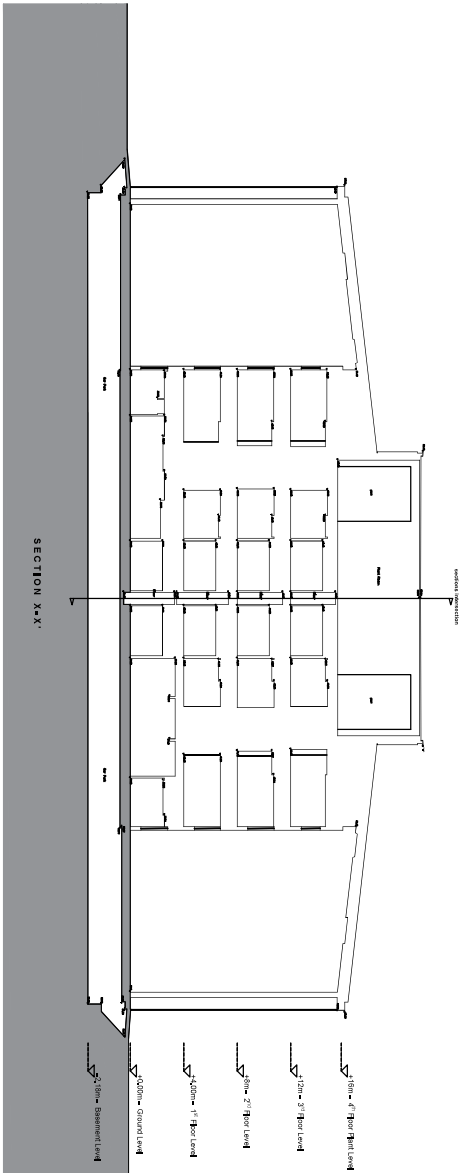
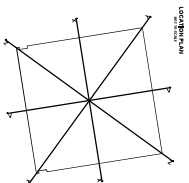


02 Proposed Section Y-Y'  
 1/200' @ 1/4" = 1'-0"

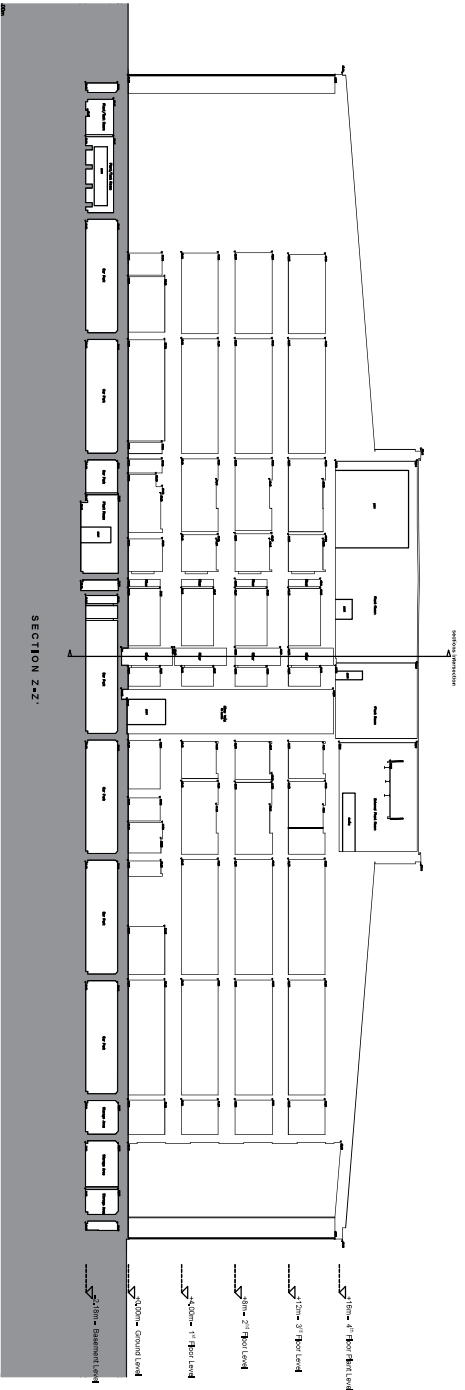
<b>hale</b> ARCHITECTURE 225 Leinster Road, London, SE1 1SP	
Project: 3 The Square, Stockley Park	
Drawing Title: <b>Proposed General Arrangement Sections VV and YY</b>	
Project No:	Scale @ A3/A4
21087	1:200/1:400
Drawing No:	Revision
01	01
Drawing No: <b>21087-HALE-B1-XX-DR-A-1030</b>	

3/5/2018  
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Note:



01 Proposed Section X-X



02 Proposed Section Z-Z

01	Final Issue	06/05/2014	JA	JA
Rev.	Notes	Date	Drawn	Checked

0 2 4 6 8 10  
 Feet



hale

ARCHITECTURE

255 Leadenhall Street, London, SE1 1SP

Project

3 The Square, Stockley Park

Drawing Title

Proposed General Arrangement

Sections XX and ZZ

Scale @ A3/A4

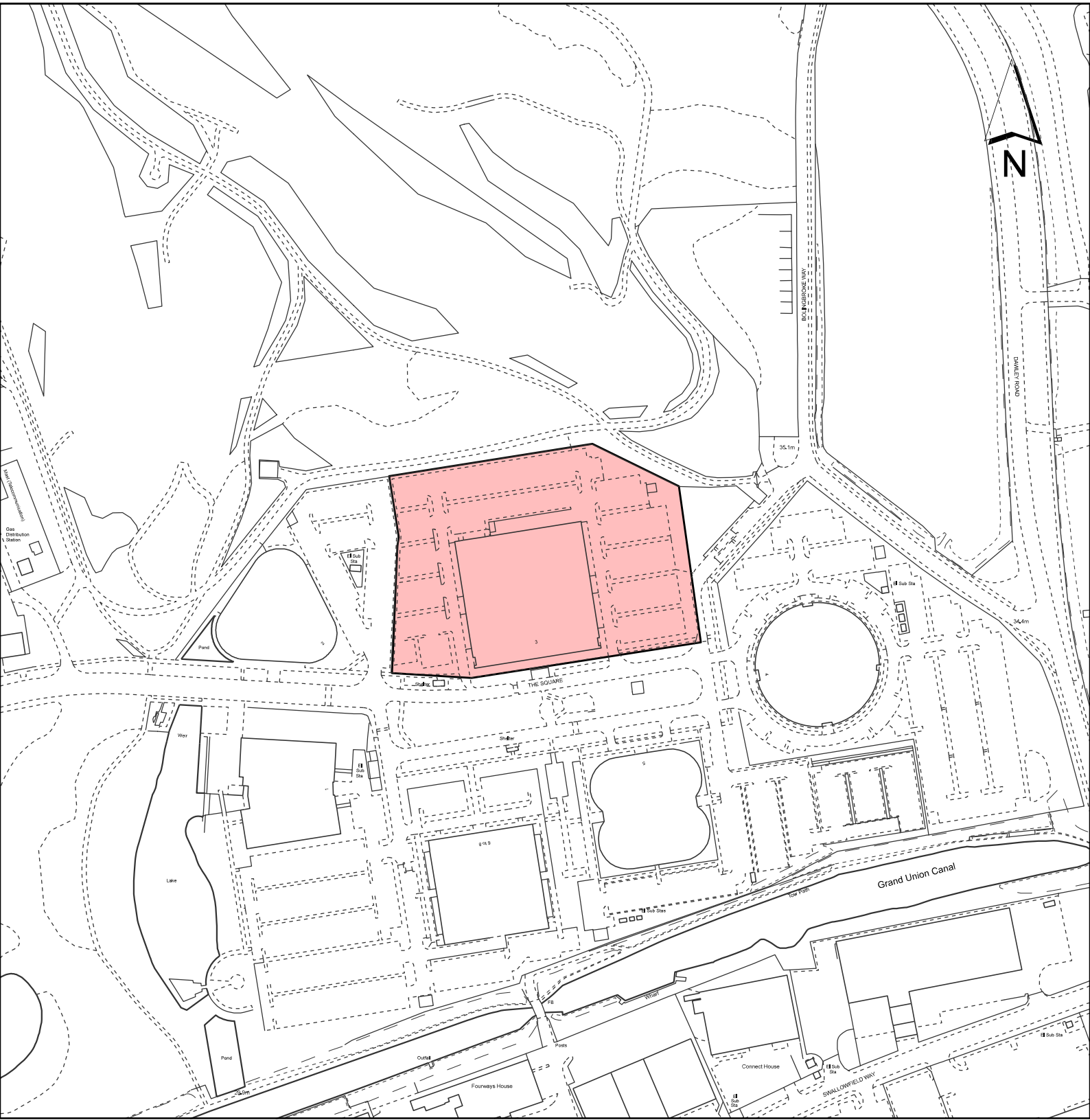
Project No



21087

Drawing No

01

21087-HALE-B1-XX-DD-A-1031



<b>KEY :</b>  <b>Site Boundary</b>	<b>ADDRESS :</b> <p style="text-align: center;">3 The Square Furzegrund Way</p>		<p style="text-align: center;"><b>LONDON BOROUGH OF HILLINGDON</b>   <b>RESIDENTS SERVICES PLANNING SECTION</b></p>
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	<b>PLANNING COMMITTEE :</b>	<b>DATE :</b> <p style="text-align: center;">05/11/2024</p>	 <b>HILLINGDON</b> LONDON

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

**Address:** BARR LODGE 1-16

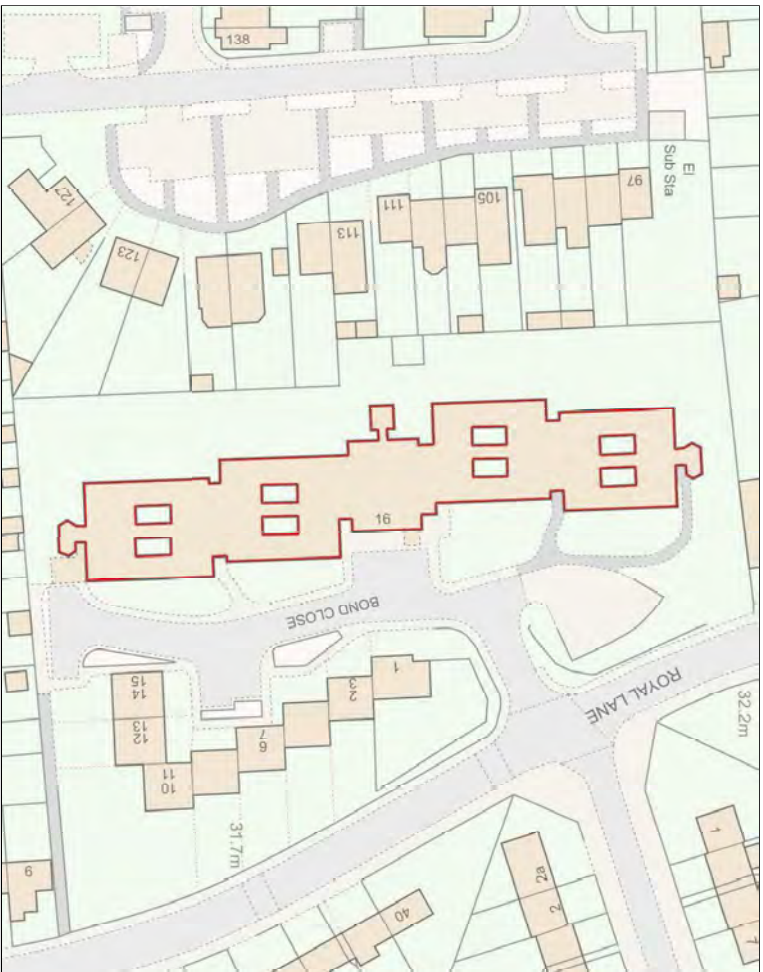
**Development:** The replacement of existing windows and doors with new UPVC windows, fire rated windows and timber door

**LBH Ref Nos:** 38948/APP/2024/1666



Date Produced: 24-Jun-2024

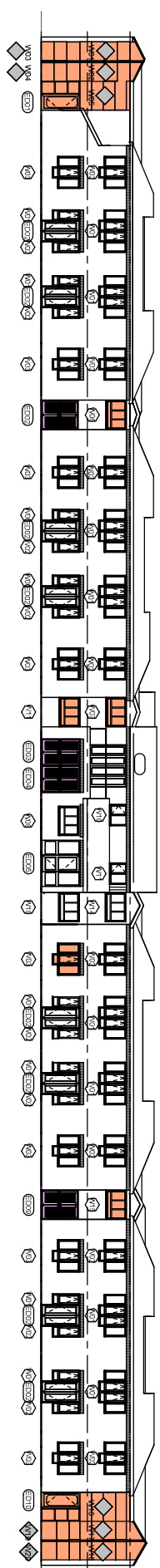
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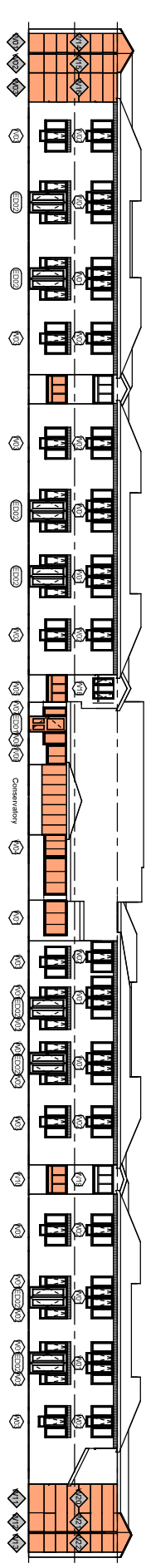
Planning Portal Reference: PP-13181678v1



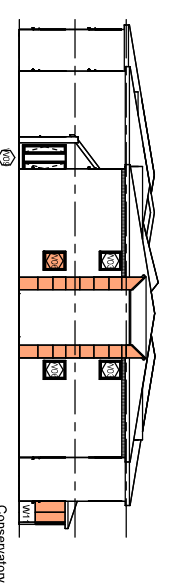
Information on this drawing can be obtained from the project file on the project website.  
 The drawings are the property of the architect and are not to be used for any other purpose without the written consent of the architect.  
 The drawings are the property of the architect and are not to be used for any other purpose without the written consent of the architect.  
 The drawings are the property of the architect and are not to be used for any other purpose without the written consent of the architect.



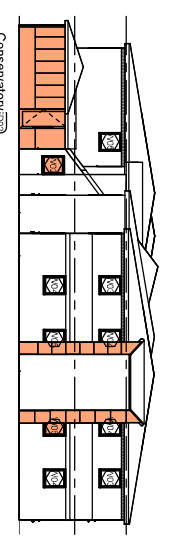
① Existing East Elevation (front) for Planning  
1 : 125



② Existing West Elevation (rear) for Planning  
1 : 125

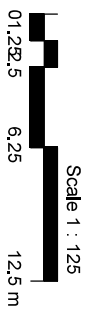


③ Existing North Elevation (side) for Planning  
1 : 125



④ Existing South Elevation (side) for Planning  
1 : 125

⑤ Scale Bar  
1 : 125



**MATERIALS AND SPECIFICATION LEGEND**

	UPVC
	Fire Rated windows - corridor and escape routes (Fire doors not to be fire rated)
	Aluminium Curtain Walling
	Timber Louvre Door

○ Existing Materials and Specification Legend  
1 : 125

**EXISTING PHOTOS**



South-East Corner and the South Staircase



Main Entrance



North-East Corner and the North Staircase



Conservatory



Front View - Junction between Flats 14 and 15

allen construction consultancy ltd  
 Highgate House, Highgate Road,  
 51 Highgate, London, N5 2AQ  
 Tel: +44 (0)20 71 785 200  
 Email: info@allenconstruction.com

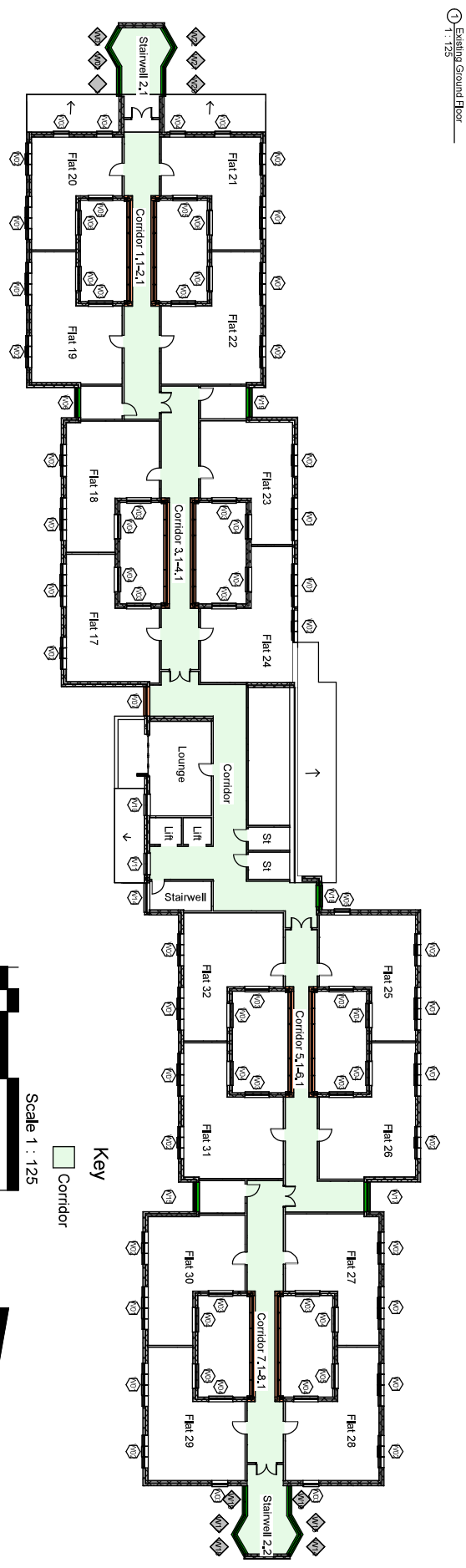
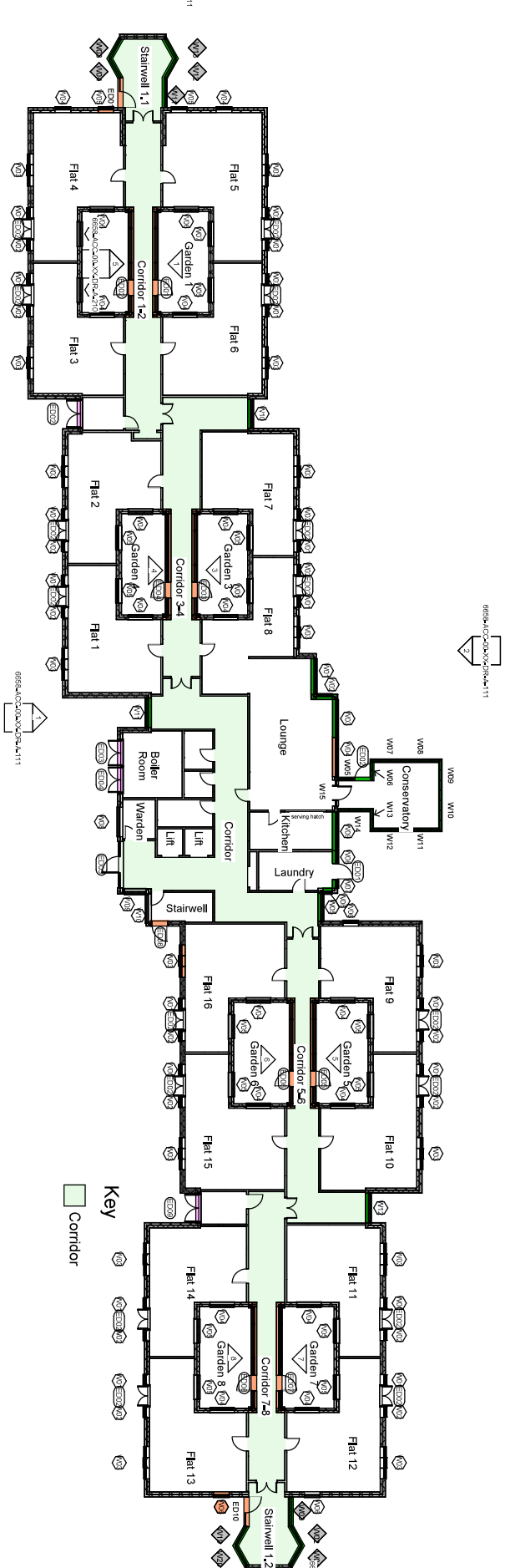
**HILLINGDON**  
LONDON

Project: 1 BH 16 Barr Lodge, Bond Close, Watlington, West Drayton, Middlesex, UB7 8DT

Sheet: **EXISTING ELEVATIONS - FOR PLANNING**

Project No: 6439  
 Date: 06/20/24  
 Drawn by: CN  
 Checked by: PC  
 Date: 05/24/24  
 Scale: 1 : 125

6/20/2024 11:11:11 AM  
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**MATERIALS AND SPECIFICATION LEGEND**

UPVC
Fire Rated Windows - corridor and escape routes (Fire doors not to be replaced)
Aluminum Curtain Walling
Timber Louvre Door

Existing Materials and Specification Legend  
 1 : 125

**Project:** LH 16 Barr Lodge, Bond Close, Yeovil, West Devon, Middlesex, UB7 8BT

**Client:** **allen** construction consistency ltd  
 Highgate House, Highgate Road, St John's, London, N16 7NE  
 Tel: 020 7611 785 200  
 Email: info@allenconstruction.co.uk

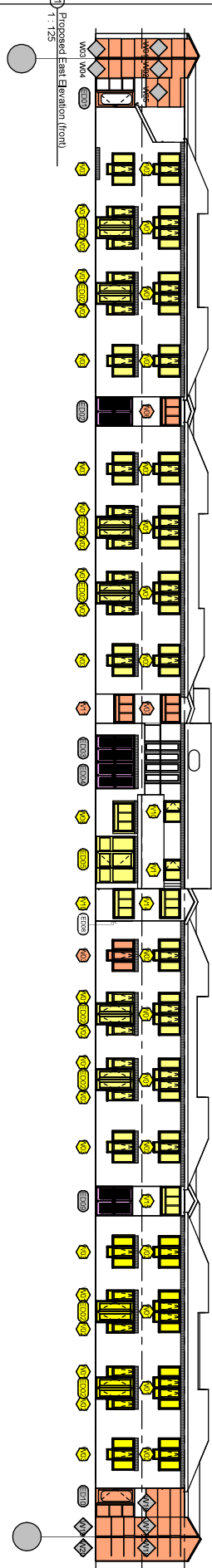
**Project No:** 6439  
**Date:** 05/20/24  
**Drawn by:** CN  
**Checked by:** PD  
**Date:** 05/20/24

**Sheet:** EXISTING FLOOR PLANS OF and FF FOR PLANNING

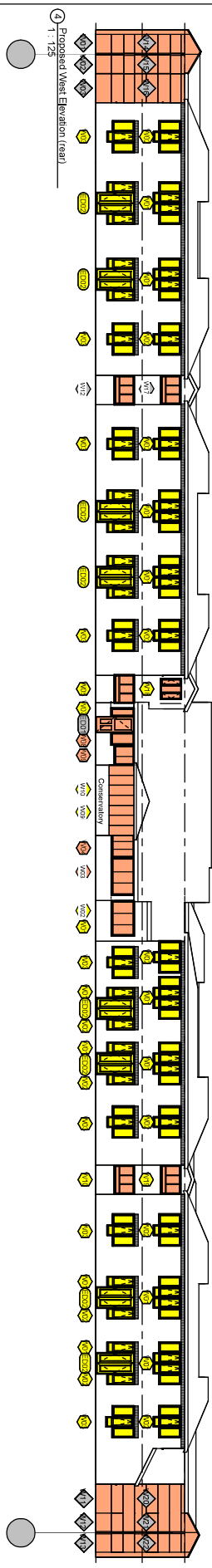
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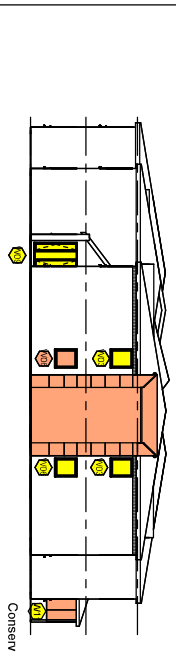
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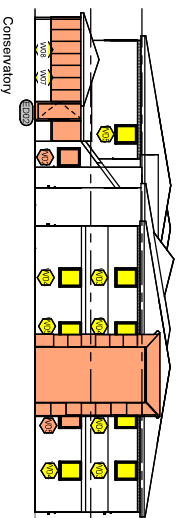
1 Proposed East Elevation (front)  
1 : 125



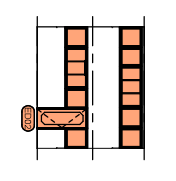
2 Proposed West Elevation (rear)  
1 : 125



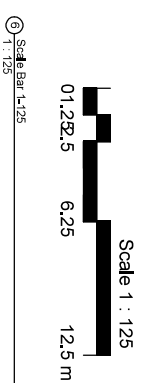
3 Proposed North Elevation (side)  
1 : 125



4 Proposed South Elevation (side)  
1 : 125



5 Typical Garden Elevation - Garden 2  
1 : 125



**PROPOSED ACTIONS LEGEND**

- Repair in Anthracite Grey
- ◇ Colour: i.e. Door, Window, Panel below window/fascia, Gutter, and Downpipe
- ◐ Replace with new UPVC Window / Door - Colour: Anthracite Grey
- ◑ Replace with Fire Rated Glazing - Colour: Anthracite Grey

**MATERIALS AND SPECIFICATION LEGEND**

- UPVC
- Fire Rated windows - colour and escape routes (if doors not to be replaced)
- Aluminium Curtain Walling
- Timber Louvre Door

Proposed Actions for the Windows and Doors

**allen** **construction consultancy ltd**  
Highgate House, Highgate Road, Shilly, Central London, NW6 7JH  
Tel: +44 (0)20 7437 2500  
Email: info@allen.co.uk

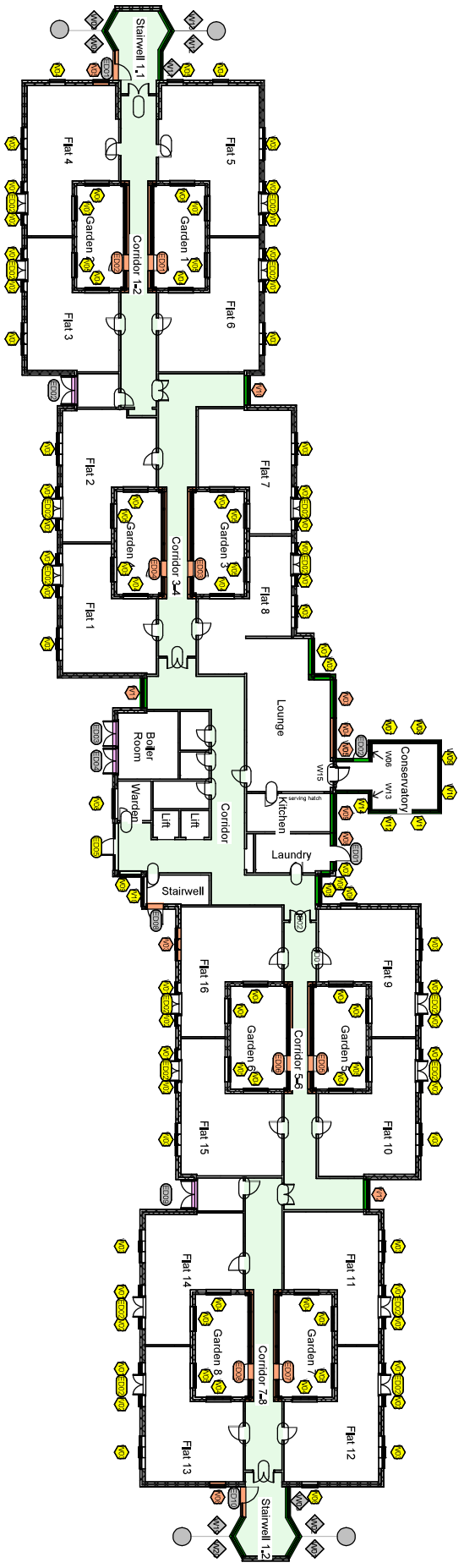
**HILLINGDON** LONDON

Project: LBH 16 Barr Lodge, Bond Close, Viewley, West Drayton, Middlesex, UB7 8DT

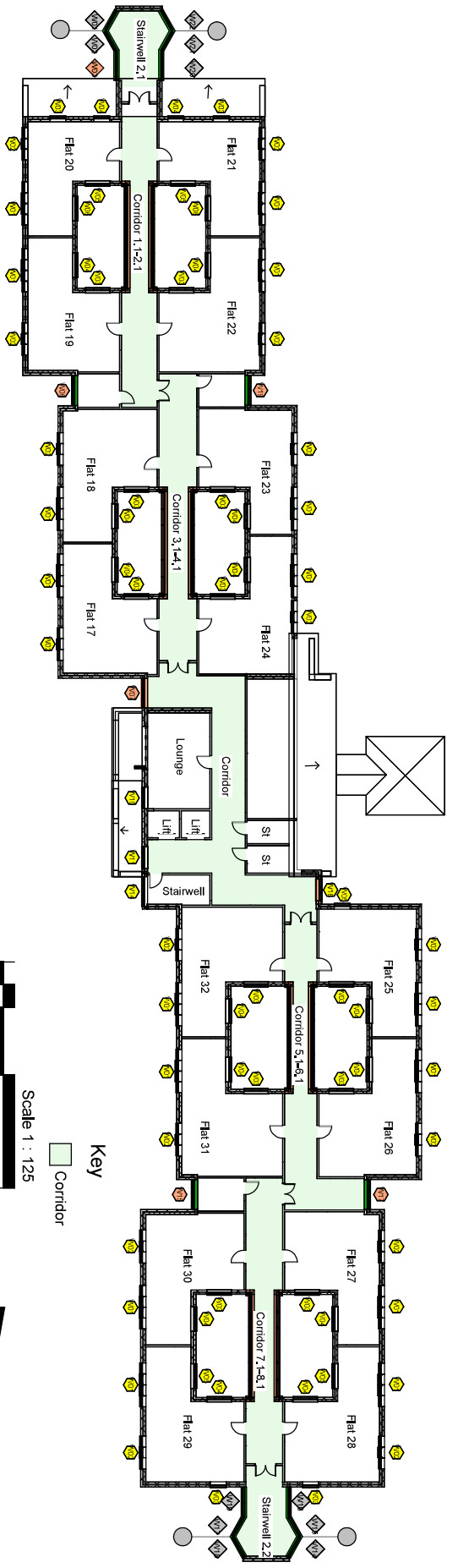
Sheet: PROPOSED ELEVATIONS - FOR PLANNING

Project No.	6439
Date	05/31/24
Drawn by	CM
Checked by	PC
Drawn	6556402024x1425x4210

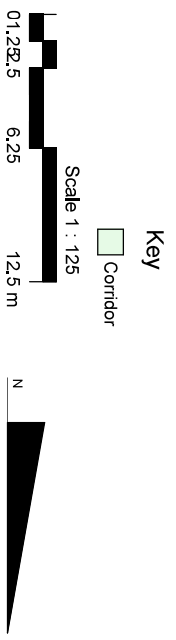
Scale: 1 : 125



① Proposed Ground Floor Plan  
1:125



② Proposed First Floor Plan  
1:125



**PROPOSED ACTIONS LEGEND**

- Repair in Anthracite Grey Colour: Ls, Door, Window, Panel below Window/Fascia, Gutter, and Downpipe
- ◐ Repace with Fire Rated Glazing - Colour: Anthracite Grey
- ◑ UPVC
- ◒ Fire Rated windows - exterior and escape routes (Fire doors not to be replaced)
- ◓ Aluminium Curtain Walls
- ◔ Timber Louve Door

**MATERIALS AND SPECIFICATION LEGEND**

○ Proposed Actions for the Windows and Doors  
1:125

**allen**  
construction consultancy ltd

Highgate House, Highgate Road,  
St Albans, Hertfordshire, AL1 4AA  
Tel: 01438 786 500  
Email: info@allen.co.uk

**HILLINGDON**  
LONDON

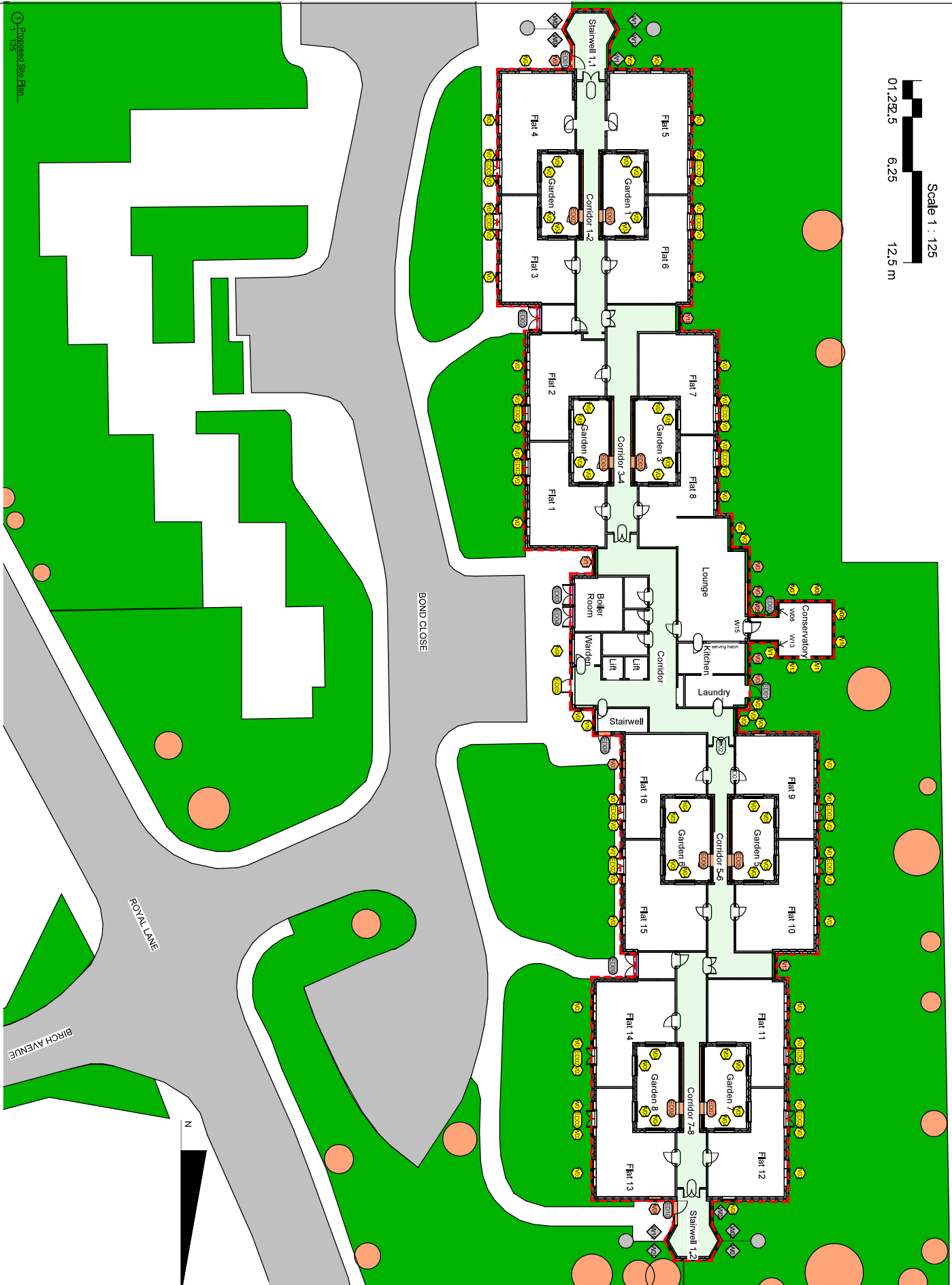
Project: LBH 16 Barr Lodge, Bond Close,  
Viewley, West Drayton, Middlesex,  
UB7 8DT

Sheet: PROPOSED FLOOR PLANS GF and FF  
FOR PLANNING

Project No: 6439  
Date: 05/03/24  
Drawn by: CN  
Checked by: PC  
Date: 05/03/24

Scale: 1:125

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- PROPOSED ACTIONS LEGEND**
- Repair in Anthracite Grey
  - ◆ Panel held window/Fixed Gutter, and Downpipe
  - Replace with new UPVC Window /Door - Colour: Anthracite Grey
  - Refurbish with Fire Rated glazing - Colour: Anthracite Grey
- MATERIALS AND SPECIFICATION LEGEND**
- UPVC
  - Fire Rated windows - corridor and escape routes (Fire doors not to be replaced)
  - Aluminium Curtain Walling
  - Timber Louvre Door
- Proposed Actions for the Windows and Doors

**allen**  
construction consultancy ltd  
Highgate House, Highgate Road,  
Shilly, Shalford, Essex  
S14 4LJ 01781 785 200  
Email: info@allen.co.uk

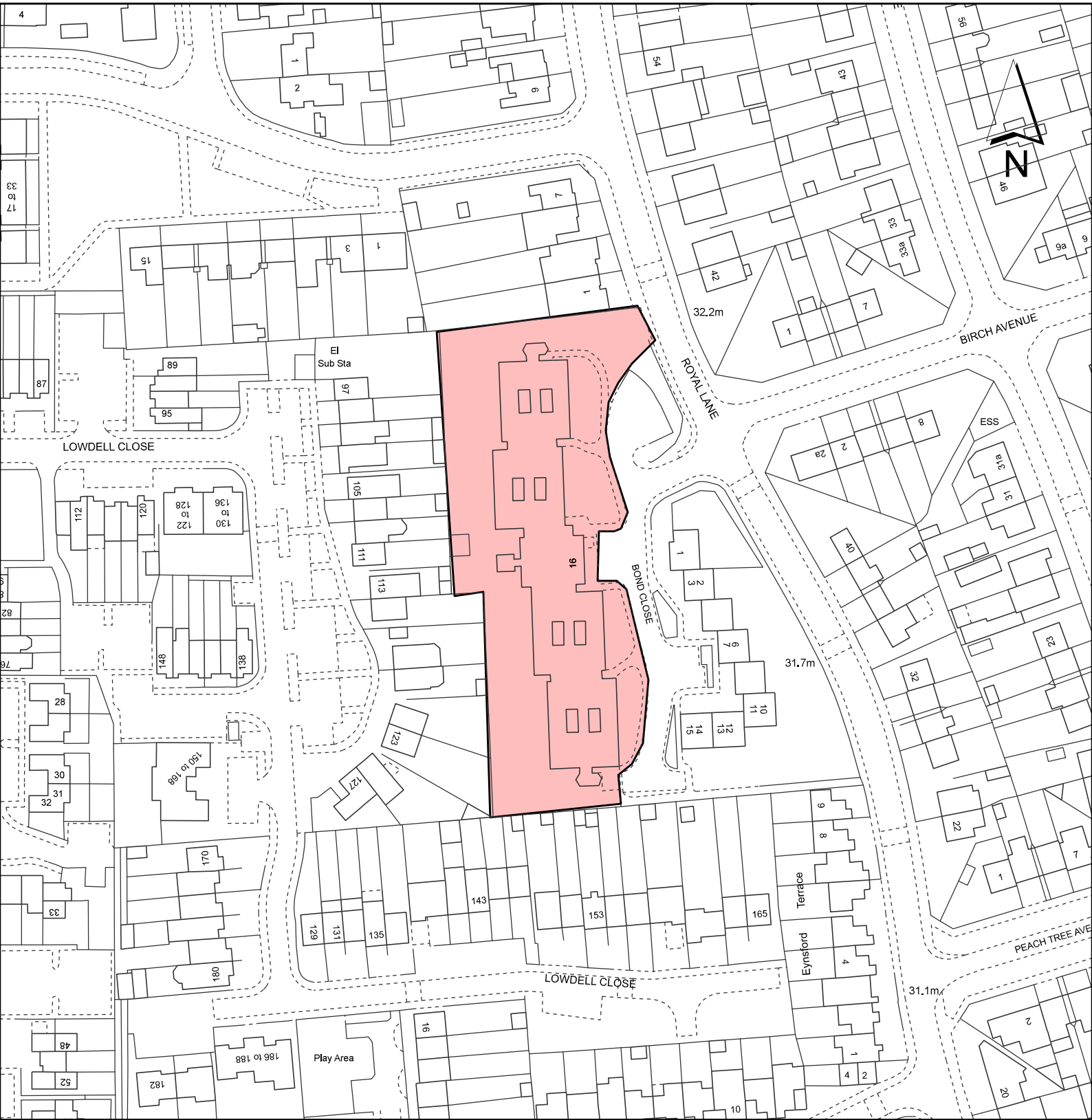
**HILLINGDON**  
LONDON



Project: LBH 16 Barr Lodge Bond Close  
Viewley, West Drayton, Middlesex,  
UB7 8DT

Sheet: PROPOSED SITE PLAN

Project No: 6439  
Date: 06/24/21  
Drawn by: CN  
Checked by: PC  
Date: 06/24/21

Scale: 1 : 125



<p><b>KEY :</b></p> <p> Site Boundary</p>	<p><b>ADDRESS :</b></p> <p>Barr Lodge 1-16</p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>RESIDENTS SERVICES PLANNING SECTION</b></p>
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<p><b>PLANNING COMMITTEE :</b></p> <p>Page 243</p>		<p><b>DATE :</b></p> <p>05/11/2024</p>	

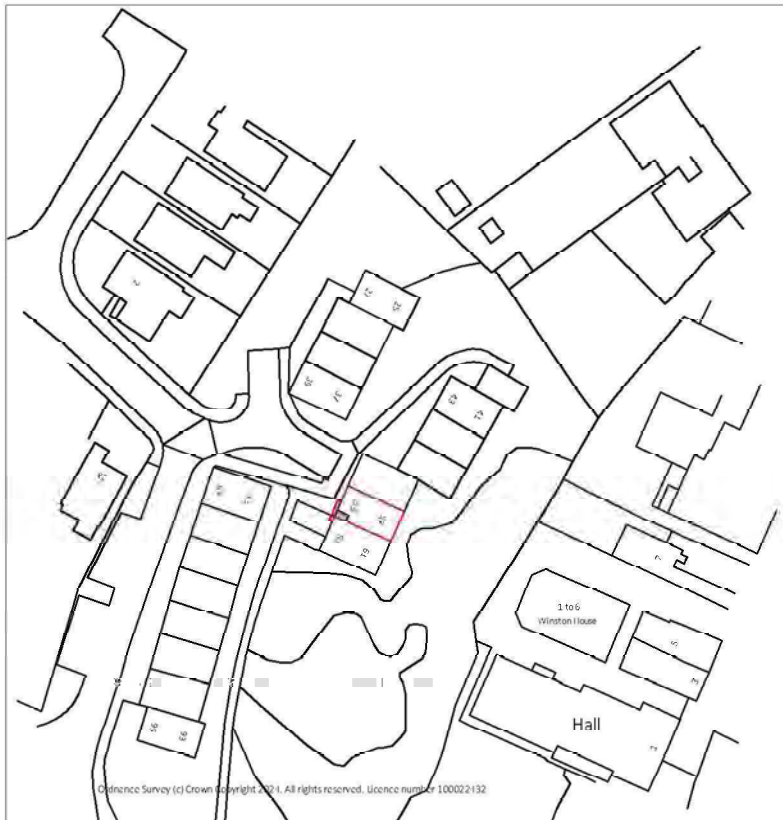
**Report of the Head of Development Management and Building Control**

**Address:** 59 BONIFACE ROAD ICKENHAM

**Development:** Conversion of existing refuse storage area to provide disabled access to 1st floor flat with amendments to fenestration and provision of bin stores

**LBH Ref Nos:** 78960/APP/2024/2107





**NOTE:**

The contractor is responsible for all dimensions and levels which are to be taken from site at all times and if required agreed with the client or designer.

No responsibility will be held by the designer on failure of notification.

An Asbestos survey has not been carried out on this property, in the event of finding asbestos this must be treated with caution and tested and removed by a qualified person.

Please note that the contractor will be the principle designer and principle contractor on this contract for all CDM.

Any works undertaken on site prior to receiving Building Regulations Approval from the Local Authority are at clients own risk.

The contractor is responsible for any / all temporary works that may be required and the general safety and stability of the building during removal of existing works and installation of all new structural elements at all stages of the work in strict accordance with the latest Health and Safety at Work and CDM recommendations.

Any existing walls or structural elements to be removed must be done so / undertaken only after all necessary props / temporary supports / works required are in place. The removal of walls or beams must be undertaken with great care so as not to de stabilize or damage the existing structure at any time.

A party wall agreement may be required for some aspects of the work. We are not party wall surveyors and have not provided any information on this requirement. The client is advised to seek confirmation if one is required from a Party Wall Surveyor

**DO NOT SCALE FROM DRAWINGS EXCEPT FOR PLANNING PURPOSE.**

Client:

----

Site Address:  
**59 THE BUNTINGS**  
**BONIFACE ROAD**  
**UB10 8BY**

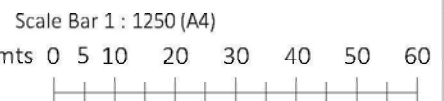
Dwg Date: 07-06-2024

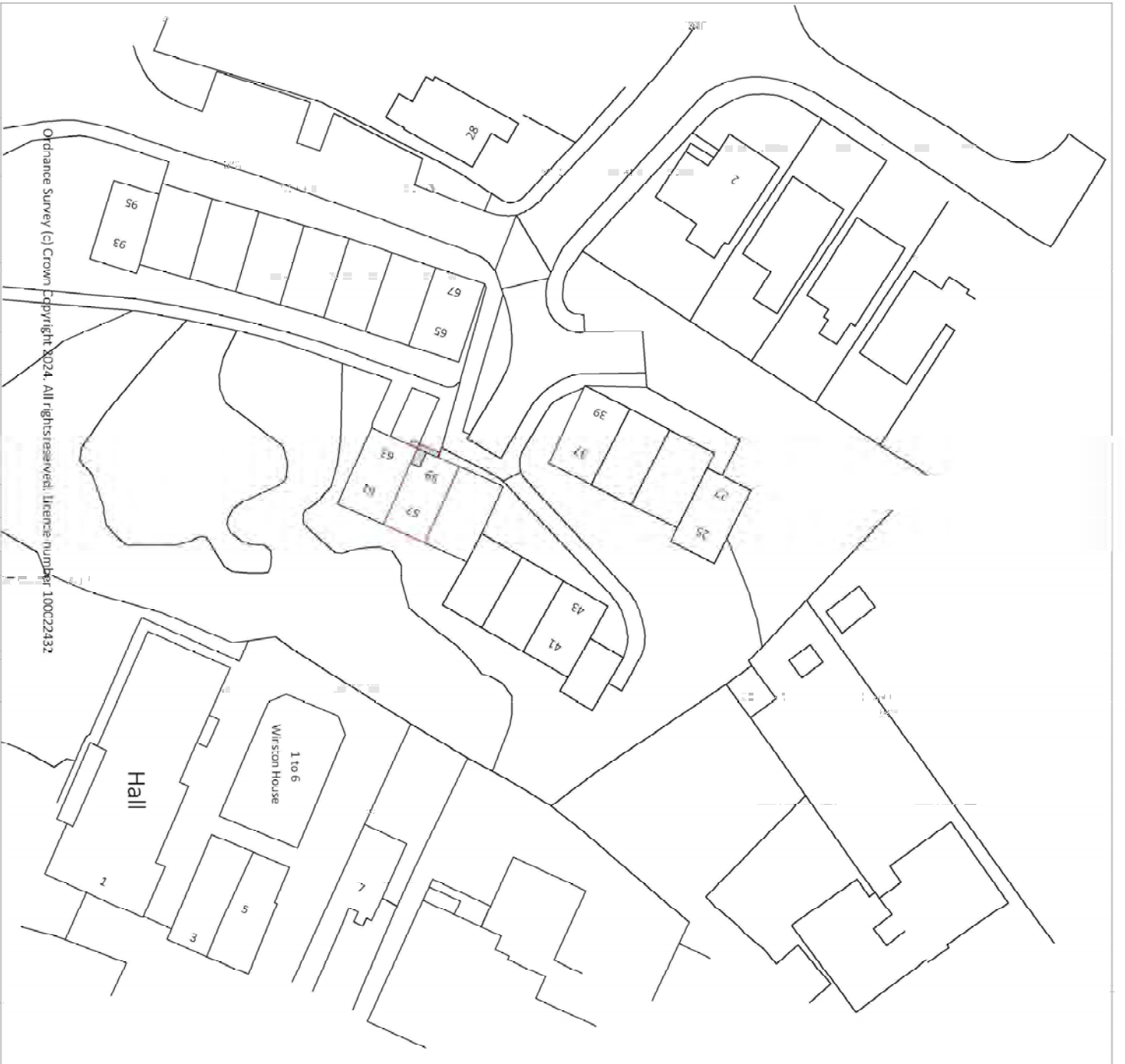
Dwg No: 002

Dwg Title: LOCATION PLAN

Proposed Project:

CONVERSION OF EXISTING REFUGE STORE TO PROVIDE NEW ACCESS TO PROPERTY.





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**NOTE:**  
 The contractor is responsible for all dimensions and levels which are to be taken from site at all times and if required agreed with the client or designer.  
 No responsibility will be held by the designer on failure of notification.  
 An Accession survey has not been carried out on this property. In the event of finding asbestos this must be treated with caution and tested and removed by a qualified person.  
 Please note that the contractor will be the principle designer and principal contractor on this contract for all CDM.

Any work undertaken on site prior to leaving Building Regulations Approval from the local Authority are at clients own risk.  
 The contractor is responsible for any / all temporary works that may be required during the general safety and stability of the building during removal of existing works and installation of all new structural elements at all stages of the work in strict accordance with the latest Health and Safety at Work and CDM recommendations. Any existing wall or structural elements to be removed must be done so / undertaken only after all necessary props / temporary supports / works required are in place. The removal of walls or beams must be undertaken with great care so as not to destabilize or damage the existing structure at any time.

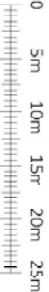
A party wall agreement may be required for some aspects of the work. We are not party wall supervisors and have not provided any information on this requirement. The client is advised to seek confirmation if one is required from a Party Wall Surveyor.  
**DO NOT SCALE FROM DRAWINGS EXCEPT FOR PLANNING PURPOSES.**

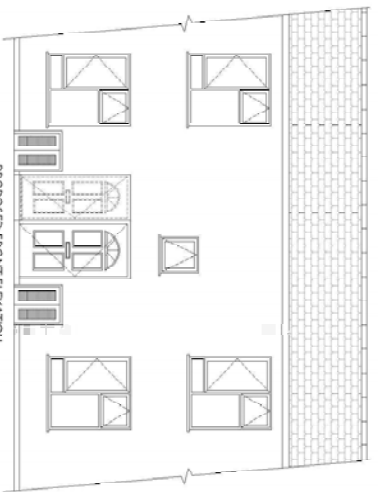
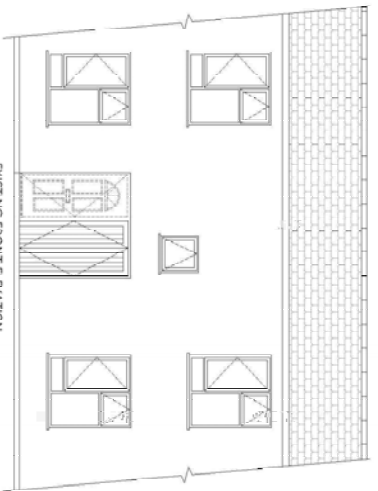
Client  
 Site Address  
 59 THE BUNTINGS  
 BONIFACE ROAD  
 UB10 8BY

Drawn Date: 07-06-2024  
 Draw No: 003  
 DWG Title: BLOCK PLANS

Proposed Project  
 CONVERSION OF EXISTING REFUGEE STORE TO PROVIDE NEW ACCESS TO PROPERTY.

Scale Bar 1 : 500 (A3)





**NOTE:**  
The contractor is responsible for all dimensions and levels which are to be taken from site at all times and if required agreed with the client or Designer. No responsibility will be held by the designer on failure of notification.

An Asbestos survey has not been carried out on this property, in the event of finding asbestos this must be treated with caution and testing and removed by a qualified person.  
Please note that the contractor will be responsible for the asbestos survey and the contractor will be responsible for the asbestos removal and the contractor will be responsible for the asbestos removal and the contractor will be responsible for the asbestos removal.

Any works undertaken on site prior to the Building Regulations Approval from the Local Authority are at clients own risk.

The contractor is responsible for any/all temporary works that may be required and the general safety and stability of the building during removal of existing works and installation of all new structural elements at all stages of the work in situ. Work and CDM compliance holds on any existing walls or structural elements to be removed must be done so/undertaken only after all necessary procs/Temporary supports / works required are in place. The removal of walls so deemed must be undertaken with great care so as not to damage or damage the existing structure at any time.

A party wall agreement may be required for some aspects of the work. We are not party wall surveyors and have not provided any information on this requirement. The client is advised to seek confirmation if one is required from a Party Wall Surveyor.

DO NOT SCALE FROM DRAWINGS EXCEPT FOR PLANNING PURPOSES.  
Drawing Reference: 301

Site Address:  
59 THE BUNTINGS  
BONIFACE ROAD  
UB10 8BY  
Dwg Date: 07/06/2024  
Dwg Title: EXISTING & PROPOSED

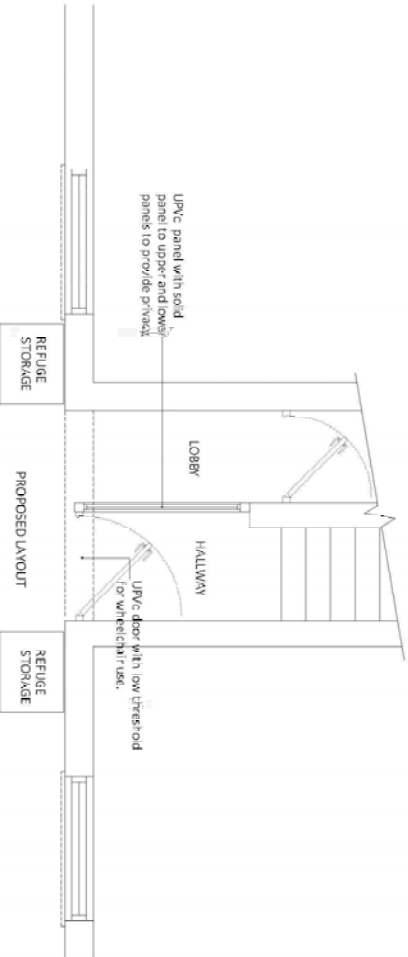
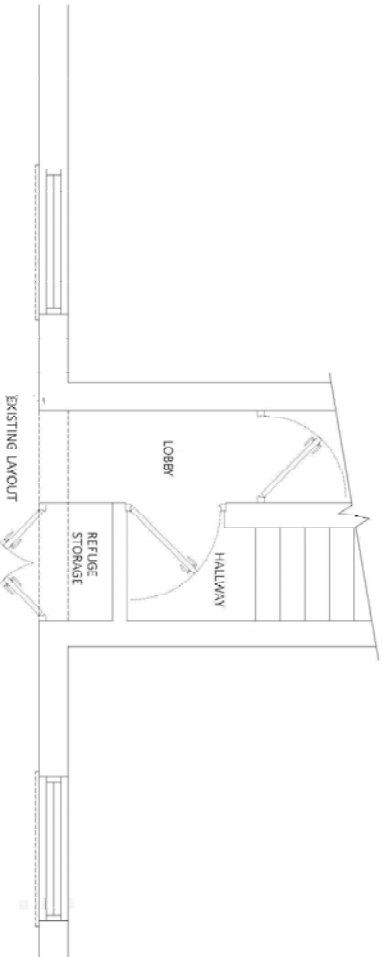
Proposed Project:  
CONVERSION OF EXISTING REFUGE STORE TO PROVIDE NEW ACCESS TO PROPERTY

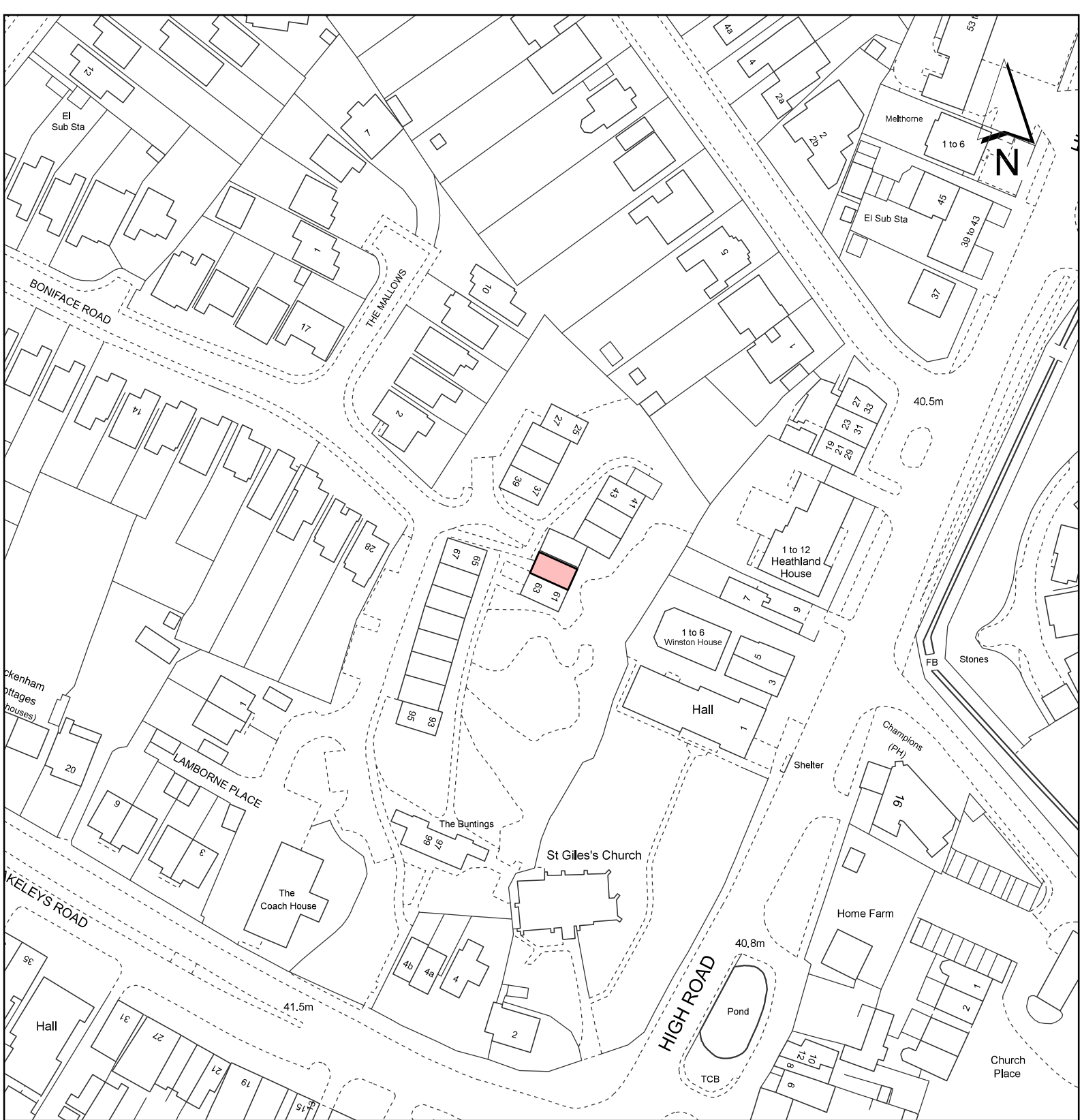
Scale Bar 1 : 100 (A3)





EXISTING FRONT ELEVATION

PROPOSED FRONT ELEVATION





<b>KEY :</b>  <b>Site Boundary</b>	<b>ADDRESS :</b> 59 Boniface Road, Ickenham		<b>LONDON BOROUGH OF HILLINGDON</b>  <b>RESIDENTS SERVICES</b> <b>PLANNING SECTION</b>
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	<b>PLANNING COMMITTEE :</b>	<b>DATE :</b> 05/11/2024	

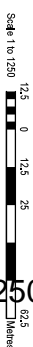
**Report of the Head of Development Management and Building Control**

**Address:** HAREFIELD ACADEMY NORTHWOOD WAY HAREFIELD  
**Development:** Erection of a substation  
**LBH Ref Nos:** 17709/APP/2024/1802

- Land Owned by Applicant
- Application Site

**RECORDING INFORMATION:**

The information regarding the Land Ownership by Applicant is based on 2D measured survey information received from the Ealing London Plan produced by JHS&J Harlequin.



**Amendments**

No.	Description	Date	Issued by
001	Finalisation	08/03/2024	ISS

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Project Name: The Harlefield Academy - Substation

Drawn: CS  
Checked: GR  
Date Reference: Planning Issue - Substation Site Location Plan

Scale: 1:1250 @ A1  
Project Issue Date: June 2024

Project:	Originator:	Volume:	Level:	Type:	Role:	Number:
Z07/17 - NOV - V5 - 00 - DR - A - PL01						

Status:	Issued by:	Original Paper Size:
PL - Issued for Planning		A2
Revision:	Revision Description:	Revision Issued by:
P01	PLANNING SUBMISSION	Z07/17



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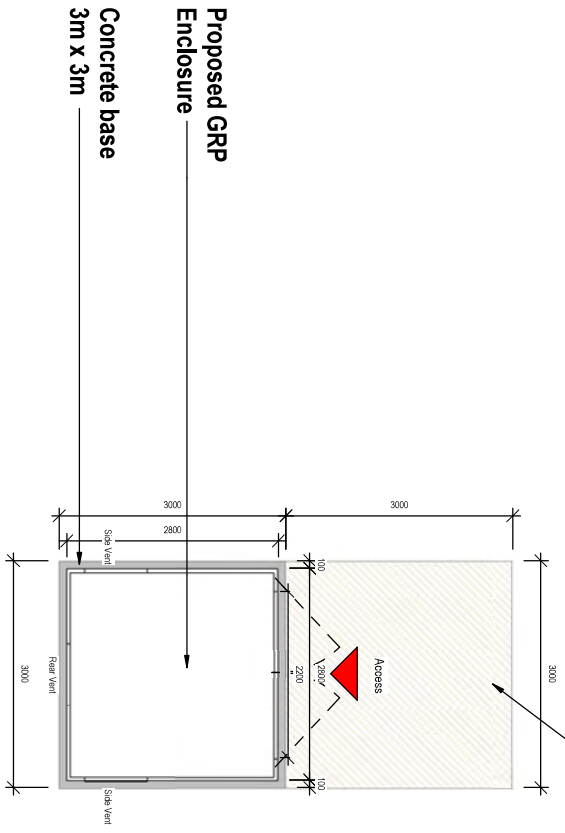
**1 Site Location Plan**  
1 : 1250







Cable route/ access area to be kept clear of obstructions



1 GRP Enclosure Plan View  
1 : 50

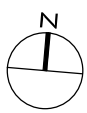
GRP INFORMATION:  
GRP Housing Enclosure Emco TR7 or equivalent by SSEN Design standards  
Scale: 1 to 50  
0.5 0 0.5 1 2.5  
Meters

No.	Description	Date	Issued By
002	Initial Issue	20/04/2024	CS
001	Initial Issue	20/04/2024	CS

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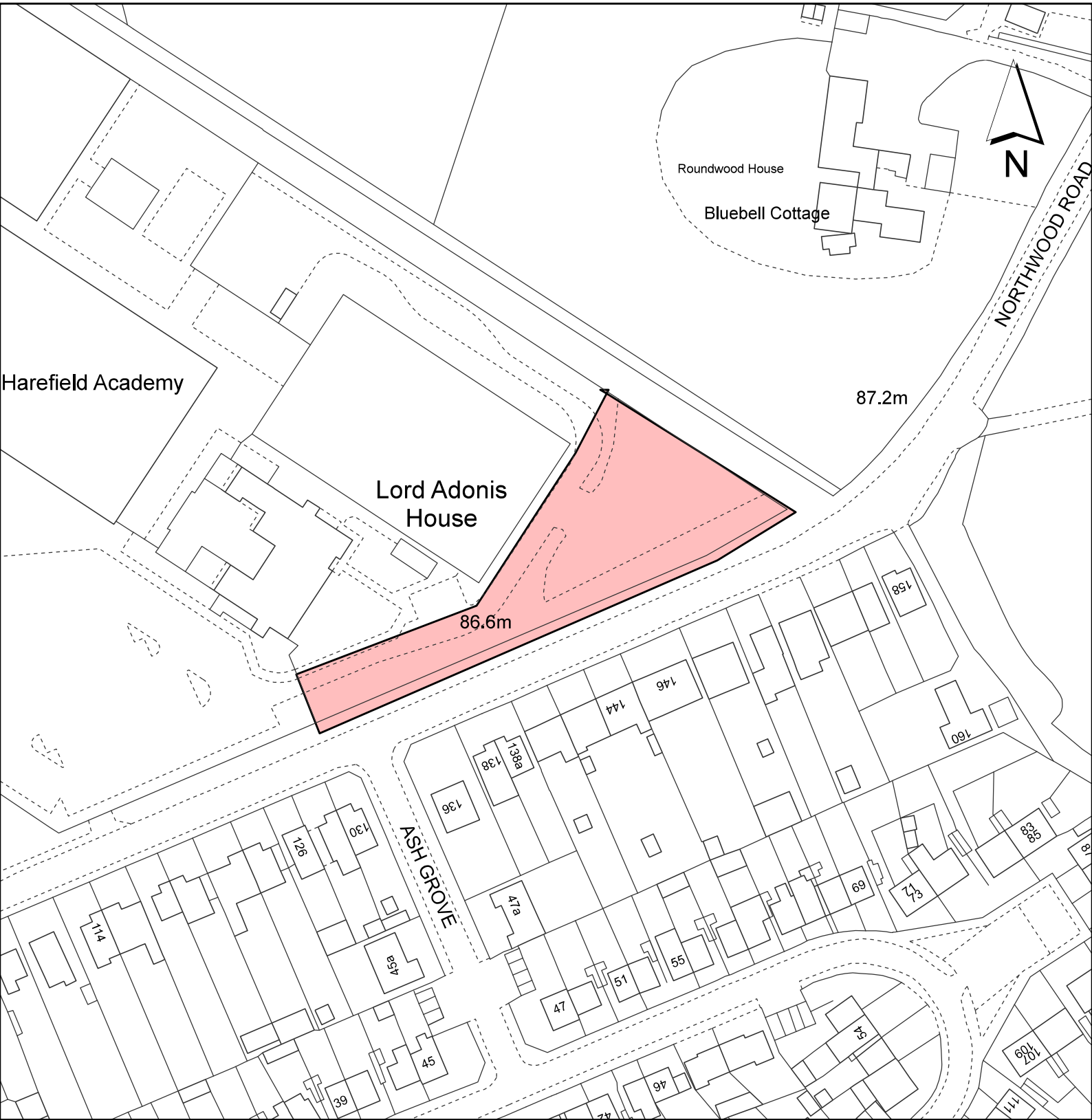




The Herfield Academy - Substation

Drawn: CS Checked: GR  
Date Referenced: Planning Issue - Substation Proposed plans

Scale:	1:50 @ A1	Project Issue Date:	June 2024
Project:	Z0717 - NOV - V5 - 00 - DR - A - PL04	Originator:	Valerie
Status:	Issued for Planning	Level:	Type
Revision:	PLANNING SUBMISSION	Role:	Number
Revision Description:	PLANNING SUBMISSION	Orig. Paper Size:	A1
Revision:	PLANNING SUBMISSION	Revision:	NOVIUN 000 100
Revision:	PLANNING SUBMISSION	Revision:	Z0717





<b>KEY :</b>  Site Boundary	<b>ADDRESS :</b> Harefield Academy		<b>LONDON BOROUGH OF HILLINGDON</b> <b>RESIDENTS SERVICES</b> <b>PLANNING SECTION</b>
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<b>PLANNING COMMITTEE :</b> Page 255		<b>DATE :</b> 05/11/2024	

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